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#### Introduction

Recently, the role of public transportation in workforce development has gained increased attention because of welfare reform at the federal level. Changes in welfare legislation, as mandated by the federal government, have placed an increased emphasis on moving jobseekers off of temporary assistance and into jobs that will allow them to become self-sufficient. The barriers faced by these individuals and the public and not-for-profit agencies that serve them are substantial. Many temporary assistance recipients neither own cars nor have access to adequate public transportation. Without adequate provisions for transportation, many low income persons face a considerable (sometimes insurmountable) amount of difficulty in obtaining training, finding gainful employment, and fulfilling domestic and child care needs. This introduction provides a brief description of the changes in welfare reform and the concomitant challenges that arise due to these changes.

In August 1996, the Temporary Assistance for Needy Families (TANF) program was enacted as part of President Clinton's Personal Responsibility and Work Opportunity Reconciliation Act (PRWORA). As the successor to the Aid to Families with Dependent Children (AFDC) program, TANF replaced the open-ended publicly funded assistance programs of the past with initiatives aimed at moving individuals into the workplace more effectively and efficiently through mandatory work requirements. The TANF legislation stipulates a maximum of 60 months of cash assistance to low-income, poverty level persons in combination with mandatory work and training requirements. TANF is a state-administered block grant that allows states greater control over welfare spending and eligibility determinants than its predecessor AFDC. TANF encompasses Temporary Assistance and Safety Net programs.

According to the New York State (NYS) Department of Family Assistance's (DFA) Office of Temporary and Disability Assistance, the effect of TANF on state welfare rolls has been dramatic. Between January 1996 and July 1998, the number of Temporary Assistance (formerly known as Public Assistance) cases in New York State decreased by 28 percent. A breakdown of the number of TANF cases for each county in the region over the same period is given in Table 1. A general consensus among county employment and training units in the region is that individuals currently receiving Temporary Assistance face multiple barriers with respect to transportation, training, and adequate provisions for child care, and thus will require a great deal of support to become self sufficient.

The Community Transportation Association of America<sup>4</sup> reports that nationally, less than one out of ten temporary assistance recipients own an automobile and nearly 40 percent of persons using mass transit are considered low income. Mass transit, however, is

<sup>&</sup>lt;sup>1</sup> TANF not only replaces AFDC, but also consolidates child support programs, supplemental security income, and food stamps under its provisions.

<sup>&</sup>lt;sup>2</sup> Some states have periods shorter than 60 months in which individuals must find employment and become self-supportive.

<sup>&</sup>lt;sup>3</sup> Safety Net is a state and locally funded temporary assistance program.

<sup>&</sup>lt;sup>4</sup> CTAA website <a href="http://www.ctaa.org">http://www.ctaa.org</a>, August 12, 1998.

designed to meet the needs of the majority of the population. Public transportation provides services during normal or peak hours of commercial activity. Most public transportation does not account for second or third shift job opportunities because they do not create enough demand to warrant additional funding and services on a large scale within smaller metropolitan and rural areas. This conflicts with the needs of jobseekers who may be qualified for a job but cannot seize the opportunity because public transit does not provide service during the hours required by the position. Many firms run second and third shifts where new workers are usually placed when they begin. Retail establishments operate into the late evening to serve customers who work traditional nine to five jobs. For workers in retail firms, public transportation may provide a ride to work, but returning home presents a difficulty.

Table 1

| Temporary Assistance Cases - Genesee Finger Lakes Region |              |              |              |           |                              |  |
|----------------------------------------------------------|--------------|--------------|--------------|-----------|------------------------------|--|
|                                                          | January 1996 | January 1997 | January 1998 | July 1998 | %<br>Change<br>1/96-<br>7/98 |  |
| New York State                                           | 671,320      | 593,733      | 523,762      | 485,170   | -27.7%                       |  |
| Genesee/Finger Lakes Region                              | 31,142       | 27,815       | 24,815       | 23,226    | -25.4%                       |  |
| Genesee County                                           | 567          | 492          | 357          | 328       | -42.2%                       |  |
| Livingston County                                        | 1,109        | 905          | 701          | 612       | -44.8%                       |  |
| Monroe County                                            | 24,951       | 22,413       | 20,657       | 19,668    | -21.2%                       |  |
| Ontario County                                           | 1,335        | 1,097        | 852          | 755       | -43.4%                       |  |
| Orleans County                                           | 767          | 664          | 564          | 518       | -32.5%                       |  |
| Seneca County                                            | 324          | 371          | 249          | 196       | -39.5%                       |  |
| Wayne County                                             | 1,416        | 1,297        | 1,037        | 831       | -41.3%                       |  |
| Wyoming County                                           | 373          | 344          | 254          | 205       | -45.0%                       |  |
| Yates County                                             | 300          | 232          | 144          | 113       | -62.3%                       |  |

Source: NYS Dept. of Family Assistance, Office of Temporary and Disability Assistance, *Temporary and Disability Assistance Statistics* 1998.

The Welfare to Work Partnership, a national nonpartisan organization, regularly conducts surveys of businesses to determine what issues discourage firms from hiring persons on temporary assistance. A recent study<sup>5</sup> revealed that just over half (51%) of the businesses responding to a survey rate lack of access to transportation as an impediment to hiring temporary assistance recipients. The vast majority (75%) of businesses that responded as such felt it was not only an impediment but also a major barrier to hiring individuals receiving temporary assistance.

This report focuses on increasing access to employment and training for temporary assistance recipients through the identification of where temporary assistance recipients are located, where training and child care services are located, where potential employment opportunities exist, and what public transportation services are currently available. By providing a spatial inventory of potential employers, training facilities,

<sup>&</sup>lt;sup>5</sup> The Welfare to Work Partnership, *Member Survey: 1998 Series 1*, p.2.

child care centers, and persons receiving temporary assistance in relation to public transportation services, adjustments to existing services and the introduction of new services can be explored based on timely and reliable information.

The purpose of performing an analysis of the spatial relationships of these factors is to determine if gaps in service create a mismatch between the needs of temporary assistance recipients and public transportation services. Improving access to jobs for current jobseekers receiving temporary assistance and other low income persons through improved transportation services is dependent on an identification of where these persons are and where they need to be to meet employment and domestic obligations.

### **Methodology**

As stated in the introduction, the purpose of this report is to assess the extent to which public transportation reaches businesses, jobseekers, child care centers, and the locations of training services and activities provided by county DSS's, employment and training agencies, and job development bureaus. The locations of jobseekers receiving temporary assistance, businesses that may offer entry-level job openings, child care centers, and sites of employment services and training are examined in relation to existing public transit services for all of the nine counties in the region. Case studies of similar projects in other regions have shown the use of spatial analysis to be a useful tool in examining how well public transportation systems serve jobseekers, employers, and child care. Explanations of the data used to represent each factor are discussed below in the same order as they appear in the analysis for each county in the region.

### **Public Transportation**

Information on public transportation services was obtained through direct contact with the six providers operating in the region. For each county with public transportation, a description of the type of services (e.g. fixed route/fixed schedule) in place, communities served, hours of operation, and fares are described. The routes are presented in relation to the factors discussed below to identify any "mismatches" that may be occurring. The Regional Transit Service's (RTS) and Ontario's County Area Transportation System's (CATS) routes were provided digitally from the GTC and the Ontario County Department of Planning and Research, respectively. The routes of the other providers were digitally recreated by the G/FLRPC based on schedule brochures and other resources.

### **Disadvantaged Population**

The disadvantaged population of any given area goes beyond just those persons formally receiving public assistance. However, in terms of measurement the number of TANF and Safety Net cases were used to determine the distribution of disadvantaged persons in one geographic area to others in the same county. Measured by the total number of TANF and Safety Net recipients in each zip code, the geographic area chosen does not align with the political boundaries of the region, counties, or municipality. However, the data geographically displays the number of persons receiving public assistance under these two programs and highlights concentrations of these persons in relation to public transportation.

Addresses of TANF recipients were originally sought but discussions and suggestions by county DSS's and employment and training departments led to the use of recipients by zip code. The reasoning behind avoiding the use of addresses is that disadvantaged persons tend to be more mobile than average. This may be because they are less likely to have the financial resources to purchase or maintain their own home. However, in terms of distance, the available rental housing and its cost may limit their mobility. According to 1990 Census data and the Livingston County DSS's Public Assistance case load records as of December 1997, the Livingston County municipalities with the highest number of public assistance cases also had the lowest median monthly rent. The TANF

and Safety Net numbers were obtained from the NYS Department of Family Assistance's (DFA) Office of Temporary and Disability Assistance. Where provided, information from county DSS's regarding disadvantaged persons by municipality or other geographic area is also incorporated into the report.

### **Training Services and Activities**

A description of training services and activities provided by county employment and training departments, job development bureaus, and DSS employment units is given to display the frequency, times of day, and locations at which these activities take place. Equally important is the documentation of the transportation services provided by these county agencies. In many cases, transportation arrangements and accommodations are made by the county agency administering the training. The majority of information presented is based on conversations with individuals within county departments overseeing employment and training services. Additional information was taken from county DSS' welfare-to-work *Employment Plans*.

### **Employment Opportunities**

Two sources of information were used to identify potential clusters of employment in each county that may yield entry-level job opportunities for jobseekers without access to a private automobile. The first involved discussions primarily with county economic development departments, IDAs, and training and employment agencies. Discussions centered on areas likely to yield future entry-level job opportunities through new development or expansion of existing businesses. The areas identified serve as expected sites of entry-level job opportunities for jobseekers with a minimal set of skills.

Real property information was used to identify the locations of businesses that may currently provide entry-level job opportunities. TANF recipients can only receive twenty-four consecutive months of public assistance and benefits. Providing that the recipient is already a high school graduate (which many are not), only two years are available at any given time to complete post-secondary work. With family and other domestic responsibilities it is not likely that many recipients will attain even a two-year college degree. Therefore, the services offered by county employment and training departments and job development bureaus focus on basic skills training and hands-on instruction in a specific occupation in less than two-years.

Businesses engaged in industries requiring a minimal set of skills and expected to offer entry-level opportunities were determined using NYS Department of Labor (DoL) documents and publications. *Tomorrow's Workers, Tomorrow's Jobs*, a 1995-1996 NYS DoL publication produced for each region of the state, presents 76 occupations expected to produce "above-average employment opportunities" in the Finger Lakes Region. "Suggested education/training" and "Industries where jobs are found" are given for each of the occupations. The majority of occupations from the list with training requirements of less than a two-year associate's degree were found in the clerical and sales, service, and miscellaneous classifications. The current *Occupational Outlook* (another regional NYS DoL publication), which is updated periodically, also provides projected openings for occupations. Using 1996 as a base year, the predicted number of annual job openings

to 2006 for occupations is listed. The occupations listed in *Tomorrow's Workers*, *Tomorrow's Jobs* requiring less than an associate's degree were checked against the *Occupational Outlook* to insure that they were still projected to have future openings. In each case, the occupation was still predicted to have an above-average number of openings due to new job creation or frequent turnover.

Based on the description of industries where these positions were found, two categories of industries with a total of seven classifications were developed. Job sites were developed for each classification using NYS Office of Real Property Services' (ORPS) parcel data. Parcel data from ORPS includes a "commercial used as code" that classifies the main industry the business located at the site was engaged in when the last tax assessment was done. The commercial used as codes for each classification and the corresponding properties used as such were identified geographically. The two categories of industries, the classifications included in them, and corresponding job sites are provided in Table 2.

Originally, the locations of firms engaged in certain industrial activities were also to be included. However, after further review it was decided to remove the industrial firms for two major reasons. Initially, the occupations involved in these industries required a set of skills that the average jobseeker receiving temporary assistance would not possess after even a six-month training course. In many cases, programs to train TANF and Safety Net recipients for these occupations are developed with a specific employer or group of employers who require workers with these skills. Following the training, the individual employer or consortium of employers then hires the trainee. The training may even be firm specific and therefore would not transfer to the trainee a set of skills that would allow them to work for a variety of businesses.

The second reason was that the ORPS "commercial used as code" classified many industrial firms' offices as offices and not as warehouses, distributions centers, or machine shops. TANF and Safety Net recipients would be more likely to find employment as clerical or janitorial workers in these locations than they would as machinists and tool and dye workers on the shop floor. Also, the ORPS classification does not differentiate between different types of manufacturing activities. "Light manufacturing" activities could include a number of different activities, and while six months of training in one type of occupation may be enough to obtain employment it may not be enough in another activity.

#### Child Care Centers

Child care centers were included because beyond obtaining gainful employment, domestic responsibilities are also a major concern for persons receiving public assistance. This is especially true for single parents, (the majority of whom are female) who have to make multiple trips to training or work, shopping and then child care every day, many times without the use of a private automobile. The child care centers used in this analysis are all state licensed facilities as of November 1998. State licensed facilities were chosen because TANF legislation stipulates that reimbursement for child care requires that the facilities used in the provision of the services be state licensed.

Table 2

| Category           | Classification | Job Sites               |
|--------------------|----------------|-------------------------|
| Commercial         | Dining         | Restaurant              |
|                    |                | Diner                   |
|                    |                | Fast Food               |
|                    |                | Drive-in                |
|                    |                | Night Club              |
|                    |                | Neighborhood Tavern     |
|                    | Lodging        | Hotel                   |
|                    |                | Motel                   |
|                    | Office         | Office buildings of     |
|                    |                | various types           |
|                    | Retail         | Shopping Centers        |
|                    |                | various types           |
|                    |                | Super Market            |
|                    |                | Lawn and Garden         |
|                    |                | Small Retail            |
|                    |                | Small Food Markets      |
|                    |                | Row                     |
|                    |                | Retail                  |
|                    |                | Gas Stations and        |
|                    |                | Mini-Marts              |
| Community Services | Health         | Hospital                |
|                    |                | Nursing Home            |
|                    |                | Health Facility (non-   |
|                    |                | hospital)               |
|                    | Education      | School                  |
|                    |                | College/University      |
|                    |                | Institution             |
|                    | Law            | Correctional Facilities |

Reasons behind the legislation's licensing requirements include the assurance of quality child care and protection against welfare fraud. The locations of the child care centers were provided by the New York State DFA's Office of Children and Family Services. In addition to the child care centers in each county there are numerous licensed child care providers. These providers may be individuals or groups of individuals who do not meet

the state's definition of a center but still provide child care services that meet state requirements.

### **Overview**

General recommendations and observations concerning public transportation to meet the needs of jobseekers without access to a private automobile in the region conclude the report. The analysis and information provided herein is meant to serve as a basis for further investigation (where deemed necessary by the administering agency or related department), and not as an all-encompassing study of specific employers, training facilities, or child care centers.

### **Genesee County**

### Public Transportation

Genesee County is served by the Batavia Bus Service, which is a subsidiary of Rochester-Genesee Regional Transportation Authority (R-GRTA) in cooperation with the Genesee County Legislature. The Batavia Bus Service fleet consists of six 16-passenger buses, five 25-passenger buses, and two vans with four seats and additional room for two wheelchairs on each. All of the vans and 16-passenger buses are lift equipped.

Batavia Bus Service's *B-Line* provides fixed route/fixed schedule service to the City of Batavia by way of three separate routes. Two of the routes are loops serving the same area but traveling in opposite directions. The "Purple Route" provides service from 6:00 AM to 6:00 PM and the "Green Route" from 7:30 AM to 5:00 PM on Monday through Friday. The third *B-Line* route, (the "Red Route"), serves as an extension of the others to and from Genesee Community College. The "Red Route" runs from 7:15 AM to 5:00 PM on Monday through Friday. Special pick-ups can be made on all three routes for disabled persons who cannot reach a corner. The fare for B-Line city service is \$1.00 each way for adults. Seniors traveling between 9:00 AM to 3:00 PM or 4:30 PM to 5:30 PM and children ages five to eleven accompanied by an adult at any time pay only 50 cents each way. Children under five are free to ride *B-Line* at all times with a parent or other fare paying adult. A subscription service is also available that includes service to and from work for a week for \$9. The same service offers youth ten trips to and from school at \$6.75 per week.

There are three demand responsive, flexible schedule/flexible route services also available. All require reservations 24 hours in advance of the day in which one intends to travel. A dial-a-ride program serves the City of Batavia within the city limits Monday through Friday. Another service between the City of Batavia and LeRoy is provided four times per day Monday through Friday, with an initial departure from Batavia at 8:15 AM and a final drop-off in Batavia at 6:00 PM. The destination/departure points of the service are the Genesee Country Mall in Batavia and the McDonald's Restaurant in LeRoy. Buses will pick up anywhere along Route 5 heading either eastbound or westbound. The price for the service is \$3 each way. A reduced fare for seniors and the disabled is available between 9:30 AM and 3:30 PM at \$1.50 each way. In addition, a primarily intra-county *Dial-a-Bus* program has also been instituted. It is available in 11 communities in Genesee County and the Village of Attica in Wyoming County on a one day a week cycle. The service schedule to the 12 communities is shown in Table 3.

The service provides door-to-door pick-up and drop-off for \$3 each way. Again, reduced fares of \$1.50 each way are available to senior citizens and disabled persons. One round trip is made to the City of Batavia each day. If no reservations are made for a particular community, the bus will not run to that specific community on that day.

Table 3 - Dial-a-Bus Services Schedule

| Monday  | <b>y</b> Byron |  |
|---------|----------------|--|
|         | Bergen         |  |
| Tuesday | Alabama        |  |

|           | Elba<br>Oakfield            |
|-----------|-----------------------------|
| Wednesday | Alexander<br>Attica         |
| Thursday  | Corfu<br>Darien<br>Pembroke |
| Friday    | Bethany<br>Pavilion         |

Source: Batavia Bus Service, 1998.

### Disadvantaged Population

The southern and western portions of Genesee County and the Town of Stafford in the center of the county seem to have the least number of jobseekers according to DFA data from May of 1998. The zipcodes covering the northern portion of the county have slightly more TANF and Safety Net cases than the southern zipcodes, but significantly less than the central portion of Genesee County.

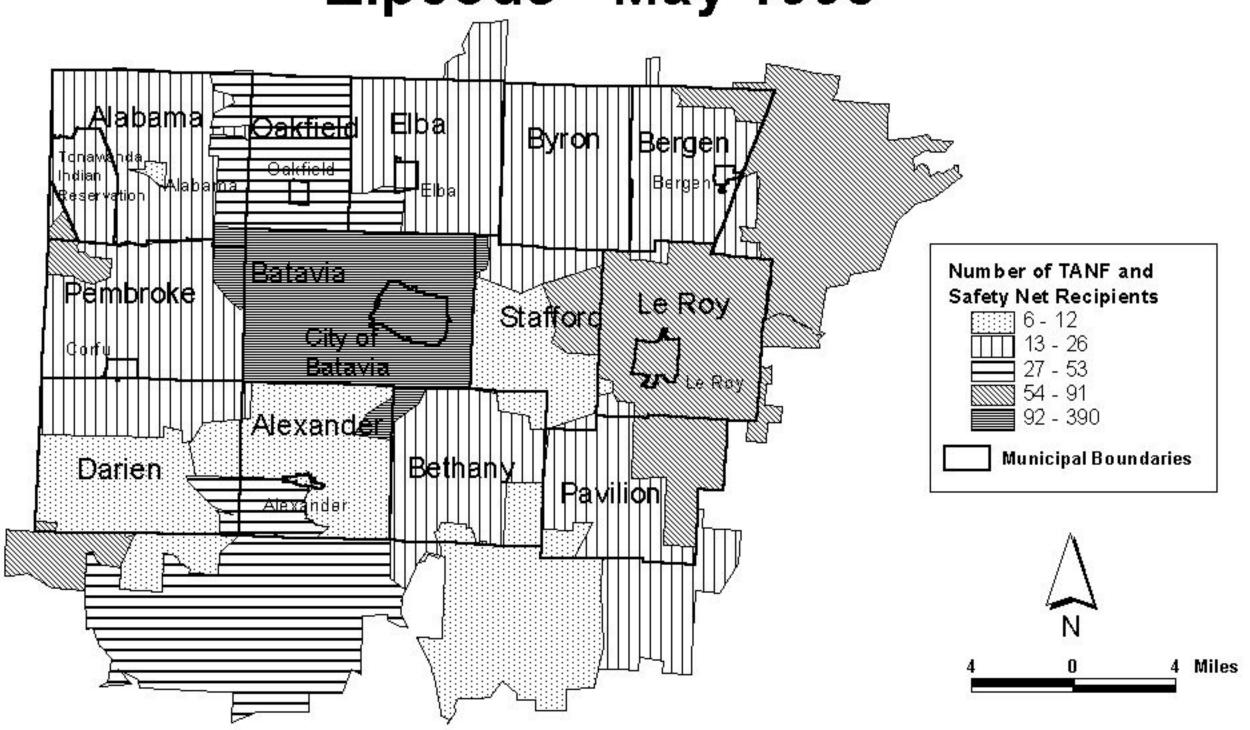
The largest number of persons likely to be in need of public transportation and utilizing public training services are concentrated in this central portion of the County. The zipcode covering the City and Town of Batavia (14020) had the largest total number of TANF and Safety Net cases in May 1998. The Town and Village of LeRoy in the county's west central area had the next highest number of TANF and Safety Net recipients. The number of TANF and Safety Net recipients in Genesee County by zipcode is shown in Map 1.

Data on employable TANF recipients at the beginning of 1999 provided by the Genesee County Job Development Bureau affirms that the majority of TANF recipients reside in Batavia. Following Batavia, LeRoy had the next highest number of employable TANF recipients, but the number of these persons in LeRoy and elsewhere throughout Genesee County was considerably less than those in Batavia.

### **Training Activities and Services**

The Genesee County Job Development Bureau (JDB) provides several services at their office in Batavia. Included among them are career orientation and exploration, a job club, job securing workshops, and job readiness and vocational assessment. The Genesee County JDB recognizes the domestic needs of TANF recipients, and attempts to provide child care services at one of three daycare centers in Batavia. Classroom training is held at Genesee Community College, BOCES in Batavia, Fairport, and Spencerport, the YWCA, Warsaw Hospital, and The Metal Working Institute of Western New York in Depew (Erie County). These programs prepare TANF recipients for careers as Licensed Practical Nurses, machinists, and other occupations requiring a set of minimal industry-specific skills. Map 2 displays the locations of training sites used by the JDB to train and assess jobseekers in Genesee County.

# Genesee County TANF and Safety Net Recipients by Zipcode - May 1998



The Genesee County JDB also provides transportation assistance to and from training and work sites for their clients. Attica Bus Service, a private provider, offers transportation at varying costs depending on where and what time the person or persons need to be picked up and their destination. Another private transportation provider, LaidLaw, also provides service. The cost of using LaidLaw can run approximately \$150 per day for each family. Both Laidlaw and Attica Bus Service will run on weekends and non-traditional (outside normal first shift) hours. However, the use of either or both of these providers is prohibited by their cost.

In 1998, the cost for Laidlaw and Attica Bus Service combined was in excess of \$35,000. As a response to the high costs of private providers, the Genesee County JDB also leases a county van to transport clients to their office, training facilities, and work sites. In 1998, the cost of leasing the van was approximately \$4,600. In addition, family and acquaintances of jobseekers and others that provide transportation to and from JDB activities or programs are reimbursed for mileage. The same is done for JDB and other county staff who provide transportation to clients in the same manner. Costs for staff and others involved in this manner were just under \$38,000 in 1998.

The Genesee County DSS currently operates the Car and Reemployment Empowerment (CARe) Program. Through this, the Genesee County DSS assists jobseekers in purchasing and maintaining an automobile. The program is funded by a \$25,000 federal grant and is administered by the Bank of Castile. There is currently one car dealer participating in the program.

### **Employment Opportunities**

The large percentage of the firms in Genesee County engaged in commercial activity (as defined in the methodology) can be found in and around the City of Batavia. Map 3 shows the distribution of these firms in Genesee County. As could be expected, the majority of commercial firms are located in the villages and along routes 5, 19, 33, and 98. Firms and agencies providing services to the community and offering potential entry-level employment opportunities are shown in Map 4, and are also concentrated in the City of Batavia and along major routes. Maps 5 and 6 display B-Line daily routes and the locations of commercial and community service firms that may have positions that can be filled by jobseekers with a minimal set of skills. The B-Line daily routes appear to serve most of these firms and adequately provide public transportation during first-shift hours for those persons without access to a private automobile.

According to the Genesee County Industrial Development Agency, there are entry-level employment opportunities in the Batavia Gateway Corporate Park, located on Route 98 just off NYS Thruway exit 48. A plastics injection molding facility, hotel, and federal corrections detainment center are located on or within close proximity to the industrial park. Retail development along NYS Route 5 in the Town of Batavia also offers entry-level employment opportunities. Office Max, Hutchens Automotive, and Auto Zone stores, as well as a soon to be reopened hotel, are located here.

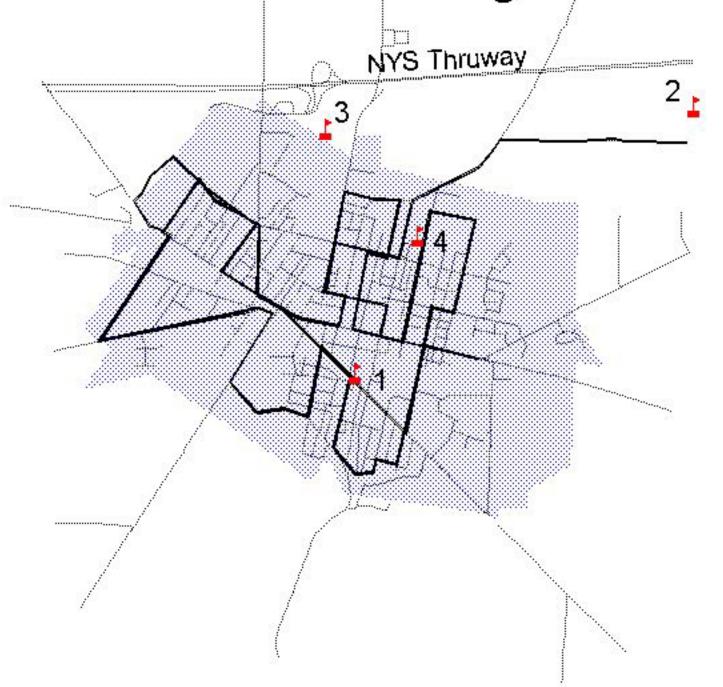
The acquisition of the former Darien Lake Amusement Park and Resort (now Six Flags Darien Lake) by Premier Parks includes a proposed \$20 million in improvements. According to the Rochester Democrat and Chronicle, this is in addition to the \$40 million already invested in the amusement park by Premier Parks over the last three years. Already a large source of seasonal employment for Genesee County, the amusement park provides a steady supply of customers to restaurants and other service and retail establishments located along NYS Route 77 south of Pembroke and Corfu.

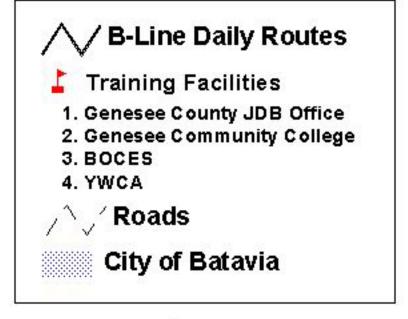
A Genesee County JDB listing of employers that have hired former TANF recipients includes firms throughout Genesee county in the industries discussed above as well as child care centers and health care facilities. Map 7 displays the areas likely to yield further entry-level employment opportunities for TANF and Safety Net recipients in Genesee County.

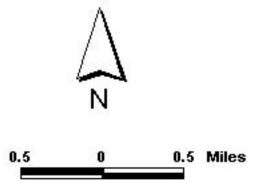
### **Child Care Centers**

The majority of licensed child care centers in Genesee County are located in the City and Town of Batavia. There are also licensed child care facilities in the Village of Bergen, LeRoy, and Darien. Map 8 shows the locations of licensed child care centers in Genesee County. In addition to the child centers shown in Map 8, there are approximately 180 licensed child care providers in Genesee County. The locations of these providers are available from the Community Action Agency.

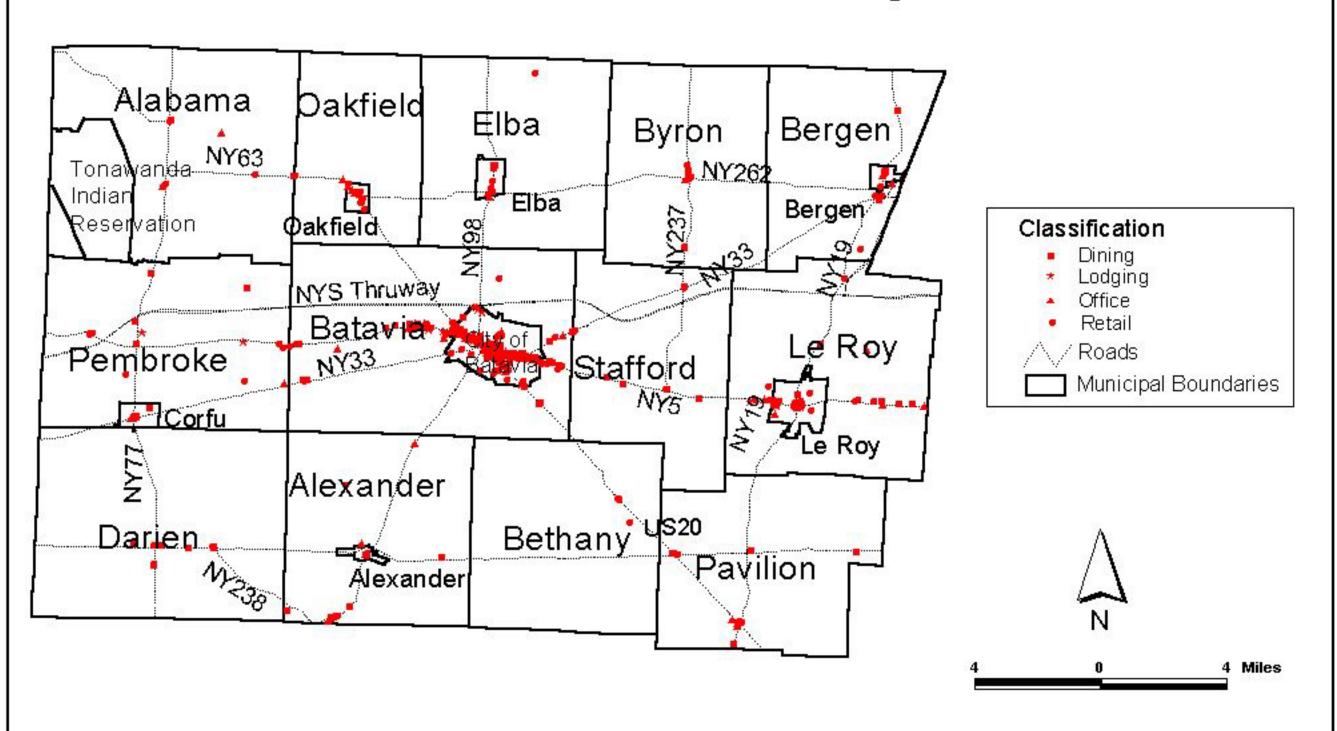
# Sites Used by the Genesee County Job Development Bureau to Train and Assess Djsadvantaged/Job Seekers



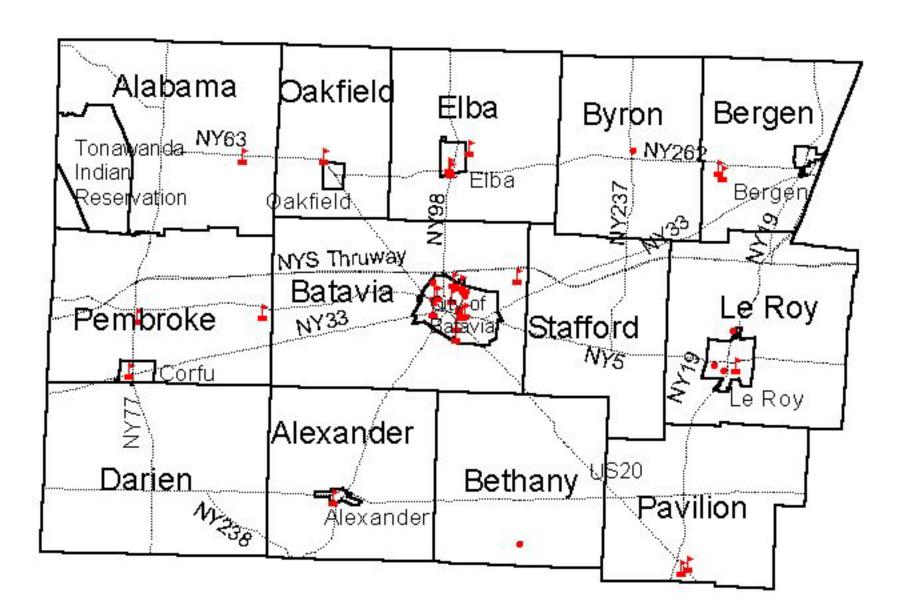




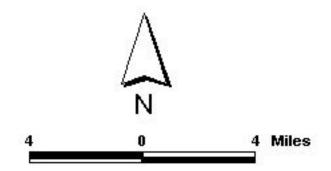
## Commercial Firms with Potential Entry-Level Employment Opportunities in Genesee County



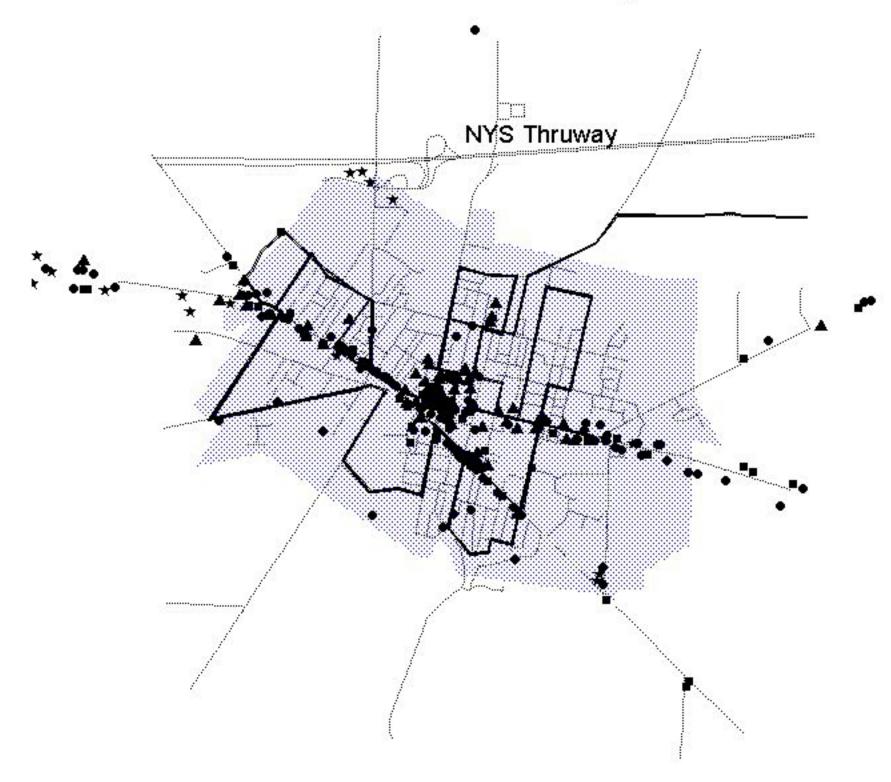
## Community Service Firms with Potential Entry-Level Employment Opportunities in Genesee County







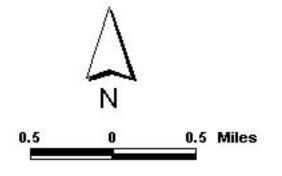
# B-Line Daily Routes and Commercial Firms with Potential Entry-Level Job Openings



⚠ B-Line Daily Routes
 Classification

 Retail
 Office
 Dining
 Lodging
 Roads

 City of Batavia

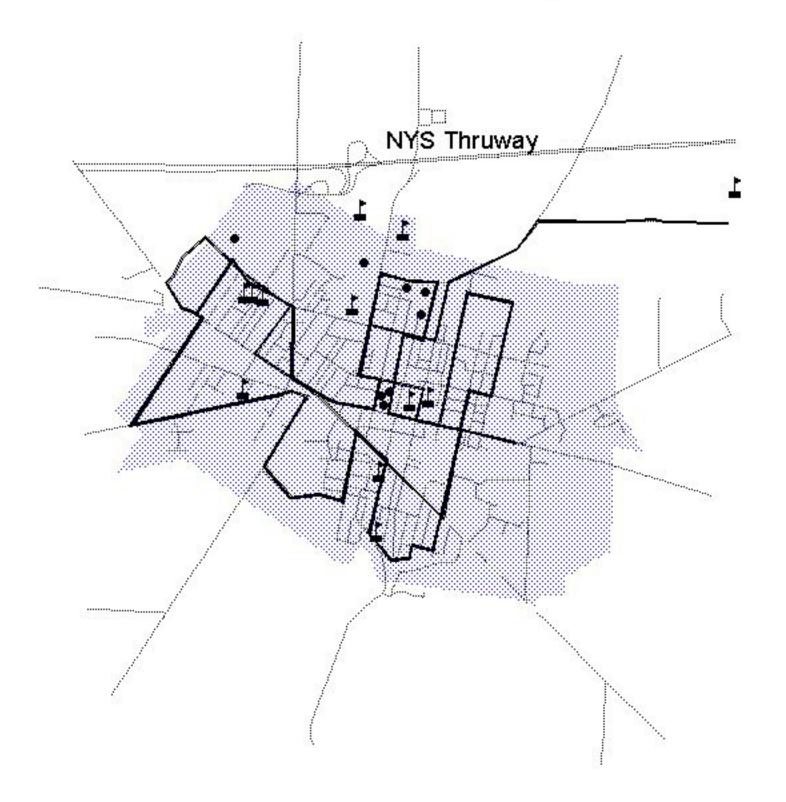


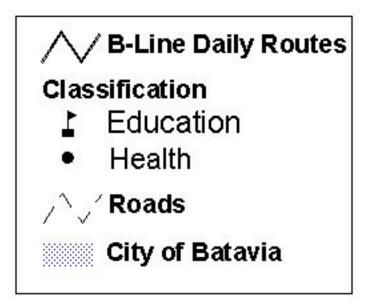
Sources: Baraivia Bus Service (10/98)

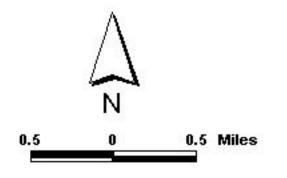
HYS Dept. of Transportation (2/92)

HYS Office of Real Property Services (8/98)

# B-Line Daily Routes and Community Service Firms with Potential Entry-Level Job Openings

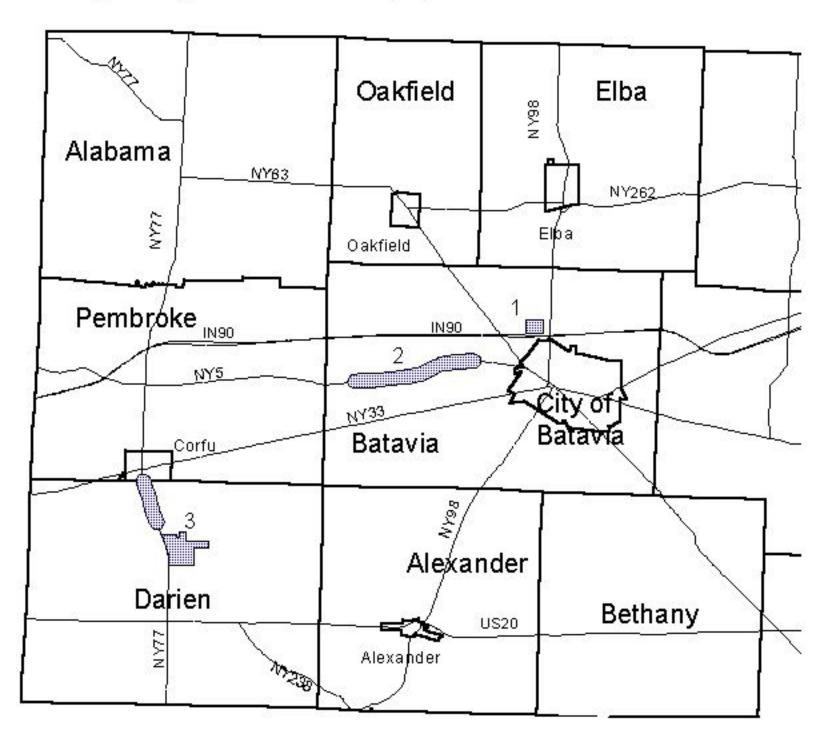






Sources: Baraivia Bus Service (10/98)
4 YS Dept. of Transportation (2/92)
4 YS Office of Real Property Services (8/98)

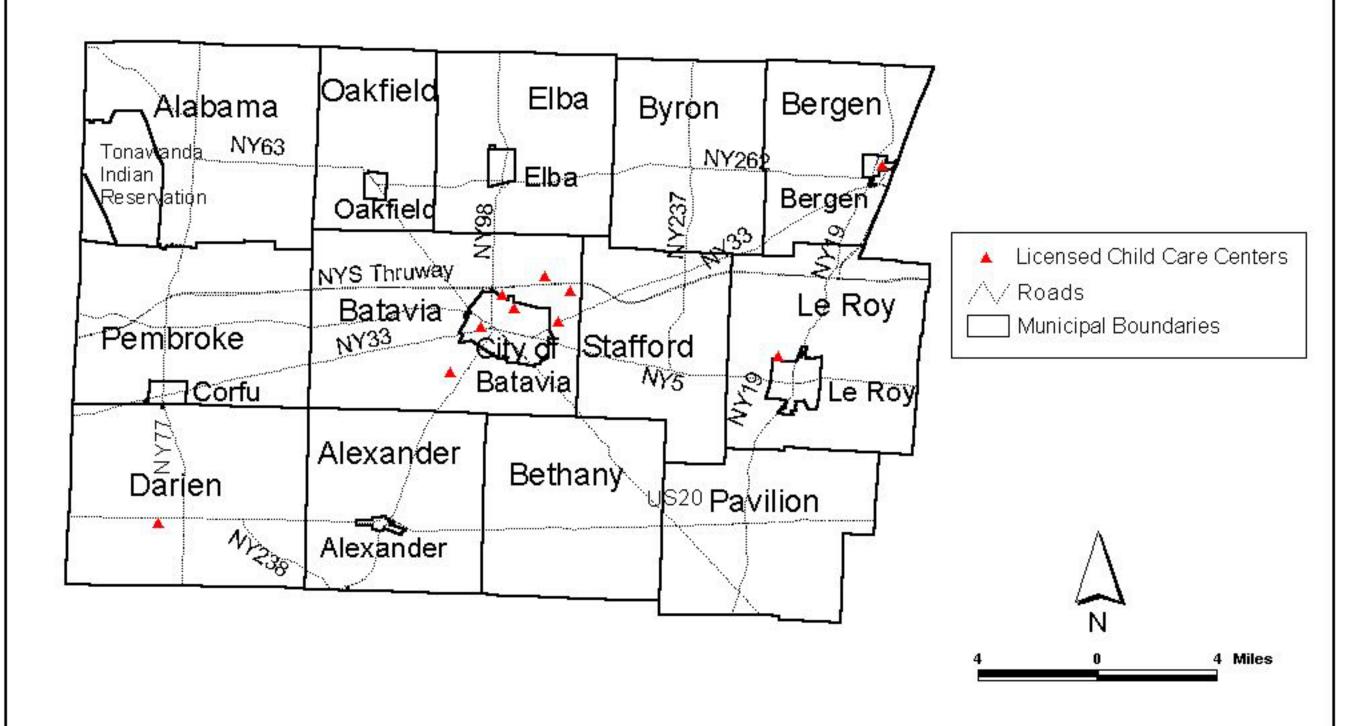
# Expected Areas of Growth in Entry-Level Employment Opportunities in Genesee County





2 Miles

### **Licensed Child Care Centers in Genesee County**



### **Livingston County**

### Public Transportation

The Livingston Area Transportation Service (LATS), an R-GRTA subsidiary, provides flexible route/flexible schedule, demand responsive services throughout the county from 8:30 AM to 5:00 PM on weekdays. Twenty-four hours advance notice is required regarding origin and destination points. LATS has facilities in Avon, Dansville, and Mt. Morris. Buses are dispatched from each to serve different communities throughout the week. The communities served by each facility by day of the week are presented in Table 4.

Table 4 – LATS Services Schedule

|           | Avon      | Dansville   | Mt. Morris |
|-----------|-----------|-------------|------------|
| Monday    | -         | Ossian      | Nunda      |
|           |           | West Sparta | Portage    |
|           |           | Dansville   | Mt. Morris |
| Tuesday   | Caledonia | Dansville   | Leicester  |
|           | York      |             | Groveland  |
|           | Avon      |             | Geneseo    |
|           |           |             | Mt. Morris |
| Wednesday | Lima      | Springwater | Nunda      |
| İ         | Livonia   | Sparta      | Portage    |
|           | Avon      | Conesus     | Mt. Morris |
|           |           | Dansville   |            |
| Thursday  | Caledonia | Ossian      | Groveland  |
|           | York      | West Sparta | Geneseo    |
|           | Avon      | Dansville   | Mt. Morris |
| Friday    | Lima      | Dansville   | -          |
|           | Livonia   |             |            |
|           | Avon      |             |            |

Source: LATS, 1999.

Twenty five buses with 24 passenger capacity make up the LATS fleet. Special weekend services are offered at the request of a business or organization. The Wegman's supermarket in Geneseo schedules a bus on Saturdays for trips between the SUNY Geneseo campus and its Geneseo location on Lakeville Road (Route 20A). Operation Friendship, a Rochester based service for the recovering mentally ill, has a satellite office in Livingston County and also charters a LATS bus on Saturdays for its activities. The fare for intra-town trips using this service is \$1 each way with half price fares for seniors, the disabled, and children. Trips made between municipalities are double the intra-town rate with the same discount available to the groups mentioned above. Map 9 displays a composite of LATS weekly routes.

### **Disadvantaged Population**

The TANF and Safety Net data provided by the DFA's Office of Temporary and Disability Assistance shows that the largest number of recipients are concentrated in the southern and western portions of Livingston County. The area including the towns of Mt. Morris, North Dansville, Nunda, and Springwater appeared to have the largest TANF and Safety Net population. Map 10 provides a view of the distribution of TANF and Safety Net recipients in Livingston County. The Livingston County DSS' temporary assistance case load by township for December 1997 concurs with the DFA data in terms of ranking within the county. In December of 1997, North Dansville, Mt. Morris, Nunda and Springwater had the largest number of persons enrolled in temporary assistance programs.

### Training Services and Activities

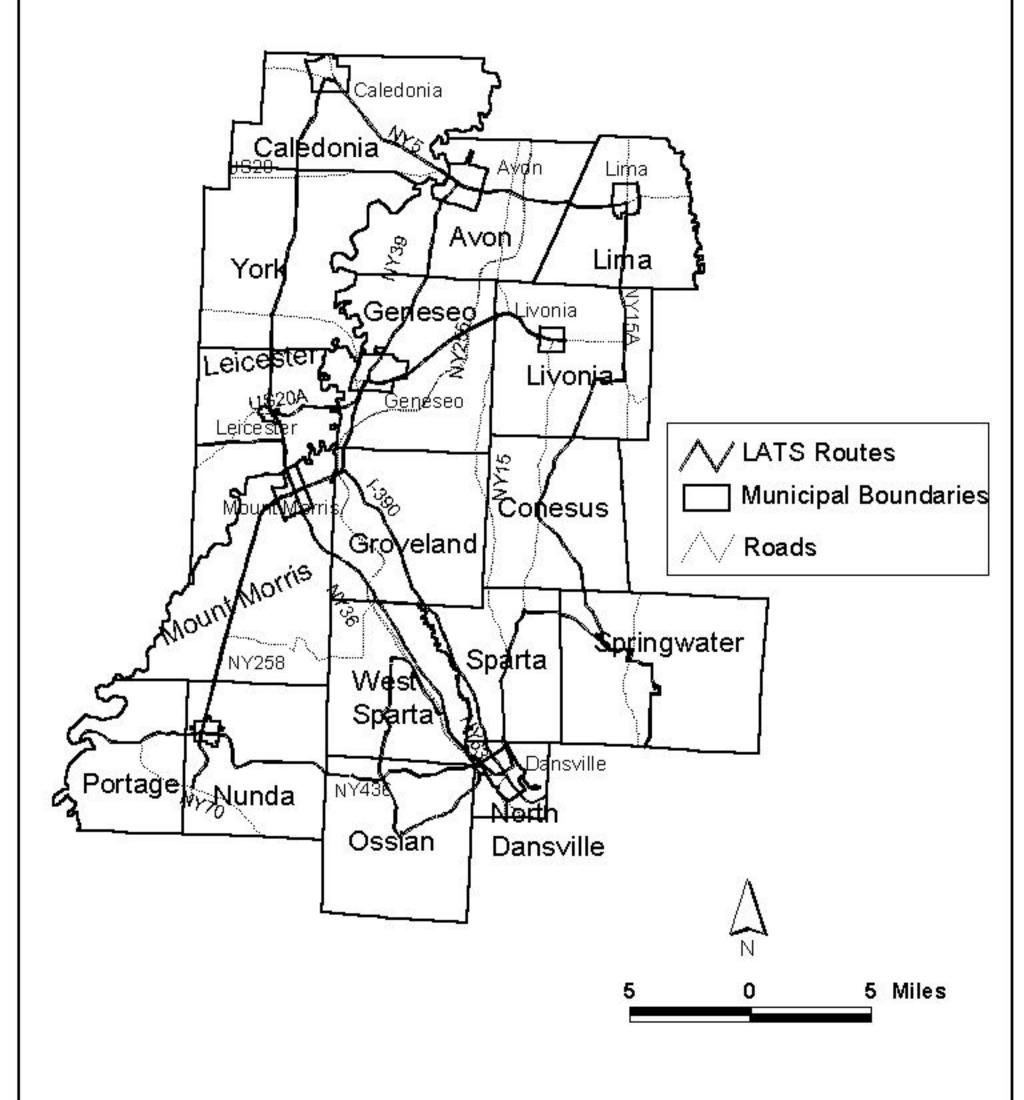
The Livingston County Employment and Training Department (ETD) provides five day job seeker workshops and one day weekly job clubs for eligible TANF and Safety Net recipients at the Livingston County Government Center in Geneseo. Currently, only a small number of temporary assistance recipients participate in Job Training Partnership Act (JTPA) occupational retraining. LATS offers transportation to some of the five day workshops and also assists some of the welfare recipients in getting to the weekly job clubs.

Vocational and classroom training is provided for a number of occupations including dental assistant, professional driver, licensed practical nurse, and administrative and business-related support positions. This training is carried out by a number of organizations, public and private, both within Livingston County and the surrounding counties of Genesee, Monroe, Ontario, and Wyoming, as well as SUNY College of Technology at Alfred State in Allegany County. The Genesee Community College Livingston Campus Center in Lakeville and Genesee Valley BOCES in Mt. Morris provide training services within the county. Job seekers attend classes at local colleges including Monroe Community College, SUNY Brockport and Rochester Institute of Technology. BOCES centers in Fairport and Spencerport also enroll Livingston County job seekers in Monroe County. In addition to public agencies, the Livingston County ETD, to a large extent, is also using private training providers in Monroe County. The more populous communities in Monroe County provide a larger market for private training providers than can be found elsewhere in the region, and the Livingston County ETD is making use of this situation. Private career training and counseling centers in Monroe County currently being used by the Livingston County ETD include:

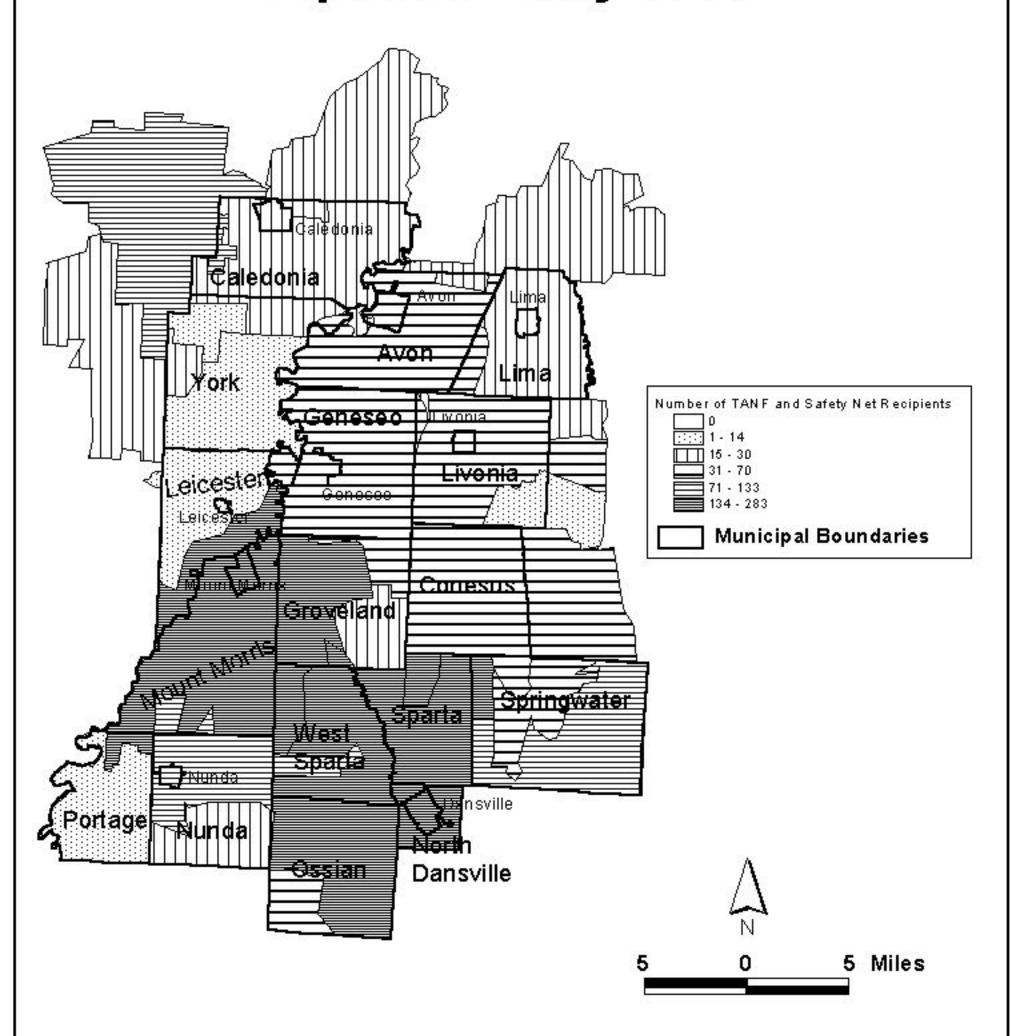
- Bryant & Stratton Business Institute's Henrietta Branch,
- Executrain of Rochester,
- Continental Dental Assistant School,
- IKON Office Solutions, and
- Ziff Davis.

Outside of Livingston and Monroe counties (and Alfred State in Allegany County), the remaining agencies used by the Livingston County ETD are GCC's main campus in Batavia and the Professional Driver Institute (Genesee County), Finger Lakes

## Combined Livingston Area Transportation Service (LATS) Routes



# Livingston County Map 10 TANF and Safety Net Recipients by Zipcode - May 1998



Community College (Ontario County), and Steuben Allegany BOCES (Wyoming County).

The Livingston County Department of Social Services' *Employment Unit Plan for Welfare to Work* outlines a transportation policy that makes use of county provided transportation (outside that already provided by LATS) including mobile work crews and special considerations for those jobseekers residing in remote areas. The DSS also acknowledges that lack of transportation is no longer a reason for failure to comply with training requirements. Subsequently, a focus of the transportation policy included in the plan recognizes the need for jobseekers and the DSS Employment Unit Case Managers to work together to overcome barriers to transportation.

LATS routes and training sites used by the ETD to train and assess jobseekers are shown on Map 11. While LATS does not service every community every day, it may be sufficient for transporting ETD clients to weekly appointments without special scheduling measures by the ETD or DSS.

### **Employment Opportunities**

Most of the commercial firms in Livingston County that may offer entry-level positions to jobseekers are located in the villages and along major routes. There is substantial development along US 20A across the towns and villages of Geneseo, Leicester, and Livonia. This is also the case along Route 5 in the northern portion of the county. There is more diffuse, but still substantial development along Routes 15 and 36 as well. Firms providing community service activities with potential openings for individuals with lower skill levels can also be found in these same areas. Commercial and community service firms with potential entry-level employment opportunities in Livingston County are displayed on Maps 12 and 13.

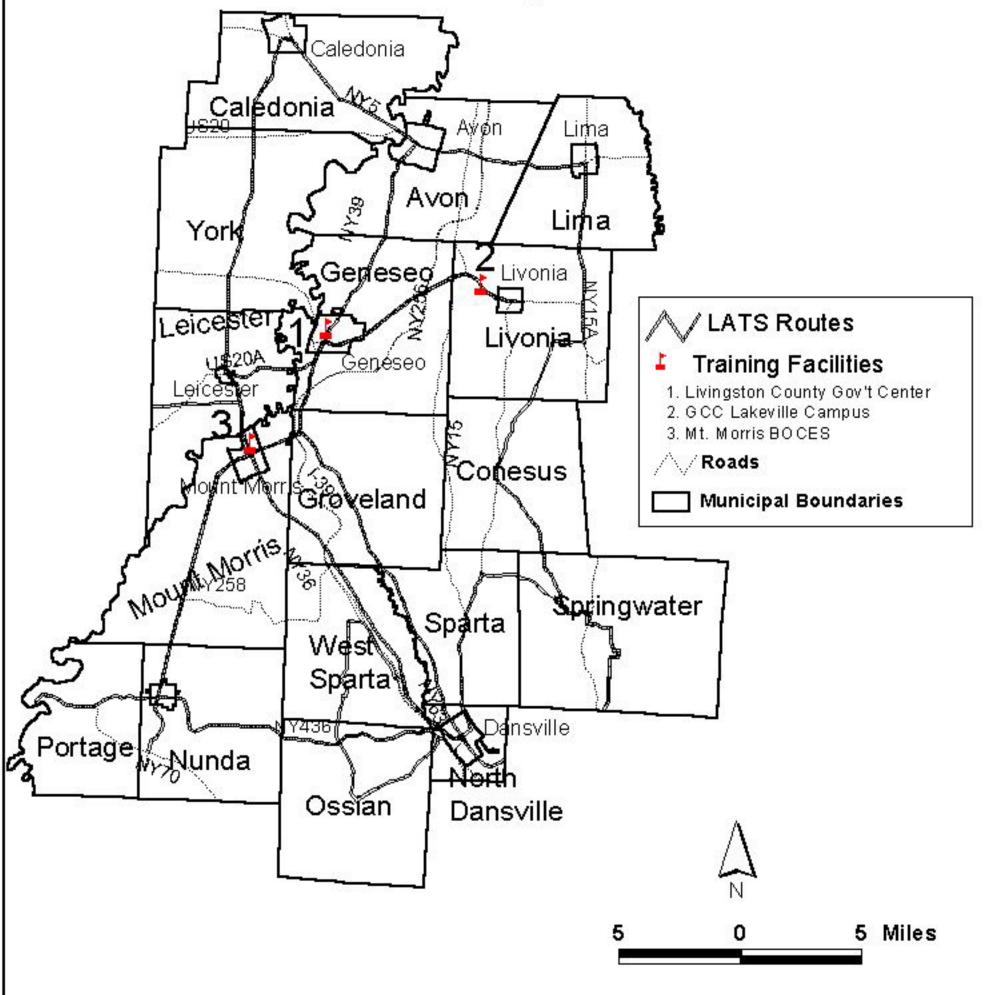
Conversations with the Livingston County Departments of Planning and Economic Development revealed where major growth areas were concentrated in the county, as well as more specific locales in each municipality that may yield entry-level positions for TANF recipients. According to the Department of Economic Development, over the next few years, the Interstate 390 (I-390) corridor between exits 9 and 10 will see a large amount of concentrated development. This includes the northern portion of Livingston County including the Town and Village of Avon, the Town and Village of Lima, the Town of Geneseo, and the northwest portion of the Town of Livonia. Growth in this area is expected to occur along Routes 5 & 20 running east and west and Route 15 heading north and south from Monroe County into the Town of Avon. The Crossroads Industrial Park off I-390 exit 10 in Avon and another industrial park off Exit 9 may be excellent leads for Livingston ETD clients. The Department of Planning also identified this Northeast quadrant of Livingston County bordering Monroe and Ontario counties as expectant of increased development. In addition, areas in Mount Morris and Dansville are also predicted to see further growth in the near future.

The Department of Planning provided detailed descriptions of growth areas, both major and minor, for each of the county's municipalities. The following is a list of the

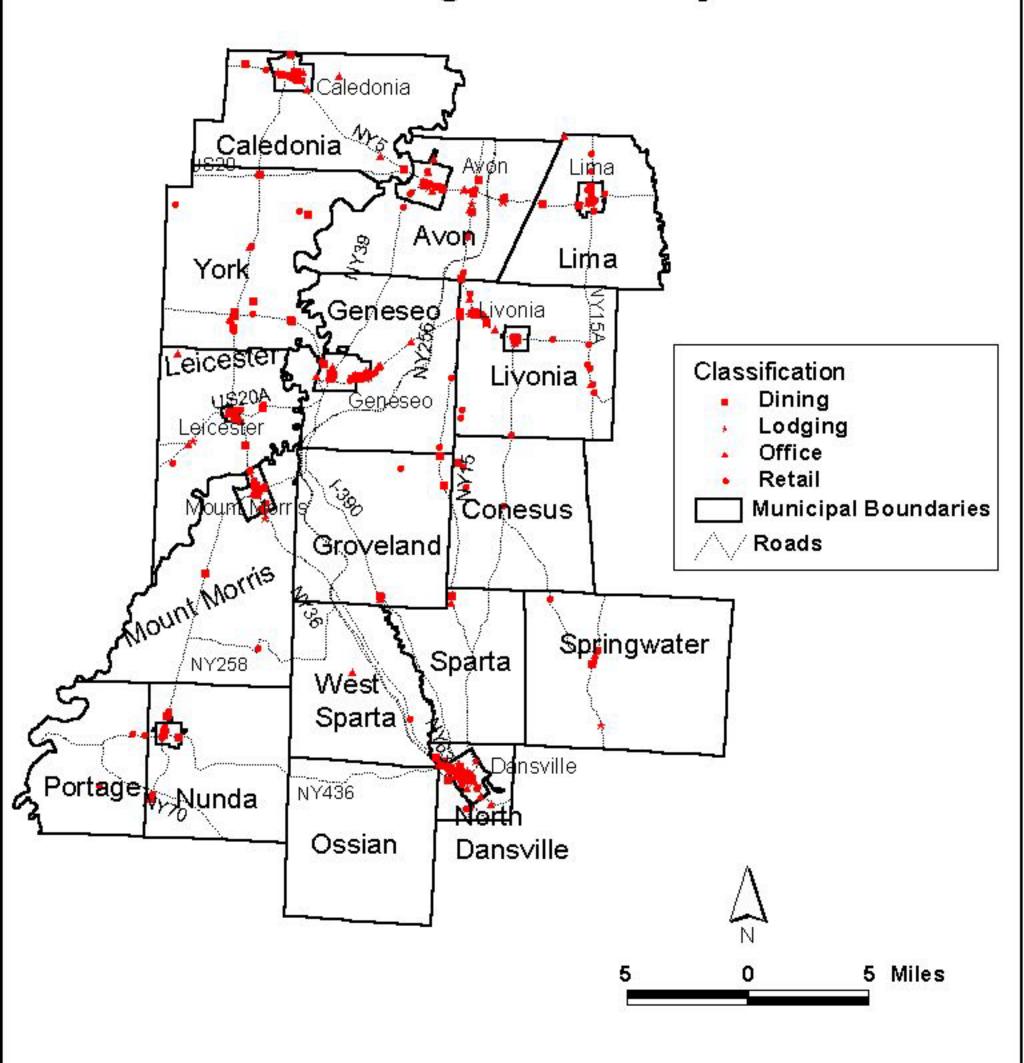
municipalities and a short description of where possible employment opportunities (actual and predicted) may exist in each one. These locations are shown on Map 14.

- Town and Village of Avon -Between the village and the town's eastern boundary along Routes 5 & 20. The Crossroads Industrial Park and other areas zoned for general business and light industry are located here. Inside the village, there is commercial development along Routes 5 & 20.
- Town and Village of Caledonia There is mostly retail and commercial development with some land zoned industrial (light and heavy) on the town's northern and northeastern boundaries into Monroe and Genesee counties on Route 5. In addition, a small central business district exists in the village. This is also located along Route 5.
- <u>Town of Conesus</u> Development exists throughout the town with only a minor business district in the Hamlet of Conesus along Route 15 between the ending and starting points of County Highways 56 and 71.
- <u>Town and Village of Geneseo</u> The State University of New York (SUNY) at Geneseo, Livingston County government building, and assorted commercial development can be found in the village along US 20A and Routes 39 and 63. To the east of the village, there is potential commercial development along US 20A.
- Town of Groveland The northwest corner of the town contains a new salt mine shaft and surface operations. To the southwest are the Groveland Correctional Facilities, possible places of employment in a growing entry-level industry (as determined by the NYS DoL).
- <u>Town and Village of Leicester</u> There is very little growth expected here with only a small central business district in the village.
- <u>Town and Village of Lima</u> Inside the village, commercial and industrial development (existing and proposed) is concentrated along Routes 15A and 5 & 20. For the town, employment opportunities for TANF recipients are located to the north and east of the village along the aforementioned routes.
- Town and Village of Livonia The Hamlet of Lakeville, in the northwest corner of the town, does not contain any large employers, but there is some commercial and industrial development and this area is expected to see increased development in the future. Also in this area is the GCC satellite campus, another possible source of entry-level positions. The hamlets of Livonia Center and Hemlock in the middle eastern portion of the county along US 20A running east and west, as well as south on Route 15A (through Hemlock), have some smaller commercial development. A

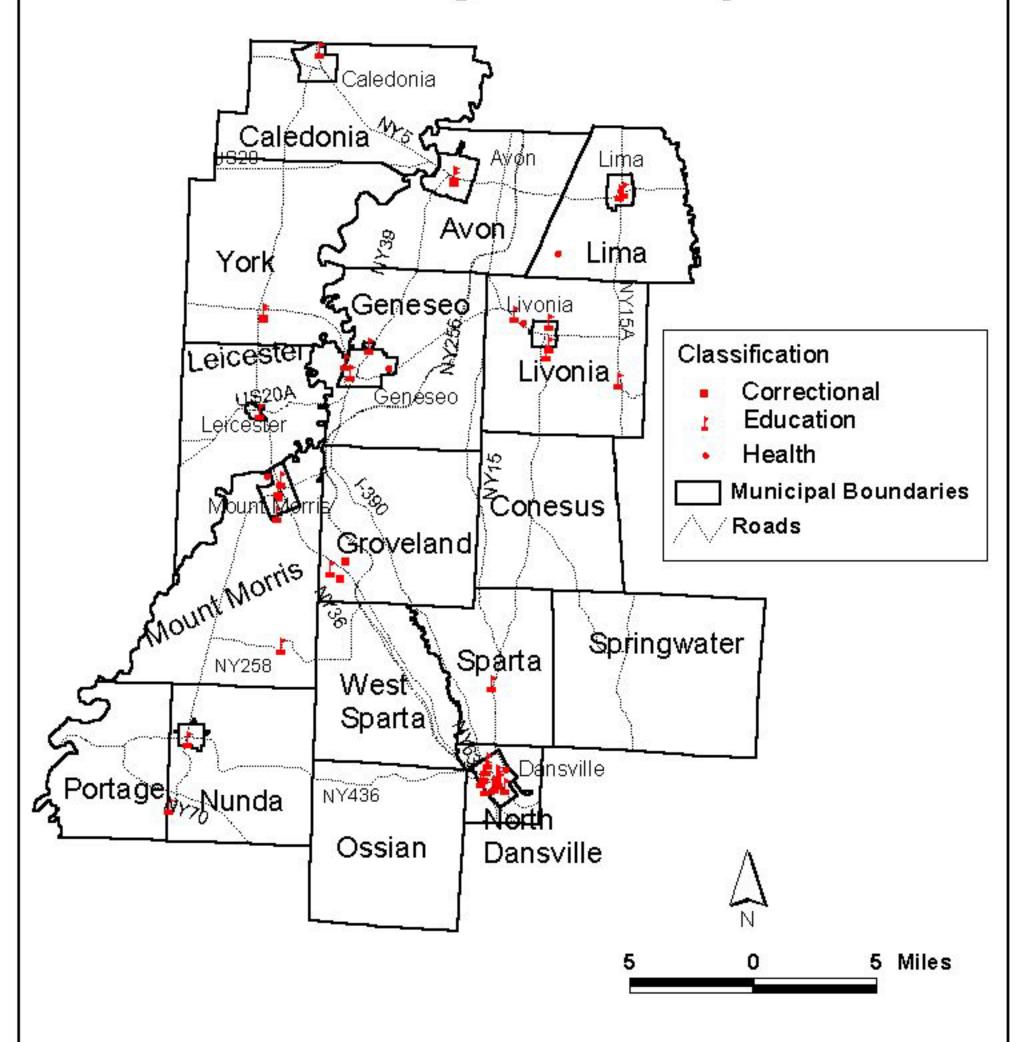
### LATS Routes and Sites Used by the Livingston County Department of Employment and Training to Train and Assess Disadvantaged Job Seekers



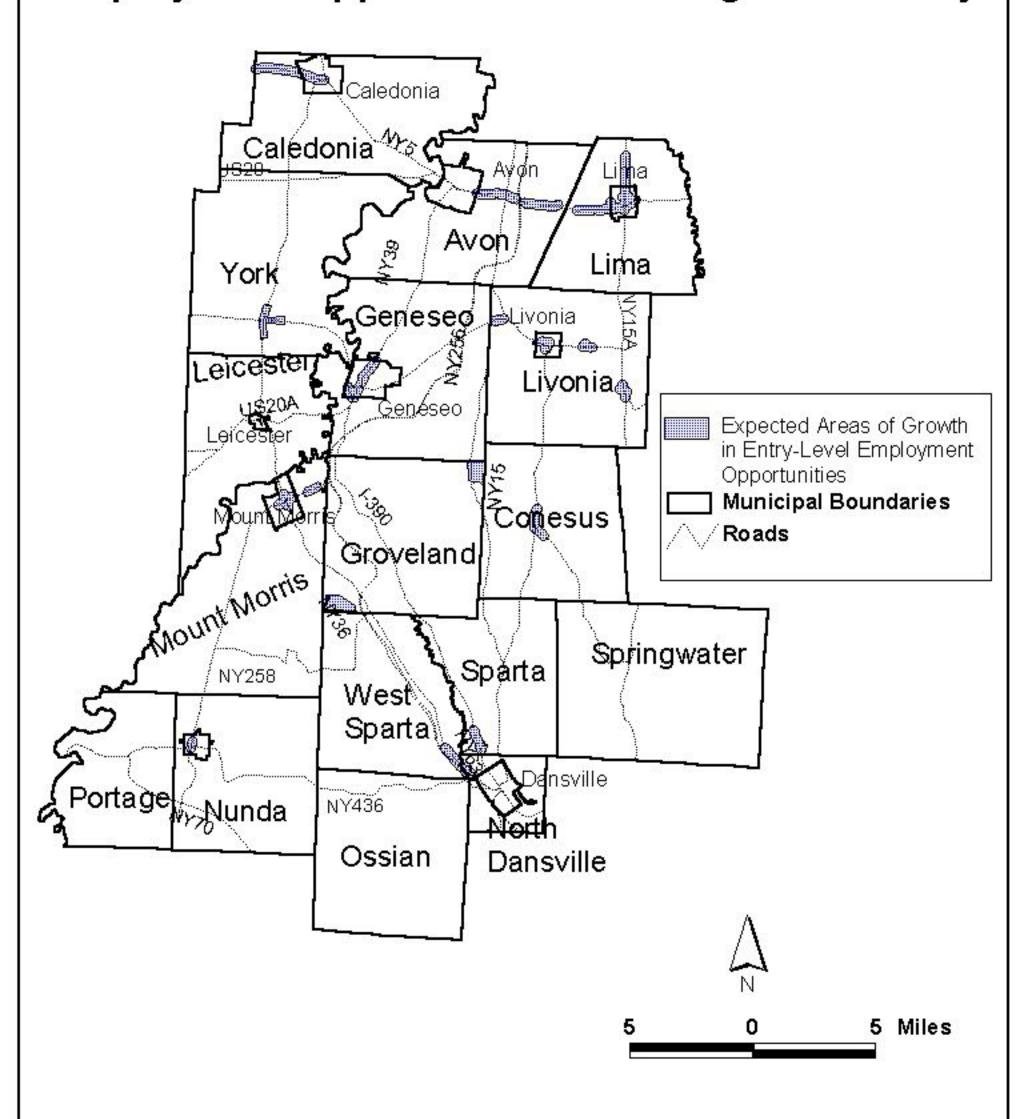
### Commercial Firms with Potential Entry-Level Employment Opportunities in Livingston County



### Community Service Firms with Potential Entry-Level Employment Opportunities in Livingston County



### Expected Areas of Growth in Entry-Level Employment Opportunities in Livingston County



- CBD exists in the village where Routes US 20A and 15A run together.
- Town and Village of Mount Morris A CBD exists in the village expanding from the intersection of Routes 408 and 36. To the east of the village, there is opportunity for growth along Route 408.
- Town of North Dansville and Village of Dansville In North Dansville, development is located along Route 36 west of the village. Foster Wheeler, one of the largest employers in Livingston County, is located in the northwest corner of the town. The Village of Dansville is home to Noyes Hospital and Forbes Products Corp.: two other major employers in the county. The Village of Dansville has a prominent CBD with commercial and retail development.
- <u>Town and Village of Nunda</u> Most of the industrial and commercial development can be found in the eastern part of the village. This includes a mix of commercial and light industrial businesses along Route 408.
- <u>Town of Sparta</u> An industrial district is located in the southwest corner and adjoins the Dansville Industrial Park along Route 63.
- <u>Town of York</u> There is development in Greigsville along Route 36 and Route 63 heading towards Geneseo. A former salt mine shaft is present and there is both commercial and industrial development.
- Towns of Ossian, Portage, Springwater, and West Sparta Development in these towns is limited to sporadic commercial development and in a small area along Route 36 in the southeast portion of West Sparta.

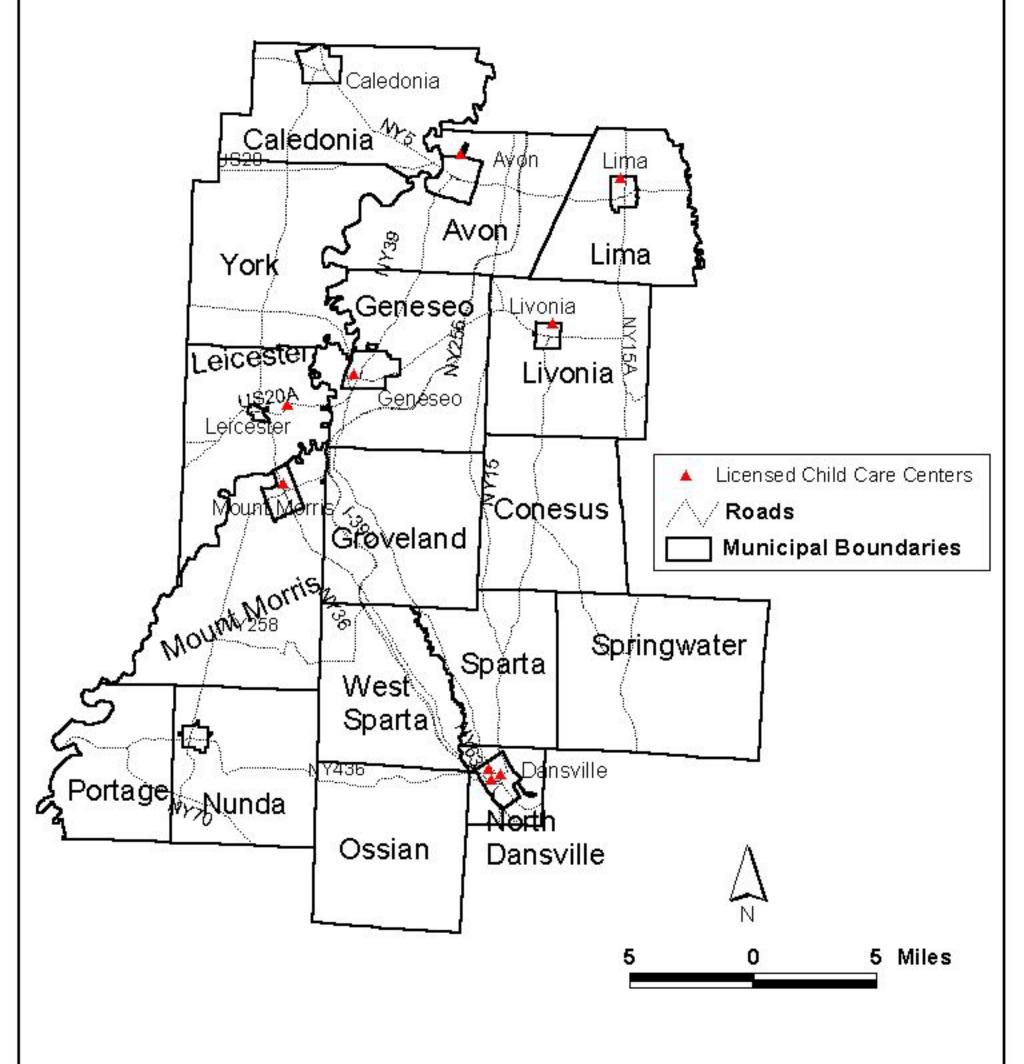
These areas of expected growth in Livingston County that may provide employment opportunities to TANF and Safety Net recipients are shown in Map 14.

A list of employers who have hired Livingston County welfare recipients was provided by the Livingston County ETD. The majority of employers are engaged in commercial and retail (service producing) industries. A number of educational and health care (community service) facilities and organizations are also present on the list. The list also included several industrial (manufacturing and distribution) firms. Comstock/Seneca Foods, Consler, Crossman Corporation, Forbes Products, Foster Wheeler, Harris Digital, Hickey-Freeman, and Kraft General Foods were some of the larger industrial firms in Livingston County, and the surrounding counties of Monroe and Ontario, that have hired Livingston County jobseekers on temporary assistance since January of 1995. According to the list, the vast majority (over 90%) of firms that have hired welfare recipients from Livingston County hired less than five as of October 1, 1998. Of the businesses that have hired more than five Livingston County welfare recipients, four were industrial firms, three were supermarkets, and two employers each from the health care, education, fast food, retail, gas station/mini market, and temporary employment fields were present.

### Child Care Centers

The Village of Dansville contains the most licensed child care centers with others located in the villages of Avon, Geneseo, Lima, Livonia, and Mount Morris and the Town of Leicester. Map 15 shows the location of licensed child care facilities in Livingston County.

# Licensed Child Care Centers in Livingston County



### **Monroe County**

### Public Transportation

Monroe County is served by the largest of R-GRTA's subsidiaries, the Regional Transit Service (RTS). RTS ridership has exceeded 13 million annually for the past two years. The largest numbers of riders use RTS services in downtown Rochester and more than 70% of all RTS riders use the services to get to and from work. The RTS fleet consists of approximately 250 buses. The majority of the RTS fleet consists of 40-foot buses with the newest additions being 29-foot buses. All of the 29-foot buses recently purchased by R-GRTA for RTS are wheelchair lift equipped. Overall, approximately two-thirds of RTS's fleet is lift equipped. RTS serves all of the municipalities of Monroe County. Hours of operation vary by location with city routes available from 5:00 AM to 1:30 AM, suburban routes running from 6:00 AM to 6:00 PM, and Park & Ride service from 6:00 AM to 9:00 PM.

A series of Park and Ride lots are located throughout the county with many placed in existing commercial centers and others in lots devoted exclusively for park and ride services. Park and Ride lots allow those with automobiles the luxury of avoiding driving downtown during heavy rush hour traffic as well as paying for parking in City of Rochester garages. Concerning jobseekers, Park and Ride services may offer a less costly alternative to having to find a ride via taxi or other means to the final destination.

Lift Line, a demand-responsive service, exists for persons with a medically certified physical, mental, or emotional disability, and its provision is guided by mandates from the Americans with Disabilities Acts. Lift Line operates within a specified service area on five, six, and seven-day-a-week schedules. Lift Line is included because some TANF and Safety Net recipients possess physical disabilities that make them eligible for utilizing this service as a means to and from training requirements and work. The area served by Lift Line varies somewhat based on day of the week. This variation reflects the changing service area of RTS which differs on weekdays, Saturdays, and Sundays.

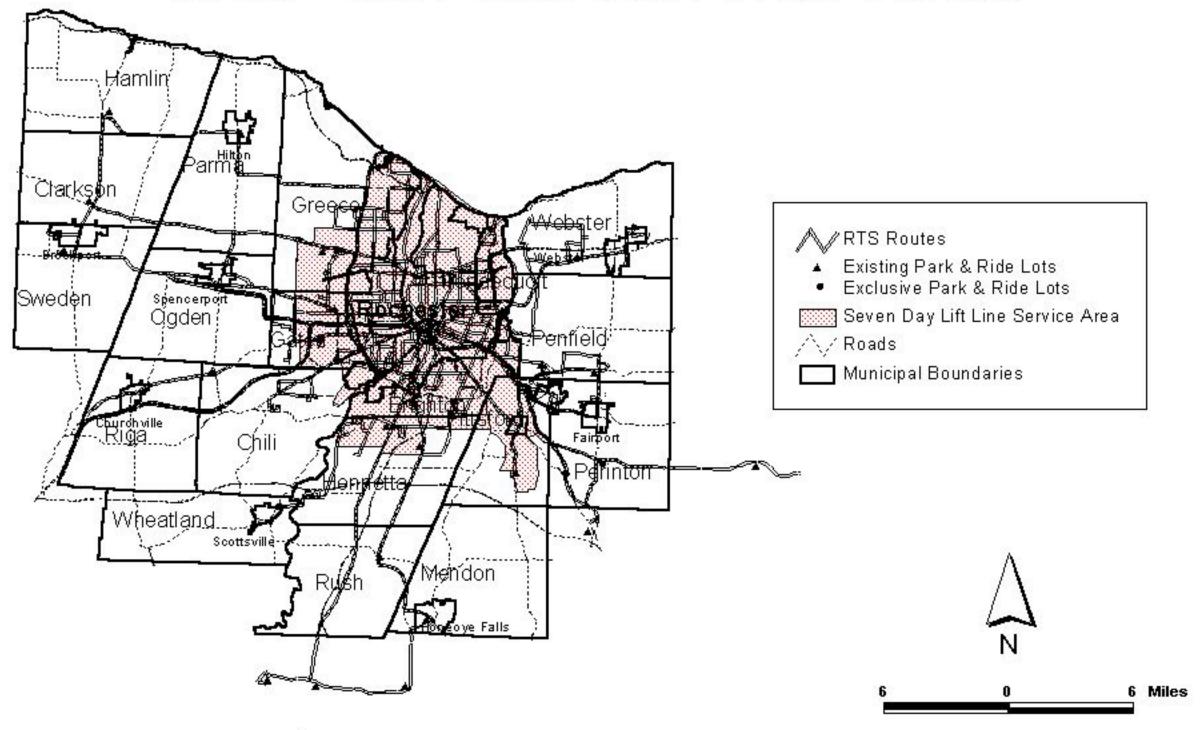
Daily RTS Routes, Park and Ride lots, and the Lift Line service area available all seven days of the week are shown on Map 16.

#### Disadvantaged Population

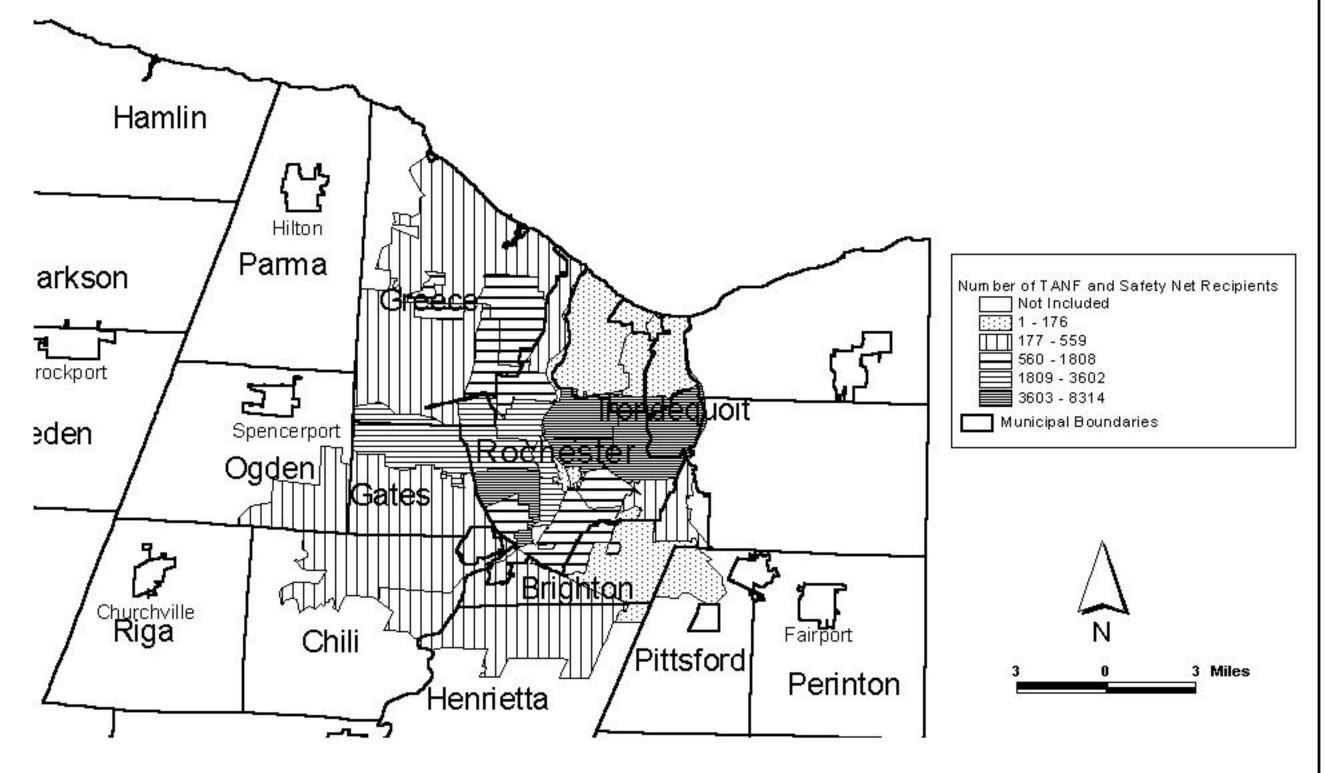
The majority of jobseekers receiving temporary assistance in Monroe County reside in the City of Rochester. The largest number of TANF and Safety Net recipients within the City of Rochester can be found in the zipcodes covering the northeast and southwest portions of the city. The Town of Irondequoit appears to have a higher concentration of jobseekers receiving temporary assistance than the other surrounding suburbs. Map 17 displays the number of TANF and Safety Net recipients located in zipcodes with portions inside the City of Rochester.

On the western side of the county, the largest number of jobseekers receiving temporary assistance can be found in the zipcodes covering the Village of Brockport and the Towns of Clarkson and Sweden. To the east, the zip codes covering the Town and Village of

## RTS Routes, Park and Ride Lots, and Lift Line Service Area



## Monroe County TANF and Safety Net Recipients by Zipcode (With Portions Inside the City of Rochester) - May 1998



Webster, the Village of Fairport, and the towns of Perinton and Webster contain the largest number of TANF and Safety Net recipients. TANF and Safety Net recipients in zipcodes without portions in the City of Rochester are shown in Map 18.

#### **Training Activities and Services**

The Monroe County DSS' Central Administration handles the employment services portion of the county's welfare-to-work employment plan for TANF and Safety Net recipients. Several group employment preparations and training programs are coordinated by the DSS. A number of organizations are involved in the provision of these programs and services. Below is a list of these programs and their providers.

- <u>Job Search Training</u> Career Systems Development, American Red Cross
- <u>Employment Readiness Training</u> American Red Cross, Action for a Better Community, Urban League of Rochester
- <u>Supervised Job Search</u> Career Systems Development, American Red Cross
- <u>Job Placement</u> Action for a Better Community, Urban League of Rochester, Rochester Rehabilitation, Inc.
- Work Experience Rochester Americorp, Urban League of Rochester
- Assessment Career Systems Development, Rochester Rehabilitation, Inc.
- Mentoring Wilson Commencement Park
- Adult education Rochester City School District, Monroe BOCES I and II
- <u>Vocational Skill Training</u> Rochester City School District, Monroe BOCES I and II, Rochester Educational Opportunity Center
- <u>Subsidized On-the-Job Training</u> Action for a Better Community, Wilson Commencement Park/Jewish Family Services
- JTPA Funded Services
  - 1. Classroom Training Action for a Better Community, Rochester General Hospital
  - 2. *Job Readiness Training* Wilson Commencement Park, Career Systems, Lifespan
  - 3. Basic Readjustment Services MCC Dislocated Worker Center

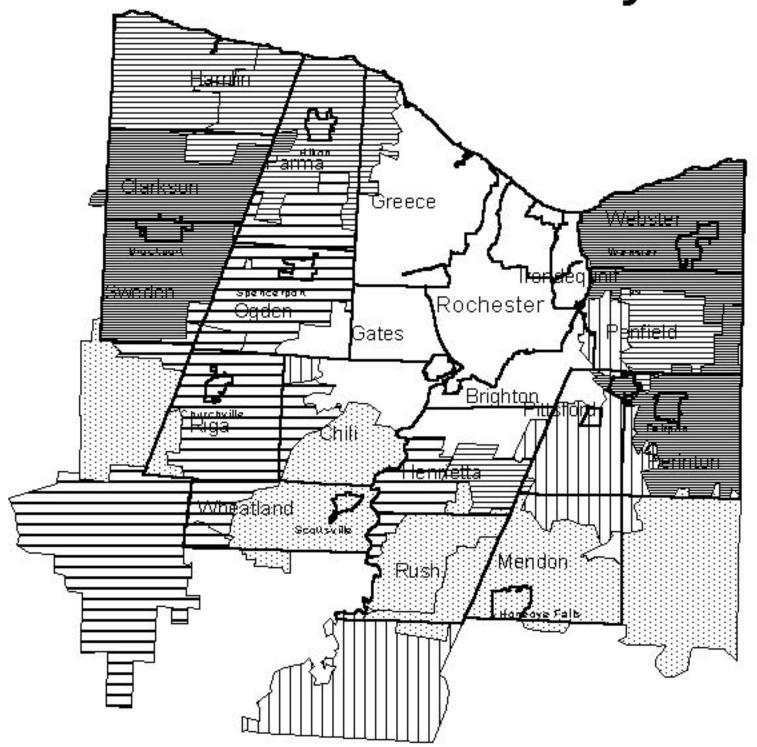
Individual referrals are also made to some of the organizations listed above as well as the Continental Dental Assistant School's dental assistant program, Bryant and Stratton's office support and computer applications program, MCC's AAS and certificate degree programs, Actium's, Ikon's and Ziff-Davis' advanced computer training programs, and the numerous specialized vocational programs offered by Monroe I and II BOCES.

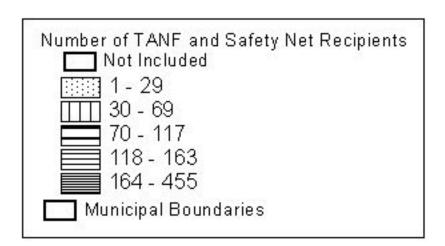
Map 19 provides a view of training sites used by the Monroe County DSS in relation to RTS routes.

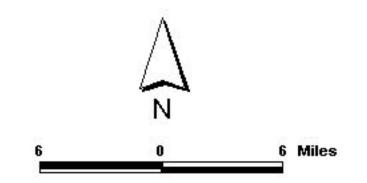
According to the DSS "less than one percent of Monroe County Temporary assistance recipients have documented transportation hardships that have prevented active participation." The presence of an extensive public transportation system and the additional programs and services described below most likely accounts for this statistic. The Monroe County employment plan includes the issuance of RTS bus passes for jobseekers on temporary assistance. Computers provided by R-GRTA at seventeen

### **Monroe County**

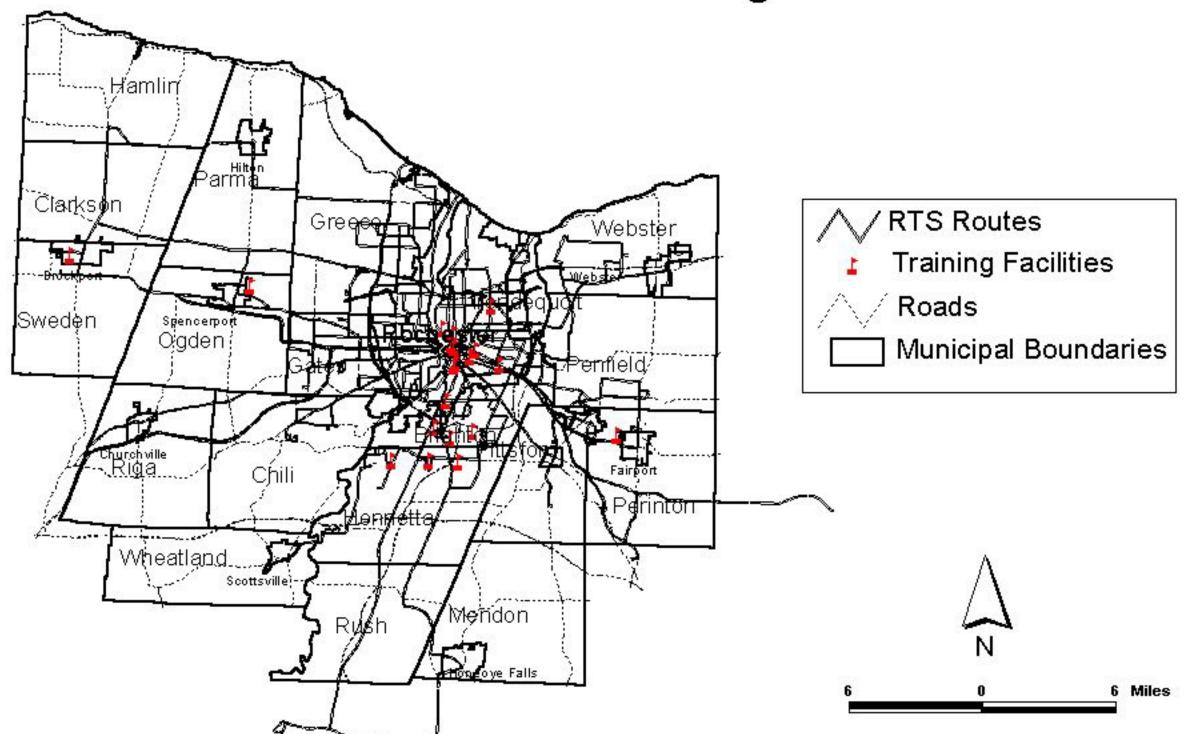
TANF and Safety Net Recipients by Zipcodes (Without Portions Inside the City of Rochester) - May 1998



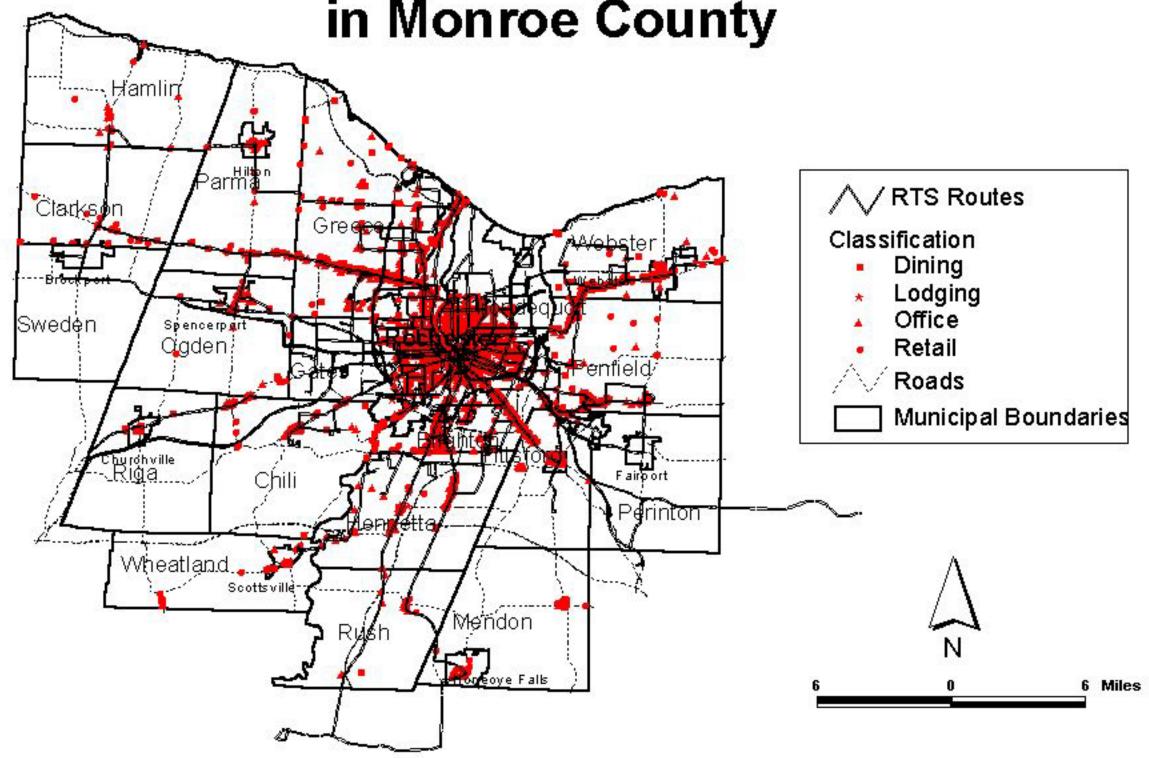




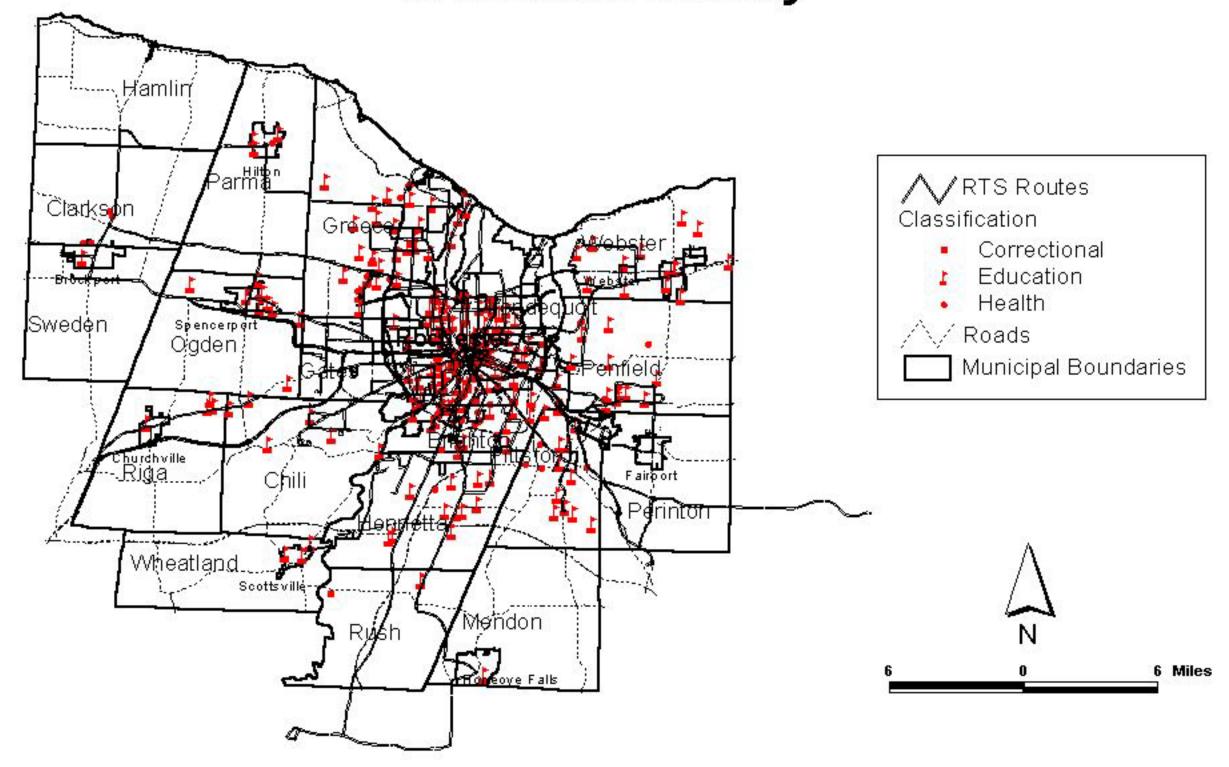
### RTS Routes and Sites Used by the Monroe County Department of Social Services to Train and Assess Disadvantaged Jobseekers



RTS Routes and Commercial Firms with Potential Entry-Level Employment Opportunities in Monroe County

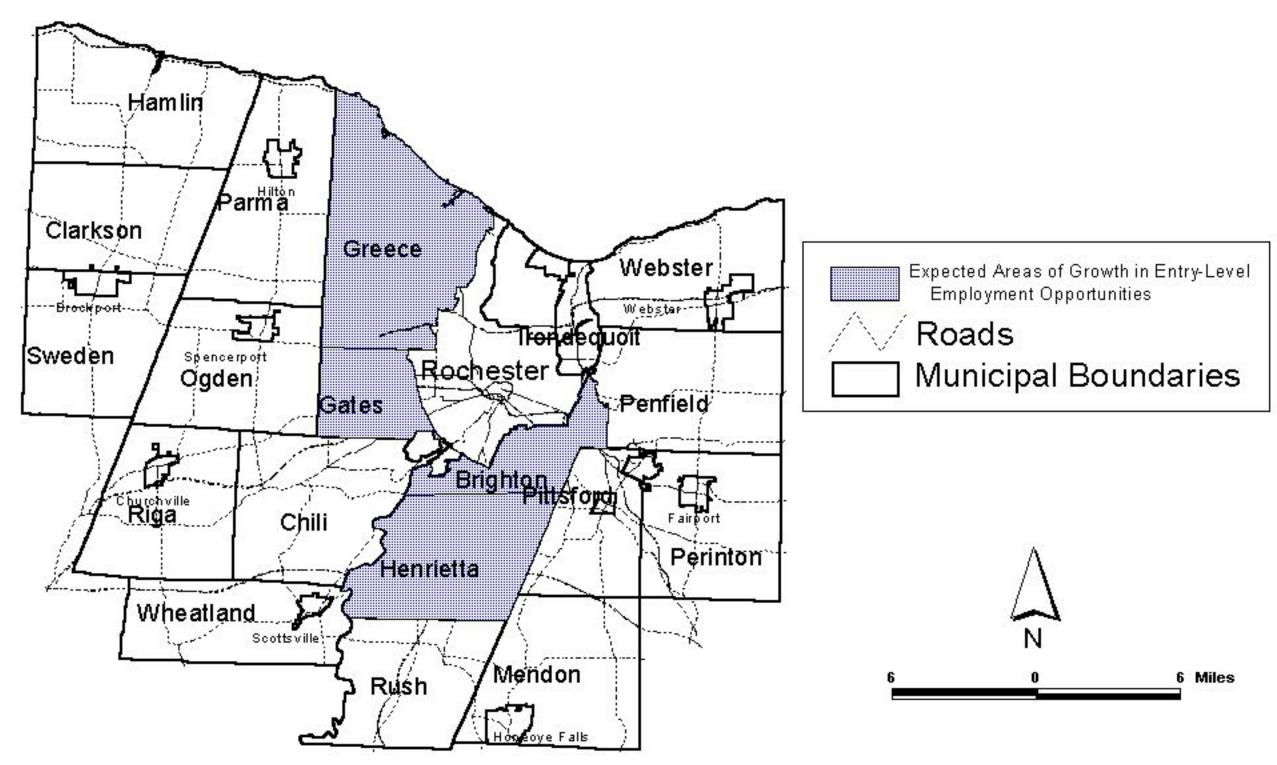


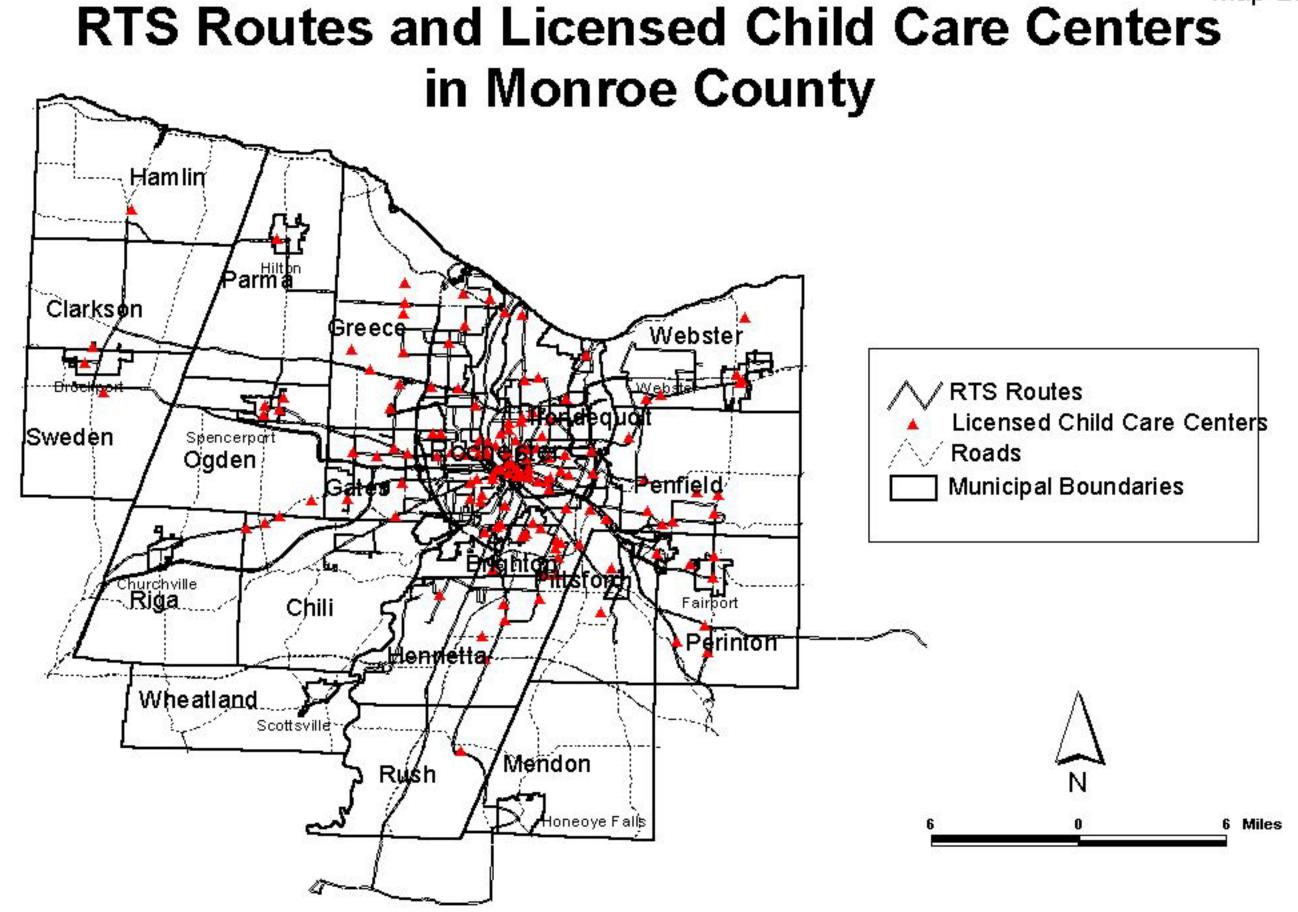
# RTS Routes and Community Service Firms with Potential Entry-Level Employment Opportunities in Monroe County



Sources: Genesee Transportation Council (10/98) HYS Dept. of Transportation (20/2) HYS Office of Real Property Services (8/98)

## Expected Areas of Growth in Entry-Level Employment Opportunities in Monroe County





separate locations allow for bus passes to be printed and issued to welfare recipients by DSS employment workers. The DSS does not establish work sites in remote areas not served by RTS. An allowance is also given to some welfare recipients for automobile repair and insurance.

#### Employment Opportunities

As shown on Maps 20 and 21, the majority of potential entry-level employment opportunities exist in the City of Rochester and the surrounding suburbs. As could be expected, the number of firms located in Monroe County municipalities is adversely proportional to the distance these municipalities are from the City of Rochester. Still, RTS daily routes serve the vast majority of these firms and would appear to offer a viable transportation option for those without access to a private automobile. For jobseekers in suburban locations, the unavailability of direct suburb-to-suburb service may restrict the ability to accept positions in other suburbs because of commute times that are too long to allow for the fulfillment of domestic responsibilities in addition to a job.

According to the Monroe County Department of Planning and Development (DPD), major retail and commercial projects have been permitted and completed in the Brighton, Gates, Greece, and Henrietta over the past few years. A number of firms that already provide entry-level openings in the commercial and retail sectors are located in Brighton, Henrietta, and Greece, and there appears to be increased expansion and development in these municipalities. Gates has recently experienced an increase in industrial projects and the DPD has cited access to interstates and an airport as a potential driving force behind the development. Accompanying retail and commercial development could signal increases in job openings that may be filled by jobseekers with a minimal set of skills. Map 22 shows municipalities that currently have expanding business activity that may yield potential entry-level openings.

#### Child Care Centers

The predominant number of licensed child care centers in Monroe County are located in the City of Rochester and the surrounding suburbs. As with employers, the greater the distance from the City of Rochester, the fewer facilities located there. Most of the child care centers in Monroe County appear to be served adequately by public transportation. Map 23 displays licensed child care facilities and daily RTS routes.

#### **Ontario County**

#### **Public Transportation**

The County Area Transit System (CATS) is the only public transit provider in the region that is not a subsidiary of R-GRTA. The fleet used by CATS is contracted through a private provider and includes eight 16 passenger, four 13 passenger, and one 10 passenger vehicles. CATS provides fixed route/fixed schedule and flexible route/flexible schedule services for intra-county travel and travel within the cities of Canandaigua and Geneva. CATS fixed-route/fixed schedule service runs seven days a week with slight variations in schedule, but not on routes. There is no service on either Christmas or Thanksgiving. CATS is a coordinated public transit provider that it is responsive to the needs of individual clients served by county departments. For example, non-emergency Medicaid transportation is provided through CATS and services and ride sharing for TANF recipients can also be included as needs are determined.

The fixed route service consists of four routes. Both the City of Geneva and the City of Canandaigua have individual routes that operate from 7:00 AM to 7:00 PM Monday through Thursday with extended service to 9:30 PM on Fridays. On Saturdays, service is available from 9:00 AM to 9:30 PM and the routes also run from 9:00 AM to 7:30 PM on Sundays. Intra-County service is also available seven days a week between Canandaigua and Victor and from Canandaigua to Clifton Springs and Geneva with service to Victor, Manchester, and Clifton Springs along the route. The hours of operation for intra-county routes are slightly shorter with the same starting time of 7:00 AM on Monday through Friday, but with earlier ending times of 7:00 PM on Mondays through Thursday and 9:00 PM on Friday. Weekend hours begin one hour later (10:00 AM) and end one-half hour earlier (9:00 PM on Saturdays, 7:00 PM on Sundays) than their inter-city counterparts. Riders may "flag" and board the bus at any point along any of the fixed routes (with the exception of a short stretch of Main Street in Canandaigua). A one-way fare of \$1 applies with half-price discounts for seniors and the physically disabled on all fixed route services. Certain route deviations are allowed for a fare of \$2 (no discounts for seniors or disabled persons) and an unlimited monthly pass can be purchased for \$30. Map 24 displays CATS fixed route/fixed schedule services in Ontario County.

There is also a flexible route/flexible schedule dial-a-ride that provides travel throughout the county. As with the other dial-a-ride services throughout the region, advance notice is required the day before service is requested. Dial-a-ride service is available Monday through Friday from 7:00 AM to 7:00 PM. A one-way fare of \$3 applies for the point-to-point service from starting point to destination. Ontario County will reimburse transportation costs for TANF recipients at a rate of up to \$6 per day. This covers the cost of using the dial-a-ride service each day as a means of getting to and from work and other obligations.

#### **Disadvantaged Population**

According to DFA statistics, the most TANF and Safety Net recipients in Ontario County could be found in the zipcode covering the City of Geneva (14456). The next largest numbers of TANF and Safety Net recipients were located in the 14424 zipcode. This zipcode contains the City of Canandaigua. It could be inferred that the majority of jobseekers receiving temporary assistance in Ontario County are residing in the cities of Canandaigua and Geneva. The vast majority of the remaining zip codes with portions inside Ontario County contained no more than 14 TANF and Safety Net recipients in May 1998. The exceptions would be the 14489 and 14513 zipcodes. Both zipcodes contain a significant number of TANF and Safety Net recipients, but the majority of these are, in all likelihood, located north of Ontario County in the villages of Newark and Lyons in Wayne County. Map 25 displays the distribution of jobseekers in Ontario County as measured by the number of TANF and Safety Net recipients.

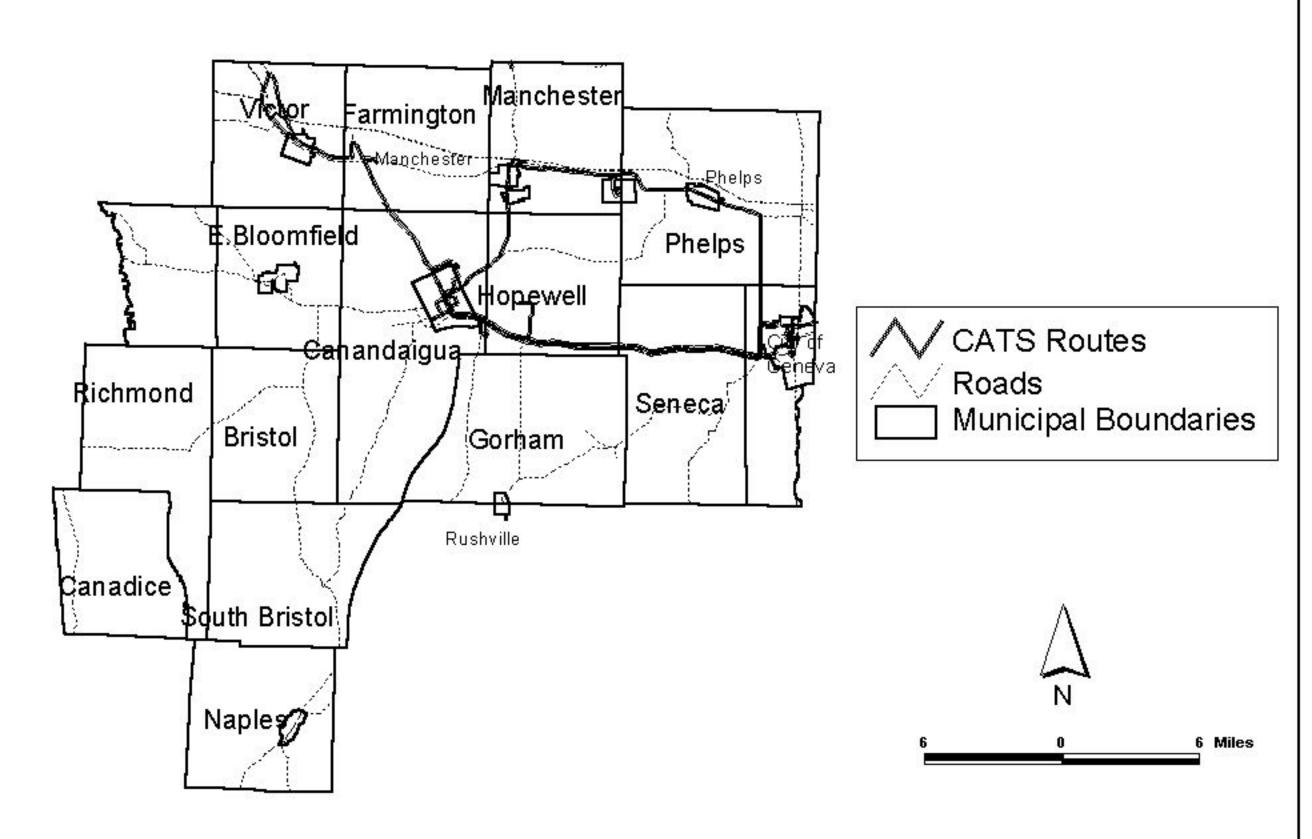
#### **Training Activities and Services**

The Ontario County Department of Employment and Training (DET) conducts job readiness activities on a weekly and monthly basis. Each week one day job workshops are held and an extended four day workshop is held monthly. The four day workshops can be held twice in the same month if the volume of those requiring the service warrants the additional workshop. These job readiness workshops and other training activities are currently held at the county's Hopewell Complex and Human Services Buildings, both of which are located on County Road No. 46. CATS currently reimburses DET clients' fares if the transportation is for job related training and activities as outlined by the DET. Training courses for preparation as a Licensed Practical Nurse and nurses aides are provided at the Stanley BOCES, Finger Lakes Community College (FLCC), and the Geneva General Hospital. CATS currently provides service to FLCC and Geneva General Hospital while school districts allow those receiving training at Stanley BOCES to use their buses where space allows. CATS routes and the locations of sites used by the DET are shown on Map 26.

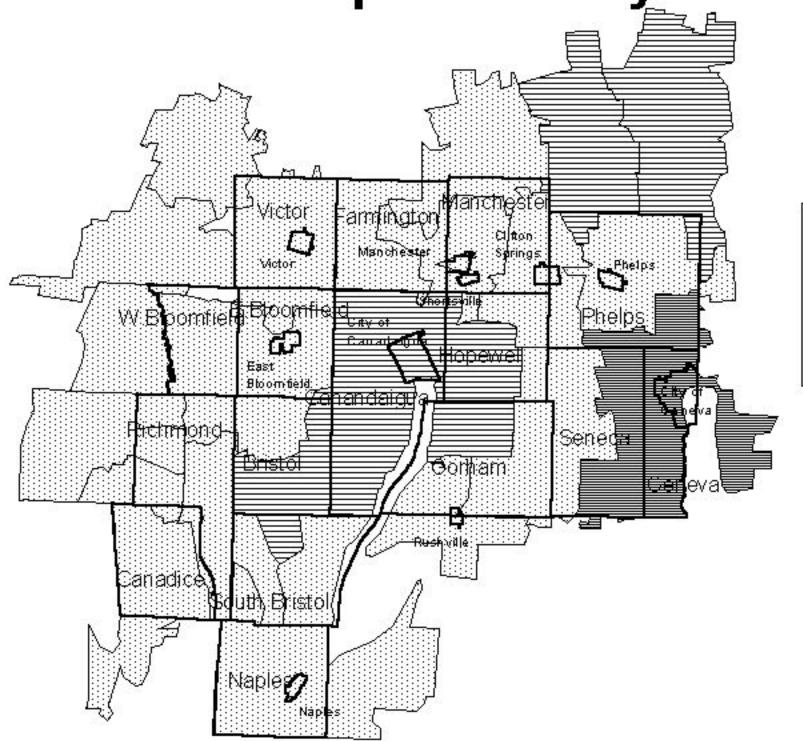
However, persons completing DET training programs face difficulties in accessing transportation as they attempt to find full time employment outside first shift hours or from remote areas. Transportation difficulties can be particularly acute in the health care occupations where many opportunities at hospitals may be second or third shift or require travel to patients' homes. In addition a survey instrument is currently being developed by a FLCC research institute to assess the needs of businesses in the area. This study could provide new insights regarding the skills required by firms in Ontario County and what would make potential workers more attractive to these businesses. The DET intends to incorporate any significant findings from the survey into their training programs. According to the Ontario County DET, the present number of welfare caseloads is the lowest in years.

#### **Employment Opportunities**

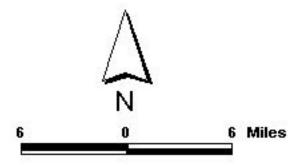
## County Area Transit System (CATS) Routes



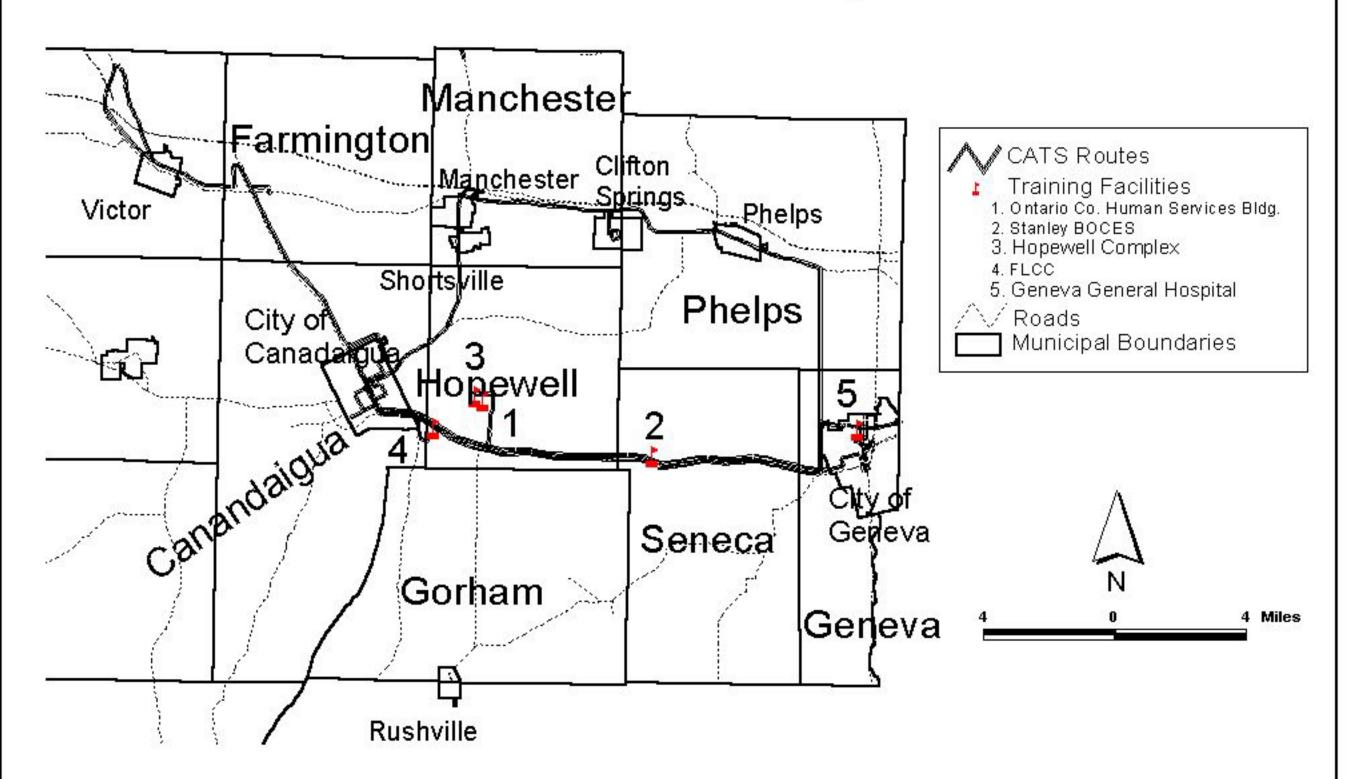
# Ontario County TANF and Safety Net Recipients by Zipcode - May 1998







# CATS Routes and Sites Used by the Ontario County Department of Employment and Training to Train and Assess Disadvantaged Jobseekers



The majority of commercial firms in Ontario County engaged in activities that may be able to offer positions to jobseekers with a minimal set of skills appear to be concentrated in the villages and the cities of Canandaigua and Geneva. In addition, Routes 5 & 20 to both the east and west of Canandaigua, Route 332 extending south from the NYS Thruway through Farmington to the Town and City of Canandaigua, Route 20A in the Town of Richmond, and Route 21 north from Canandaigua through the Town of Hopewell and up to Manchester appear to have concentrations of businesses that may be willing to hire employable TANF, Safety Net, and Temporary Assistance recipients. Map 27 displays CATS daily routes and the locations of commercial firms with potential entry-level job openings. Businesses engaged in community service activities that may be willing to hire jobseekers receiving temporary assistance appear to be concentrated in the cities of Canandaigua and Geneva and the Town of Gorham with others located sporadically throughout the rest of the county. The locations of community service firms in Ontario County and CATS daily routes are shown on Map 28.

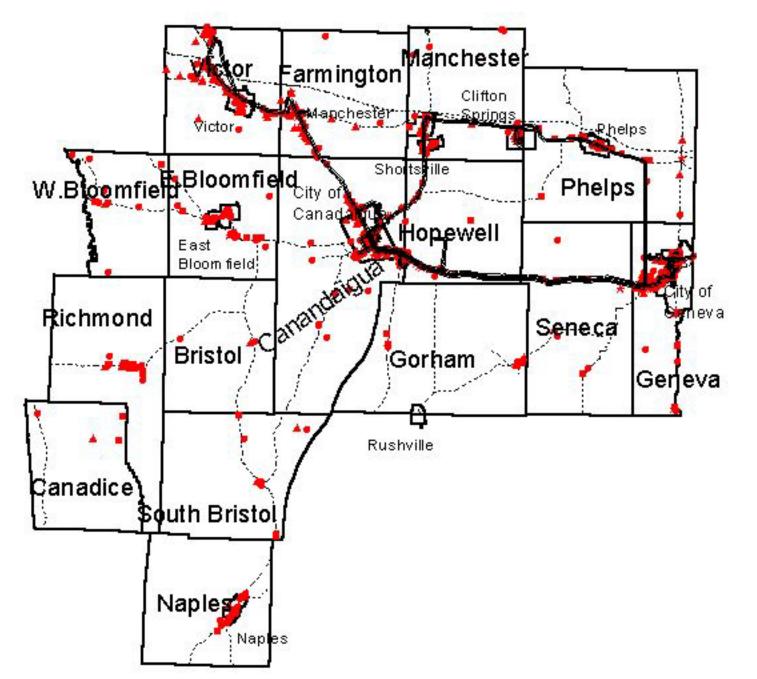
According to the Ontario County Department of Economic Development (DED), the economic prosperity of Ontario County can be attributed to a continued increase in its manufacturing sector. Many of the newer additions to the county's manufacturing base are much more technology orientated than their predecessors of previous decades were. An example would be the Xerox InkJet™ cartridge facility on NYS Route 332 in the Town of Canandaigua. Thus, the majority of positions created by manufacturing operations in Ontario County over the last ten years require a set of skills not possessed by the typical welfare recipient seeking employment. Ontario County recently approved a policy via resolution to call itself the "Home of the Technical Worker." This has placed a unique constraint on the county's ability to provide employment opportunities for recipients of temporary assistance (and others who have traditionally sought employment with a minimal set of skills) in the face of a shrinking labor supply within the county.

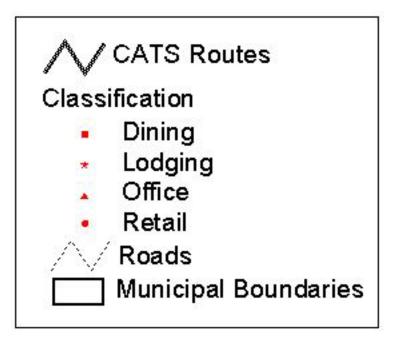
Based on conversations with the DED, the greatest potential for growth in entry-level positions will occur along Routes 5 & 20, primarily in Geneva and Canandaigua, and the Eastview Mall in Victor. The largest sauerkraut processing and canning operation in the United States is located in the Village of Shortsville and is a potential source of seasonal employment for low-skilled persons. Seneca Foods Corporation and Zotos International in Geneva were also mentioned as being possible candidates for hiring entry-level workers. The Ontario County Department of Employment and Training also discussed the availability of entry-level positions in the health care industry within Ontario County and the Outlet Mall in Seneca County. Map 29 displays CATS routes and areas of expected growth in entry-level openings that may benefit entry-level jobseekers receiving temporary assistance.

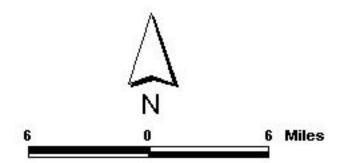
#### Child Care Centers

Most of the licensed child care facilities in Ontario County are located in the cities of Canandaigua and Geneva. All but one of the centers provided on the register of the NYS Office of Children and Family Services for Ontario County is accessible by CATS. The one exception is located in the Town of South Bristol. Map 30 displays the locations of Ontario County's licensed child care centers and CATS routes.

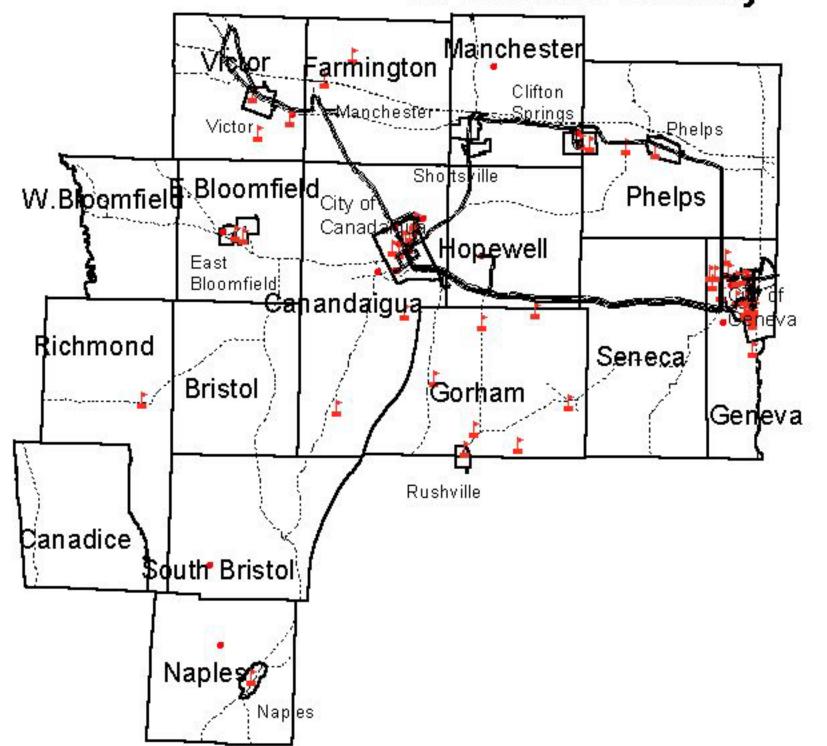
# CATS Routes and Commercial Firms with Potential Entry-Level Employment Opportunities in Ontario County

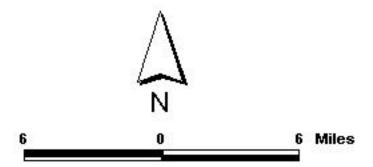




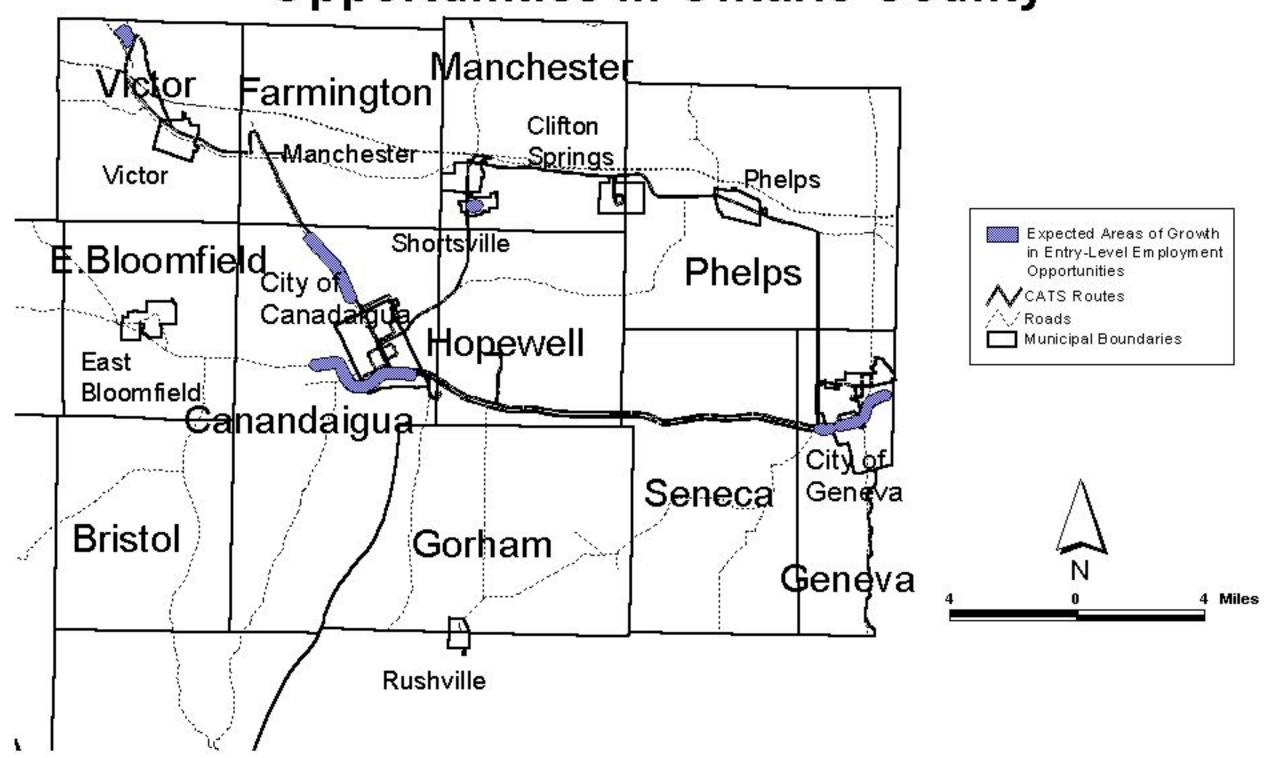


CATS Routes and Community Service Firms with Potential Entry-Level Employment Opportunities in Ontario County



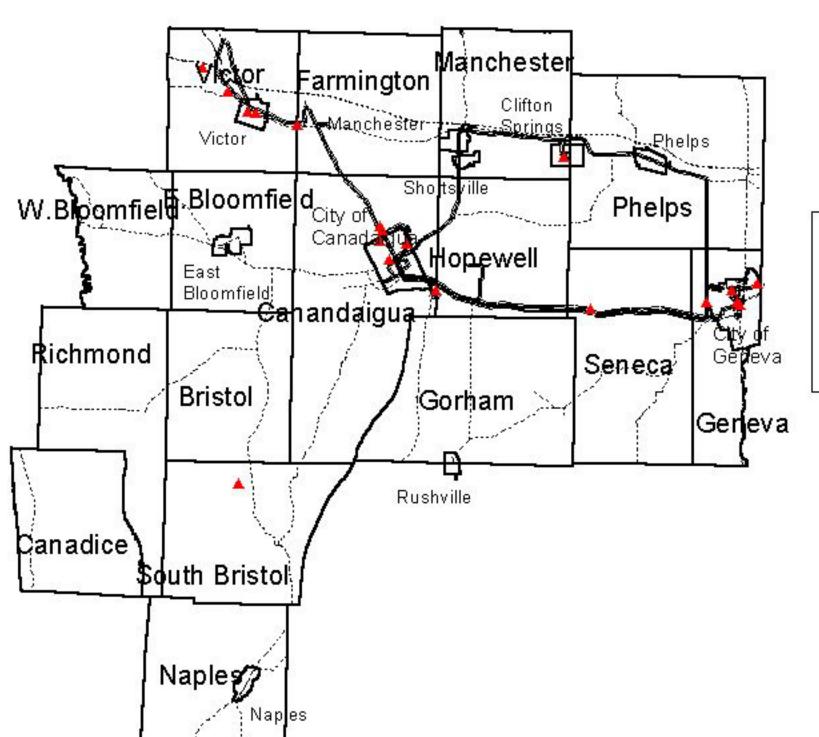


# CATS Routes and Expected Areas of Growth in Entry-Level Employment Opportunities in Ontario County

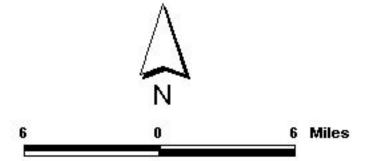


Sources: NYS Dept. of Transportation (2022)
NYS Office of Real Property Services (8098)
Ontario County Department of Economic Development (12098)
Ontario County Department of Planning and Research (11098)

## CATS Routes and Licensed Child Care Centers in Ontario County



CATS Routes
Licensed Child Care Centers
Roads
Municipal Boundaries



#### **Orleans County**

#### **Public Transportation**

Currently, Orleans County has no public transportation. However, the county's location between the Rochester and the Buffalo/Niagara Falls Metropolitan Statistical Areas put it in a prime location to be an exporter of labor to both areas.

#### Disadvantaged Population

According to the Orleans County Job Development Agency (JDA), the majority of TANF caseloads, and subsequently those persons served by the JDA, are within the Village of Albion. DFA statistics regarding TANF and Safety Net recipients confirms this as well as the significant number of TANF and Safety Net recipients residing in the Village of Medina. The zipcodes covering these two villages also cover the towns of Albion, Barre, Medina, and Shelby. However, the JDA reports that the majority of these recipients are located in the two aforementioned villages. The zipcode covering the Town of Yates and the Village of Lyndonville (14098) contain the next highest number of jobseekers receiving temporary assistance, but these numbers are significantly less than those found in the villages of Albion and Medina. The distribution of TANF and Safety Net recipients in Orleans County by zipcode is shown in Map 31.

#### Training Activities and Services

The Orleans County Job Development Agency (JDA) refers welfare recipients to training programs and provides job workshops in the villages of Albion and Medina. Training referrals are done on an individual basis after the jobseeker has been evaluated and deemed ready to obtain training beyond basic workplace competencies. Training takes place at several facilities throughout the area. BOCES in Sanborn (Niagara County), Medina, and Spencerport provide instruction to Orleans County welfare recipients as does a GCC Satellite campus in Albion. The BOCES programs include work based education and corresponding classroom instruction. For some, a need does develop for access to the GCC main campus in Batavia because not all certificate programs or degrees can be completed at the Albion satellite. The location of sites in Orleans County used by the JDA to train and assess jobseekers are shown on Map 32.

According to the JDA, the most employable of those affected by welfare reform have already found employment. Those persons still receiving training possess the least amount of skills and face multiple barriers to finding employment. The severity of transportation and child care related issues is the greatest for these groups. Orleans County has attempted to solve the dilemmas posed by these multiple barriers through the creation of a Welfare Reform Task Force. Representation on the task force included numerous agencies including, but not limited to, employment and training organizations, educational institutions, child care providers and referral agencies, labor unions, and the Private Industry Council. As a result, an interagency referral system has been developed for persons who face multiple barriers attempting to gain employment. This is done to ensure that the difficulties faced by these persons will be handled by the most appropriate agency and simultaneously eliminate duplication of services.

Concerning transportation, the JDA contracts with Rides Unlimited, a private transportation provider based in Niagara County, for inter-county service for TANF recipients and others. While Rides Unlimited has a satellite office in Orleans County, the cost prohibits the JDA from using the services on a more extensive basis. Also present are two mobile work crews that use 15 passenger vans to transport jobseekers from their homes to a job site and back at the end of the assignment. Reimbursement for mileage is provided for approved community transportation agencies that provide access for jobseekers. The Orleans Community Action Committee, Inc. (CACI) is one such organization. However, funding limits the ability of this agency to provide transportation to all jobseekers on a regular basis. Presently the CACI provides access to testing and assessment appointments for some jobseekers on temporary assistance.

#### Employment Opportunities

As shown on Maps 33 and 34, the predominant number of commercial and community service firms engaged in activities that may yield entry-level openings are located in the villages of Albion, Holley, Lyndonville, and Medina. Other firms and agencies under these classifications are located in the Town of Carlton along Route 279 and spread throughout the county along routes 31, 98, 104, and 237.

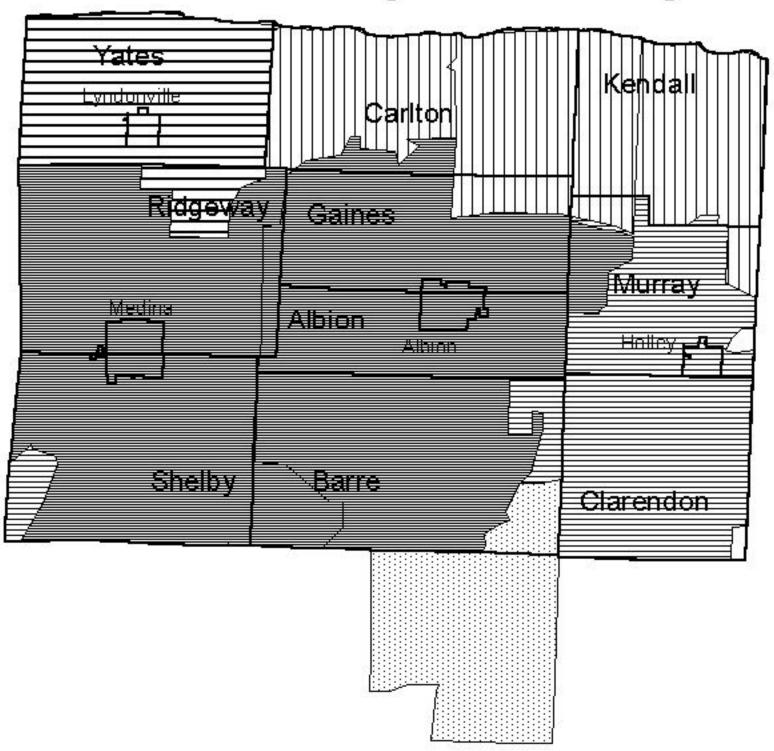
According to the Orleans County Department of Planning and Development (DPD), the proposed expansion of Route 531 from Monroe County may signal increased commercial and retail development into Orleans County. Two state prisons are possible sources of openings that could be filled by jobseekers following the completion of appropriate training. Additionally, there has been increased marketing of industrial parks in Albion, Holley, and Medina. The introduction of new tenants (depending on the industry) into any of these locations may provide entry-level job opportunities for TANF and Safety Net recipients. Outside the region, Niagara County, and the City of Lockport in particular, may also provide entry-level positions.

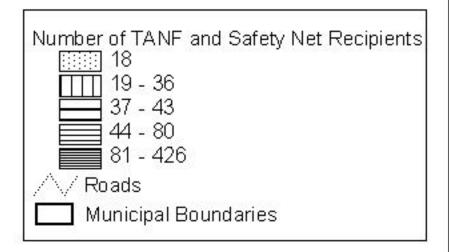
The County of Orleans Industrial Development Agency reports that there has been residential growth in the eastern towns of Clarendon, Kendall, and Murray and along the Lake Ontario Parkway into the Town of Carlton that could provide growth in the commercial and retail industries. The DPD also cited the large increase in residential development (mainly mobile homes) in Clarendon as signifying an area of increased business activity. Positions that require a lower set of skills can also be found in the apple industry that is mainly centered in the Village of Lyndonville. Growth areas in Orleans County that may produce increased entry-level openings are shown on Map 35.

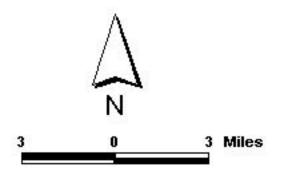
#### Child Care Centers

All but two of the seven licensed child care facilities in Orleans County are located in the Village of Albion. The others are both to the west in the Village of Medina and Town of Shelby along Route 31A. Map 36 displays the locations of these facilities.

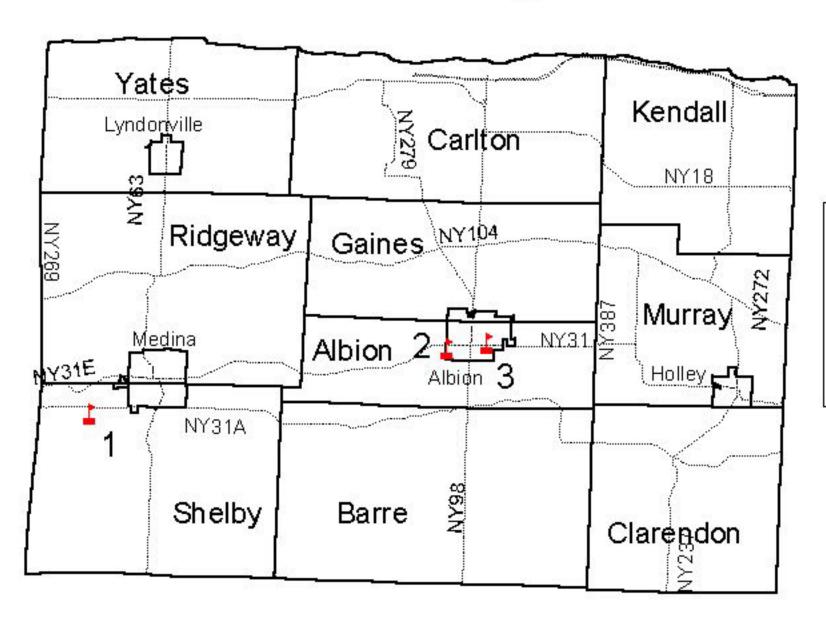
# Orleans County TANF and Safety Net Recipients by Zipcode - May 1998



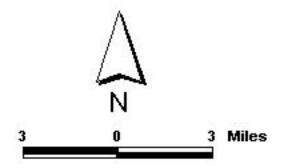




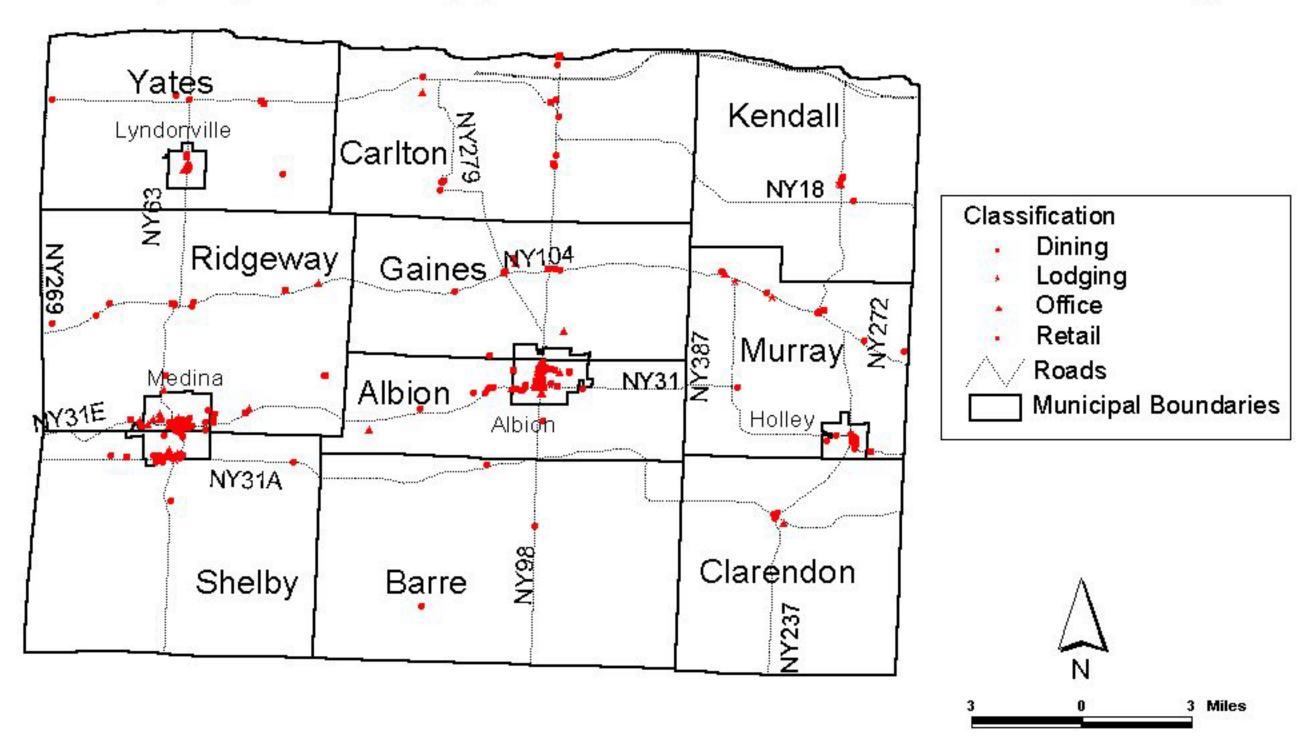
## Sites Used by the Orleans County Job Development Agency to Train and Assess Disadvantaged Jobseekers



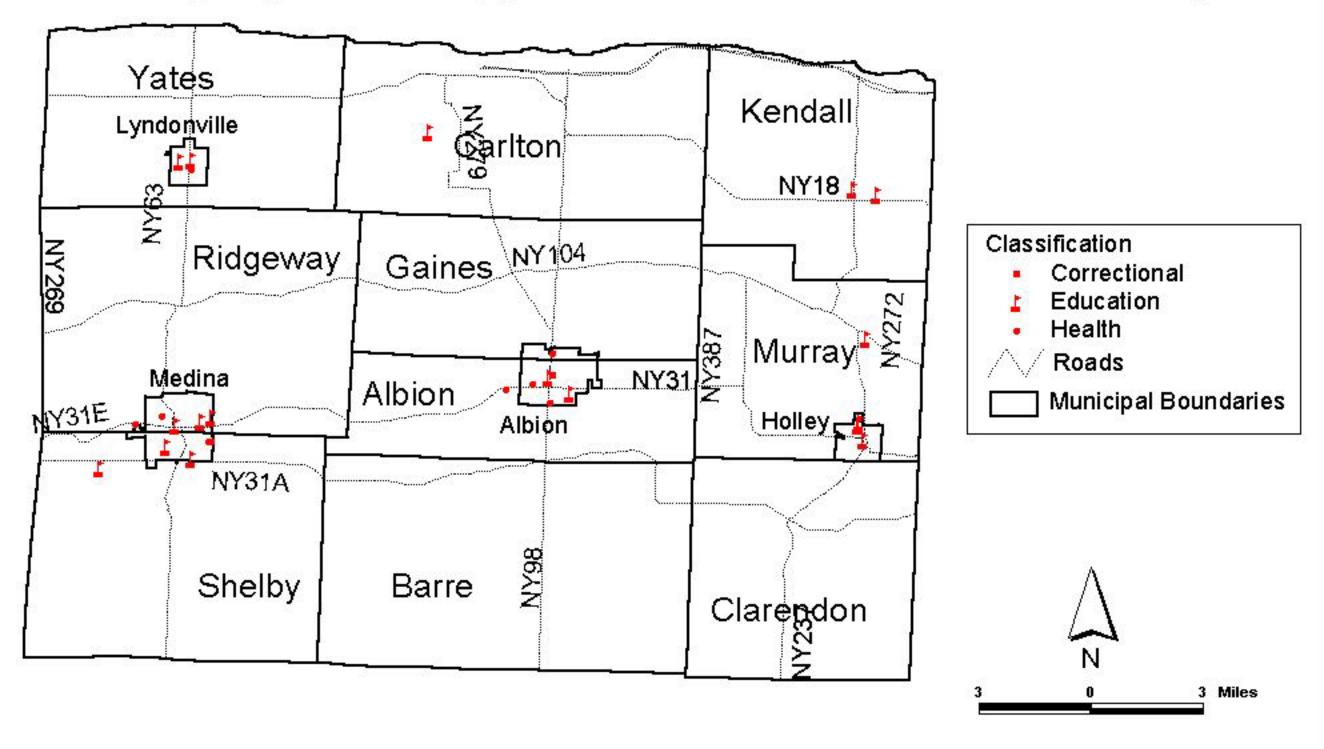




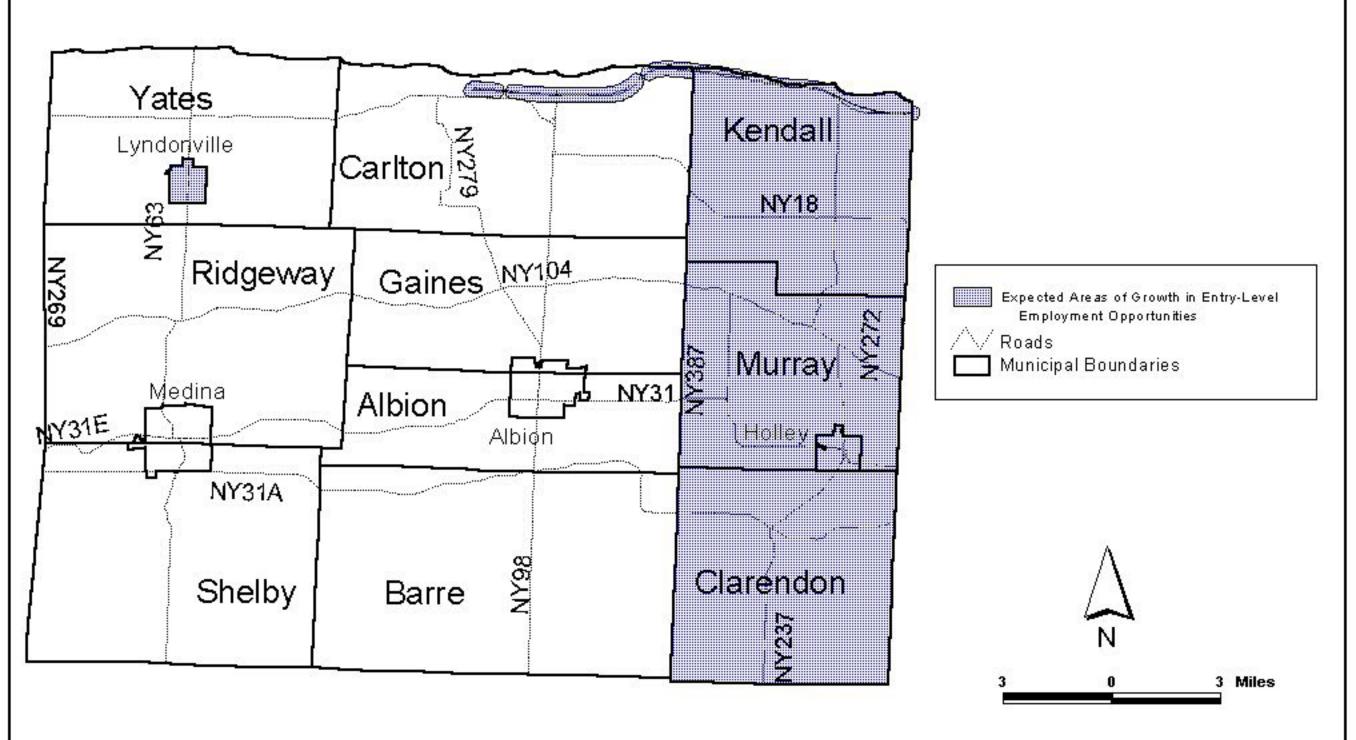
## Commercial Firms with Potential Entry-Level Employment Opportunities in Orleans County



## Community Service Firms with Potential Entry-Level Employment Opportunities in Orleans County



## Expected Areas of Growth in Entry-Level Employment Opportunities in Orleans County



#### **Seneca County**

#### **Public Transportation**

Seneca County, at this time, has no public transportation. A collaborative consisting of The United Way, NYS Department of Transportation, Seneca County, and the Genesee Transportation Council is currently assessing the possible role of public transportation. The rural nature and low density of population throughout the county as a whole limits the possibility of extensive public transportation. However, it appears certain areas of Seneca County could benefit from limited public transportation to major centers of activity within Seneca County and its neighboring counties. A study is underway to evaluate possible transit from Interlaken at the Southeast corner of the county to Ithaca in Tompkins County. The possibility of Ontario's CATS running a service to the Finger Lakes Outlet Mall between Geneva and Waterloo is also being discussed. Both services would initially be available one or two days a week with the possibility of increased frequency if enough interest in the services is shown to justify the additional cost.

#### **Disadvantaged Population**

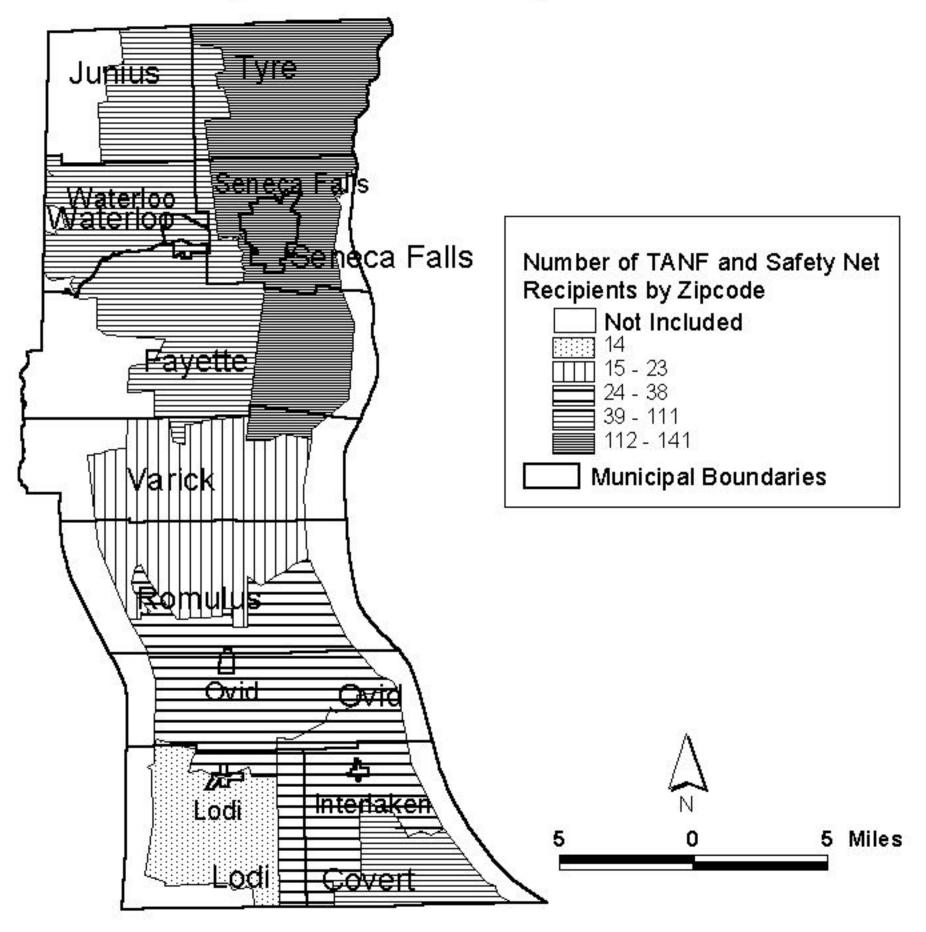
According to the Seneca County Department of Social Services, the largest numbers of persons receiving Temporary assistance in any area (as of December 1998) reside in the Town and Village of Seneca Falls. Waterloo and Junius (combined) have the second highest concentration of Temporary assistance recipients. This concentration of jobseekers receiving temporary assistance in the northern portion of the county can also be seen in Map 37, which displays the number of TANF and Safety Net recipients, by zipcode. In the southern portion of Seneca County, the greatest number of Temporary assistance recipients resides in the Village of Interlaken.

#### **Training Activities and Services**

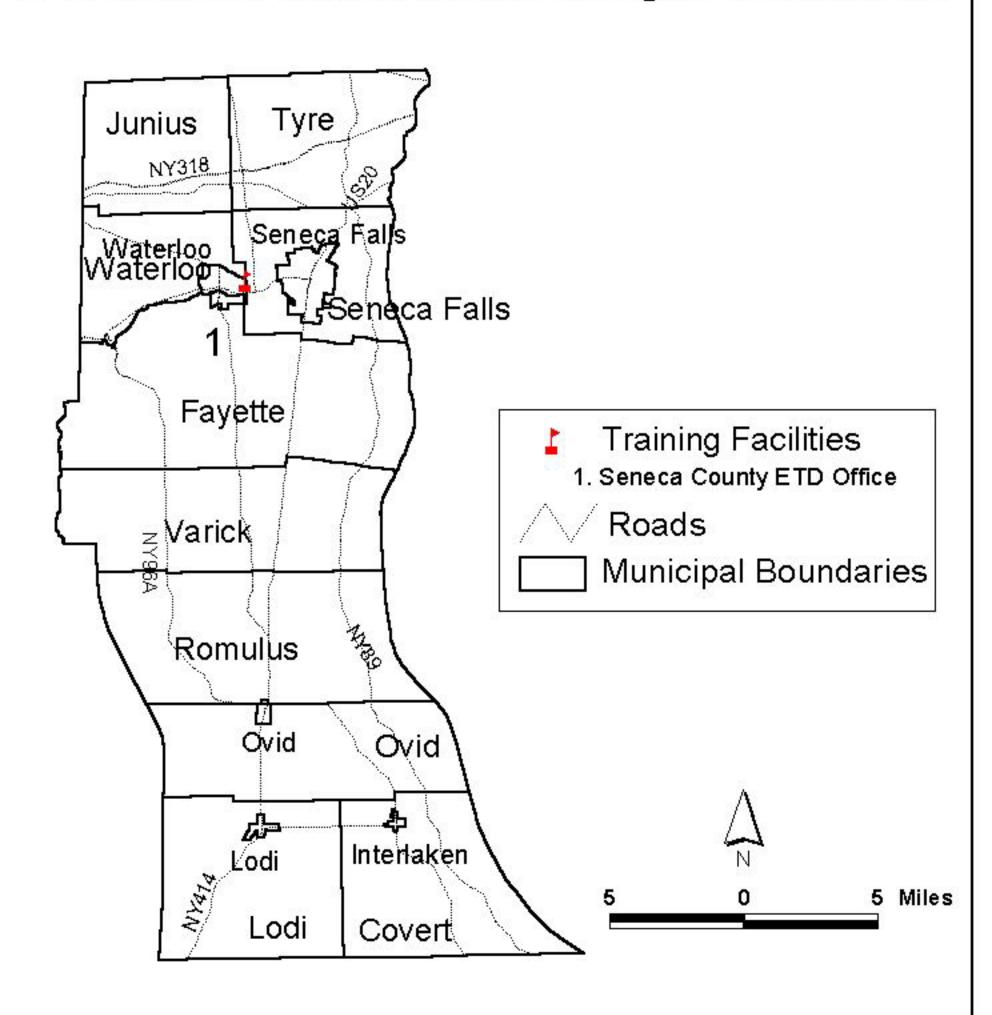
The Seneca County Employment and Training Department (ETD) offers weekly job clubs on Wednesdays, an orientation to the department and their services, and individualized workshops that run between two and three weeks. The training takes place at Stanley BOCES in Ontario County. Transportation to the workshops and training takes on various forms and the county DSS and ETD currently use a mobile work crew, a private dial-a-ride service, local school buses, and programs to aid jobseekers in the purchase and upkeep of private automobiles. Map 38 shows the location of the Seneca County ETD office where the job club meetings, orientations, and workshops are held.

The mobile work crew currently uses older DSS vans that have been replaced. The mobile work crew usually has four to five participants at any given time and is one of the first exercises TANF recipients participate in upon entrance into a customized ETD work plan. The work crew operates Monday, Tuesday, Thursday, and Friday. The driver of the van is funded through *Work Now* funds and there is currently discussion about the possibility of a second mobile work crew. The private dial a ride-service operates by subsidizing private taxi and van services. The cost of such a service most likely makes it a temporary solution until some other arrangements can be made. Local school buses are used to transport jobseekers to training at the BOCES facility in Stanley when room is available. A program that will allow TANF recipients and others to purchase cars is being developed. Not-for-profit agencies have been unable to serve as a conduit for such

# Seneca County TANF and Safety Net Recipients by Zipcode - May 1998



## Sites Used by the Seneca County Employment and Training Department to Train and Assess Disadvantaged Jobseekers



a program. The DSS and ETD have been in contact with GTC and are currently investigating possible funding sources for such a program.

#### **Employment Opportunities**

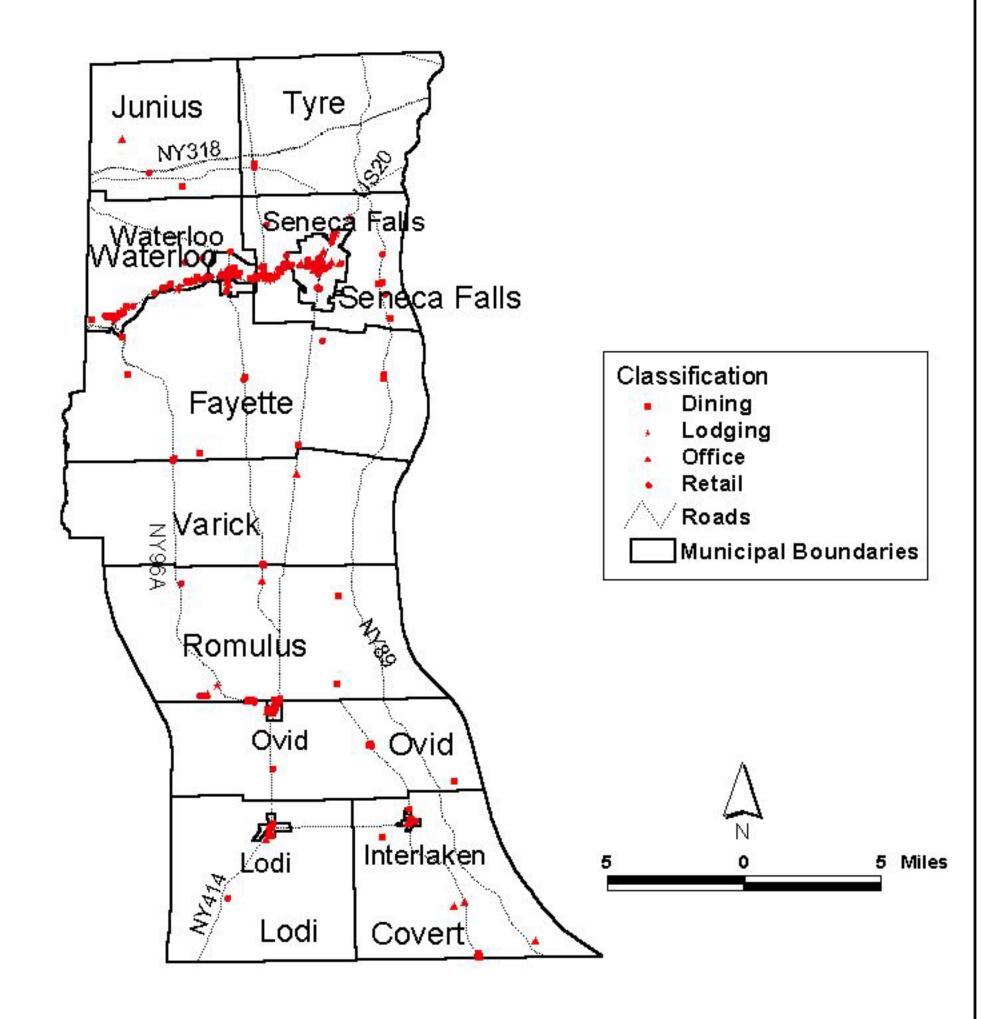
The locations of commercial and community service businesses and agencies in Seneca County are shown on Maps 39 and 40. The majority of these companies are located in the northern half of the county extending along Routes 5 & 20 from the Ontario County border on the west to the Village of Seneca Falls. There are also clusters of development in the villages of Interlaken, Lodi, and Ovid in the southern half.

The Finger Lakes Outlet Mall currently employs over 900 workers, many of them part-time. The majority of these are probably entry-level retail or janitorial positions that could be filled by jobseekers on temporary assistance. The Seneca Army Depot was also mentioned as an area that could see increased development and the creation of new jobs in the future. While the south end of the depot may become a correctional facility, there has been no public mention of any solid commitments by a firm or firms to occupy the north end. Still the potential for redevelopment of the Army Depot may signal the arrival of entry-level jobs into the county. Waterloo and Seneca Falls both have a number of establishments in service producing industries that may also yield entry-level employment opportunities for jobseekers. Map 41 displays the locations of these expected growth areas in Seneca County.

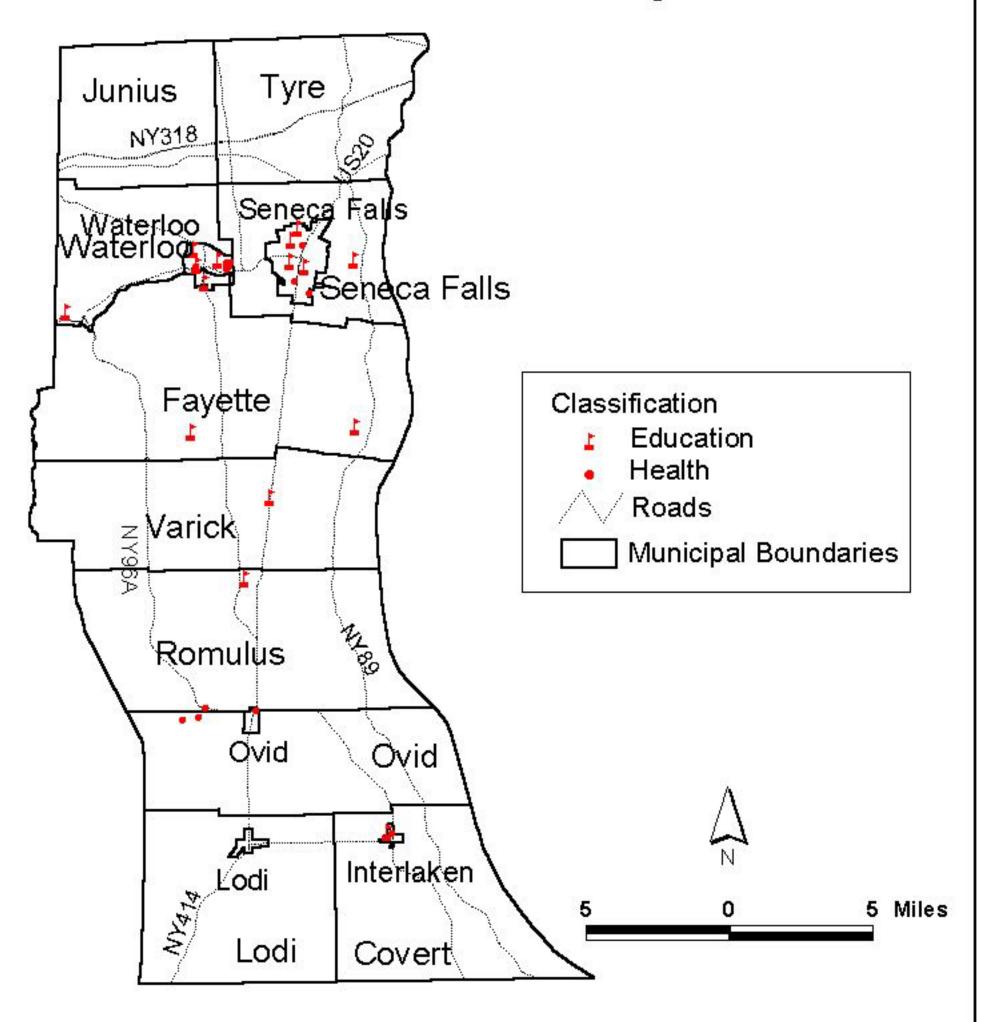
#### Child Care Centers

Few licensed child care centers are located in Seneca County. Of the three existing as of November 1998, there is one each in the Village of Seneca Falls, the Town of Romulus, and the Town of Ovid. Map 42 shows the locations of these facilities.

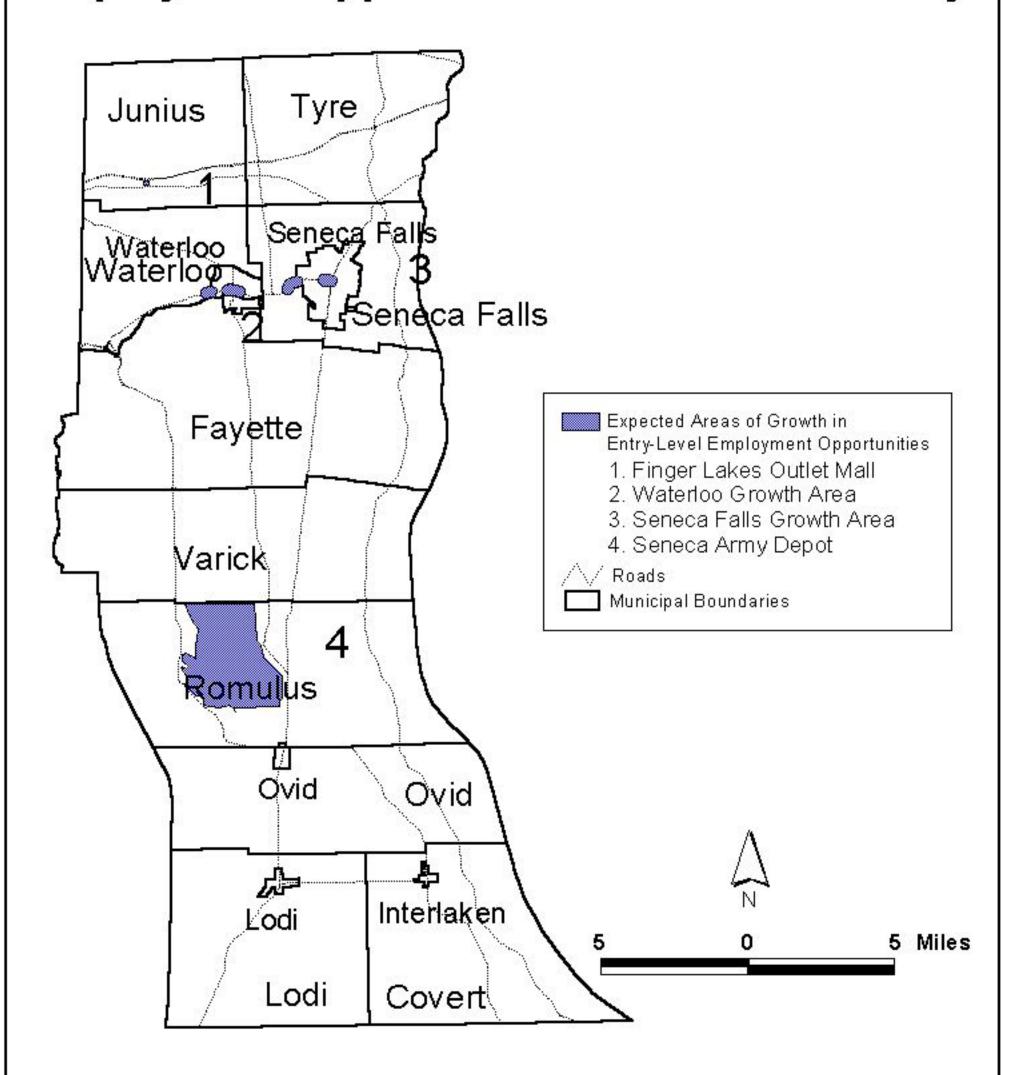
### Commercial Firms with Potential Entry-Level Employment Opportunities in Seneca County



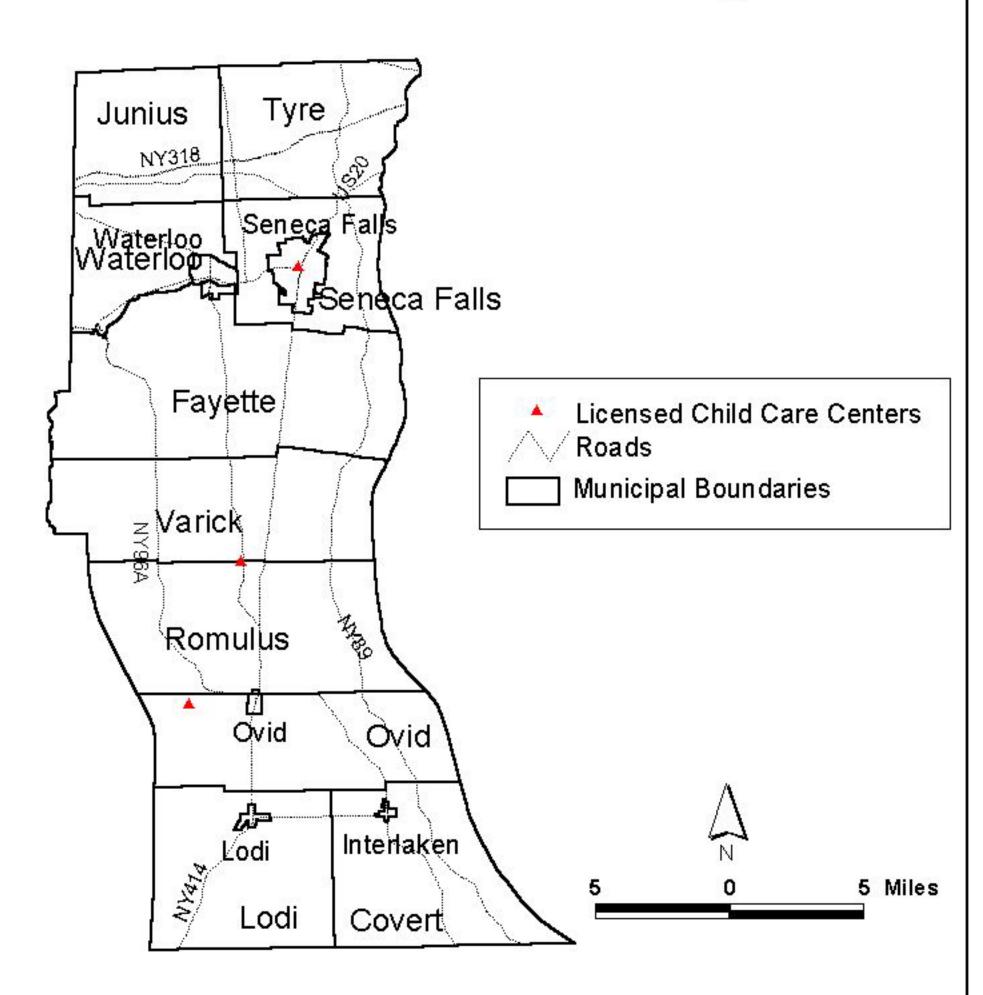
### Community Service Firms with Potential Entry-Level Employment Opportunities in Seneca County



### Expected Areas of Growth in Entry-Level Employment Opportunities in Seneca County



## Licensed Child Care Centers in Seneca County



#### **Wayne County**

#### Public Transportation

The Wayne Area Transportation Service, Inc. (WATS) offers three fixed route/fixed schedule services. WATS, a subsidiary of R-GRTA, operates nineteen buses. The fleet contains 24 and 26 passenger vehicles, of which about half are wheelchair equipped. Special, flexible route services are provided to the county's Association for Retarded Children and mental health agencies.

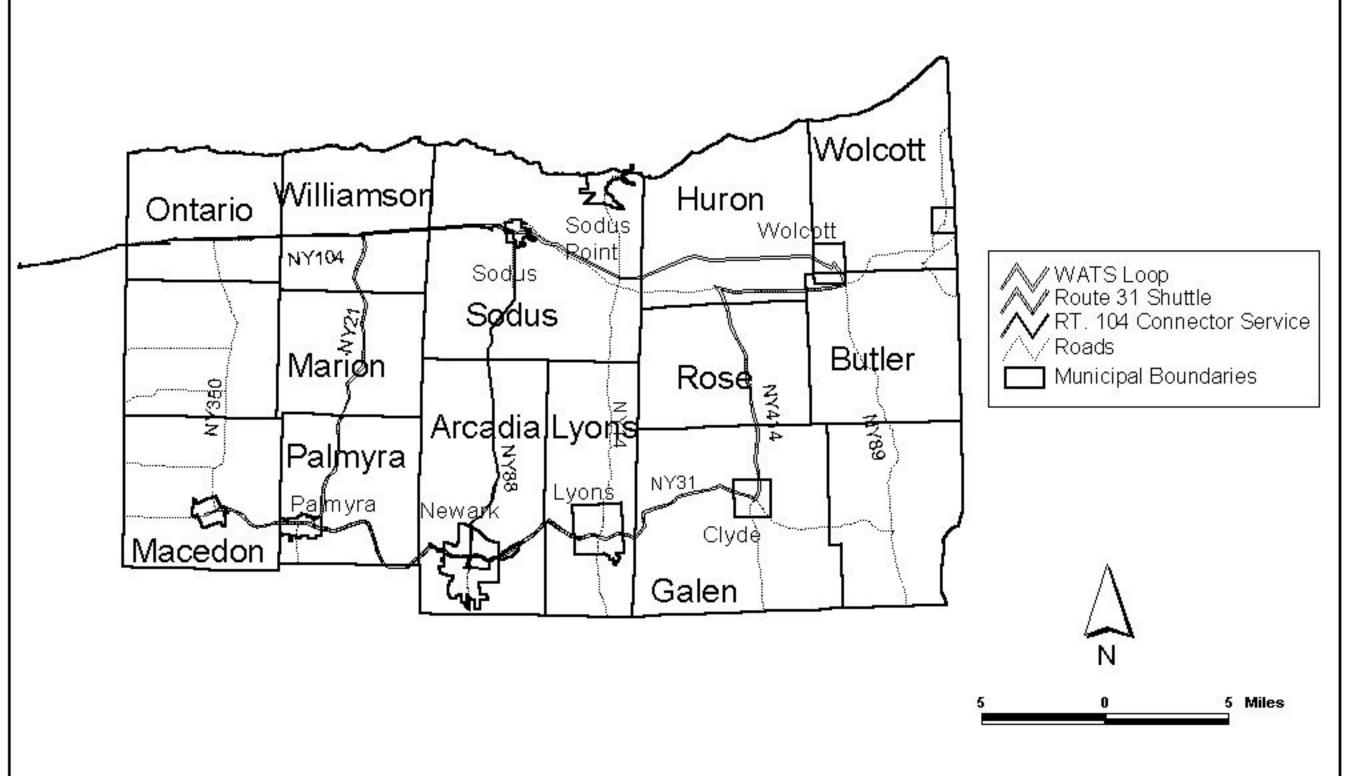
The first of the three fixed route/fixed schedule services is an intra-county loop that operates from 8:00 AM to 6:00 PM Monday through Friday. The fare structure is the least expensive of the region's public transit operators. Adults pay 50 cents each way, and a reduced fare of 20 cents is available to senior citizens and children. The loop originates in Newark and heads west along Route 31 then north up Route 21 to County Road 143 where it turns east and continues into the Village of Wolcott. In Wolcott, the loop turns south down Route 414 to Clyde and then heads west again on Route 31 to complete itself.

The second service connects Wayne County' more populous western municipalities with RTS service in Webster. The service originates in Newark and heads north along Route 88 to County Road 103 in Sodus and turns west with stops in East Williamson, Williamson, Ontario, Ontario Center and Union Hill. The service connects with RTS route 45 at the park and ride lot in Webster. This allows Wayne County residents access to stops at Webster's Four Corners, Five Mile Line Road, Irondequoit Mall, and various points in downtown Rochester including Midtown Plaza. More importantly, it offers access to the entire RTS system and points served by it in Monroe County. The service is provided once in the morning and once in the afternoon. The schedules for each are based on traditional work hours. The morning service begins in Newark at 5:42 AM, arrives in Webster at 6:44 AM and returns to Newark at 7:51 AM. The afternoon service leaves Webster at 5:55 PM and returns to Newark around 7:00 PM. The schedule more conveniently serves Wayne County residents working in Monroe County than Monroe residents working in Wayne. The fare level varies between 50 and 70 cents.

The third service is a shuttle along Route 31 between Macedon and Lyons. The fare structure on the loop also applies to the Route 31 shuttle. Again, the service originates in Newark and heads west to Macedon with stops in Palmyra. The service runs back east through Palmyra and Newark again and out to Lyons. The service runs Monday through Friday with a morning and afternoon schedule beginning at 9:00 AM and ending at 2:20 PM. Map 43 provides a view of the three WATS services.

There have been discussions between WATS and R-GRTA regarding possible funding for the expansion or addition of routes in Wayne County. Growth and development in the western portion of the county bordering Monroe may serve as the basis for these additional or expanded routes.

## Wayne Area Transportation Service (WATS) Routes



## Disadvantaged Population

Map 44 displays the number of TANF and Safety Net recipients in Wayne County by zipcode. It appears that the greatest number of jobseekers receiving temporary assistance can be found in the central and northeast portions of the county. The largest number of TANF and Safety Net recipients reside in the 14513 zipcode which includes most of the Town of Arcadia and Village of Newark. The next largest number of jobseekers receiving temporary assistance resides in the 14489 zipcode, which covers the Town and Village of Lyons. A significant number of TANF and Safety Net recipients can also be found in villages of Sodus and Wolcott.

### Training Activities and Services

Services offered by the Wayne County DSS Employment and Training Unit (ETU) includes career education, jobseeker workshops, career choice and job search seminars, a mobile worksite crew, and targeted case management. The Wayne Finger LAKES BOCES in Williamson provides the career education. The three day jobseeker workshops are held four times each month by the ETU, with representatives from the DSS and DOL present on the third day. Additionally, the ETU also handles the mandatory weekly job clubs and career choice and job search seminars. A mobile worksite crew originating in Lyons (and serving Newark and Sodus as well) is operated by the ETU. The work done by the mobile crew is primarily in solid waste management activities by way of a county van. Targeted case management for individuals is also handled by the ETU. Map 45 presents the locations of training sites and WATS routes.

A great amount of coordination exists between the ETU, DSS, WATS, local school districts, and the Wayne County ARC. An attempt is made to schedule jobseekers' training and employment during WATS' hours of operation. The DSS provides bus tokens and reimburses job seekers for the cost of using WATS services. ARC now incorporates TANF recipients into its transportation program if the individuals are in a town or village being served by ARC for its own clients. School buses are used to transport jobseekers to training at the Williamson BOCES where child care is provided. Some of the school districts allow children on the buses which provides a possible solution to many child care issues.

Other efforts include assisting jobseekers in finding affordable housing in areas that are served by public transportation. Jobseekers are also provided a weekly list of used vehicles that are for sale locally. For areas not served by public transportation, including the southeastern towns of Savannah and Butler, worksites are present or being developed at local government offices and schools.

### **Employment Opportunities**

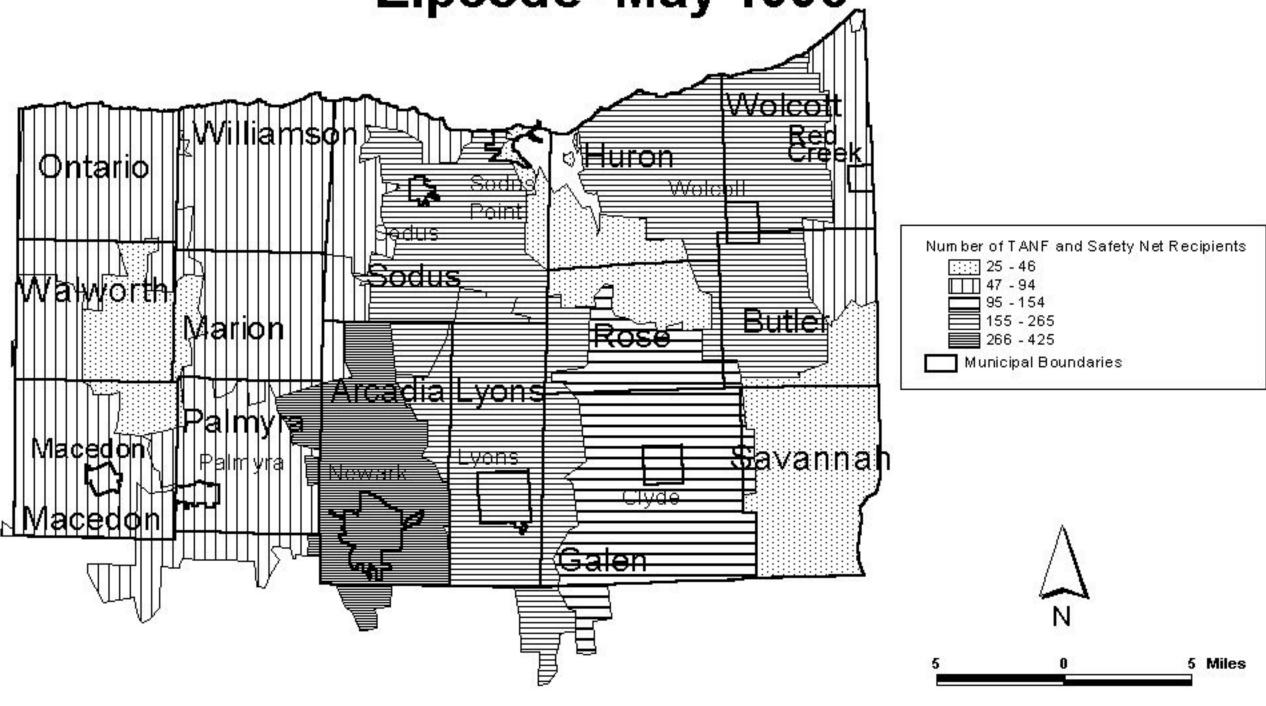
Most of the firms participating in commercial and community service activities in Wayne County can be found in the northern and southern portions of the county along routes 104 and 31. As with the other counties of the region, the development appears to be concentrated in the villages. There are also areas of clustered development in the Town of Marion along Route 21 and the Town of Rose along Route 414 in the center of Wayne County. Maps 46 and 47 show the locations of these businesses and agencies.

The Wayne County Economic Development Corporation (EDC) states that the major growth areas in the county can be found along Route 104 in the Town of Ontario and Route 31 in the Town of Macedon. Newly constructed housing in Gananda may also prove to be a growth area for retail and commercial businesses looking to serve an expanding market. As demonstrated by the areas discussed above, the majority of growth and expansion occurring in Wayne County is in the western portion of the county bordering Monroe and northwestern Ontario County. Map 48 shows areas of expected growth in entry-level employment opportunities in Wayne County.

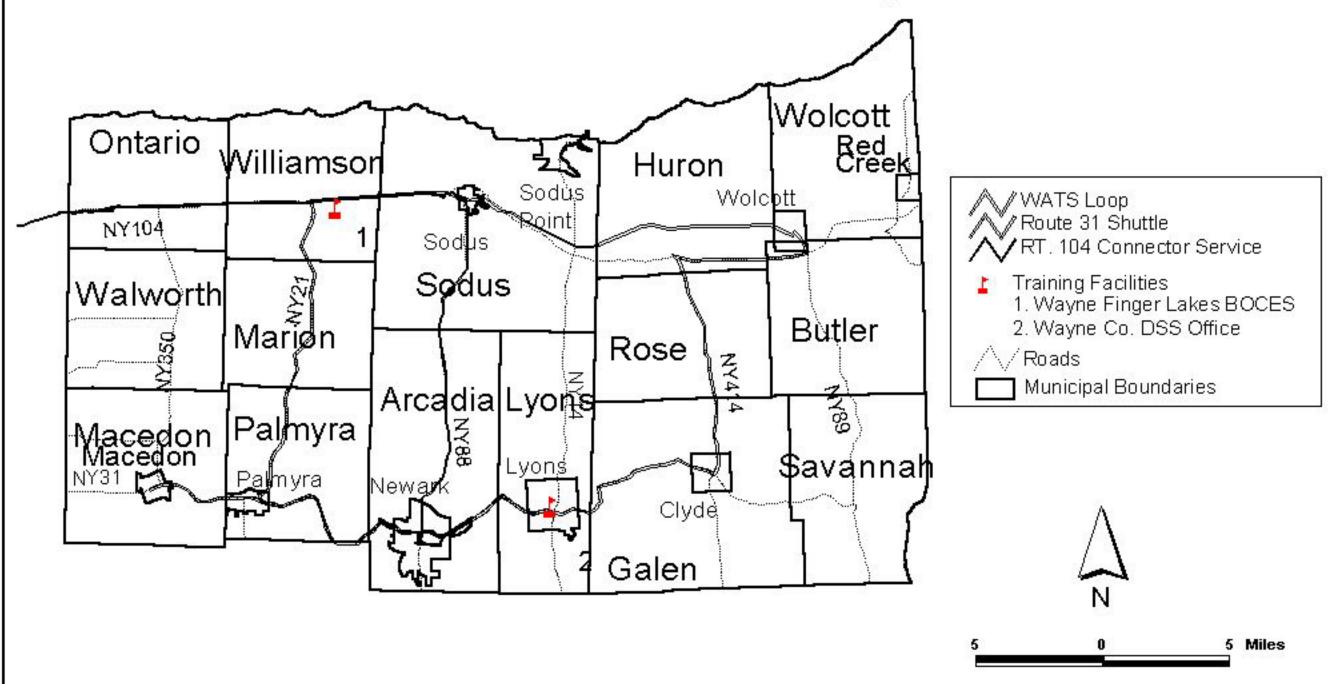
### Child Care Centers

Nearly all of the licensed child care centers in Wayne County can be found along Route 104 in the north half and along Route 31 in the southern half. There are also child care centers in the towns of Rose and Walworth in the central part of the county. The locations of these licensed child care facilities are shown on Map 49.

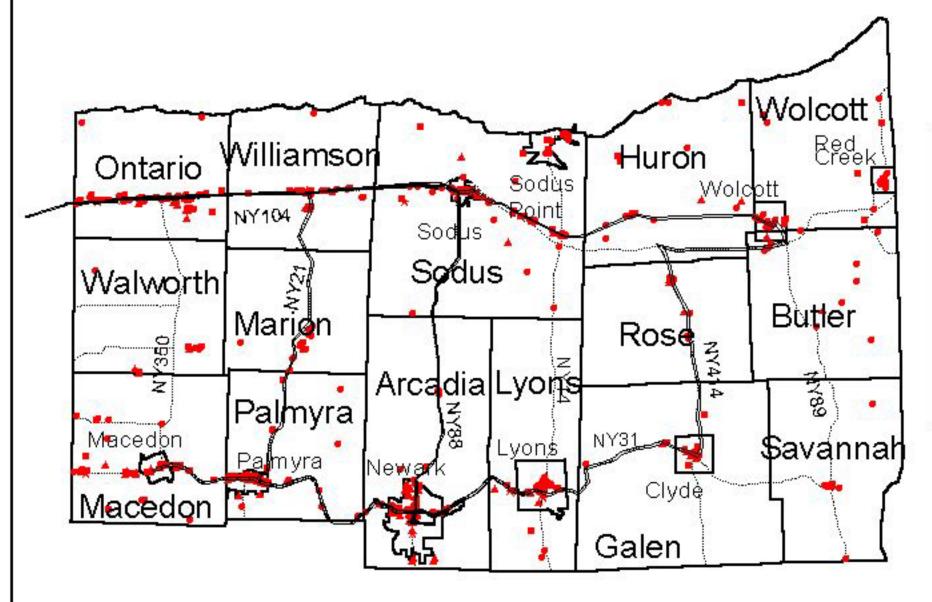
Wayne County
TANF and Safety Net Recipients by
Zipcode- May 1998

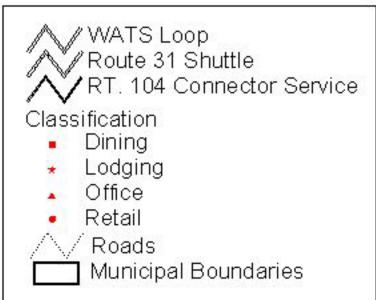


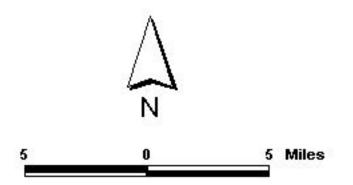
# WATS Routes and Sites Used by the Wayne County DSS Employment Unit to Train and Assess Disadvantaged Jobseekers



## WATS Routes and Commercial Firms with Potential Entry-Level Employment Opportunities in Wayne County

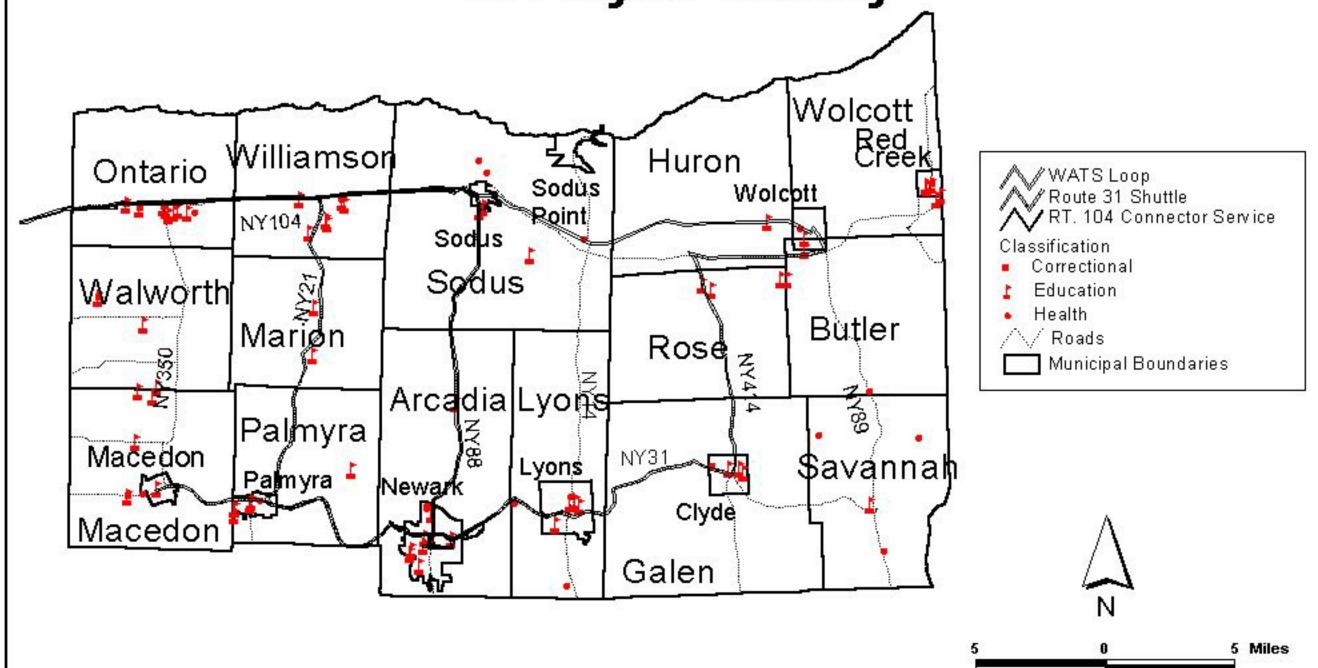




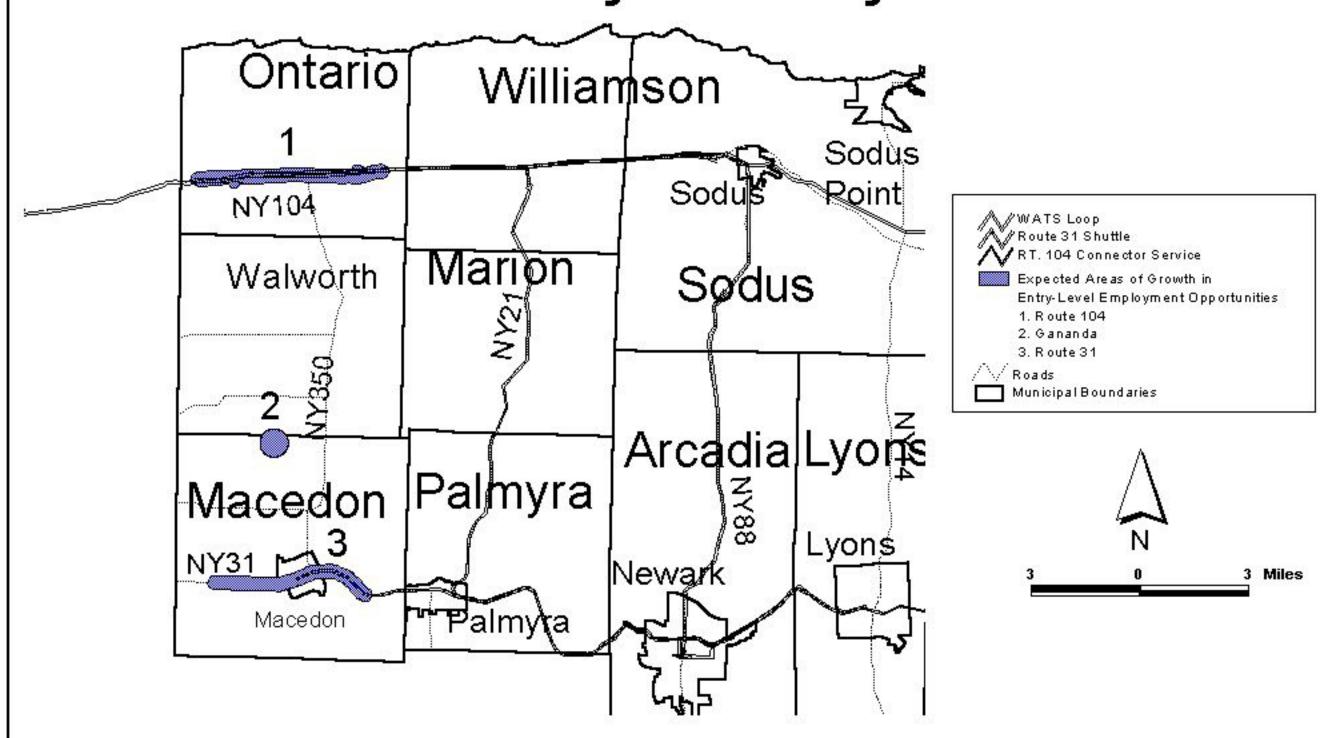


Sources: 4 YS Dept. of Transportation (292)
4 YS Office of Real Property Services (8/98)
Walvie Area Transportation Service (10/98)

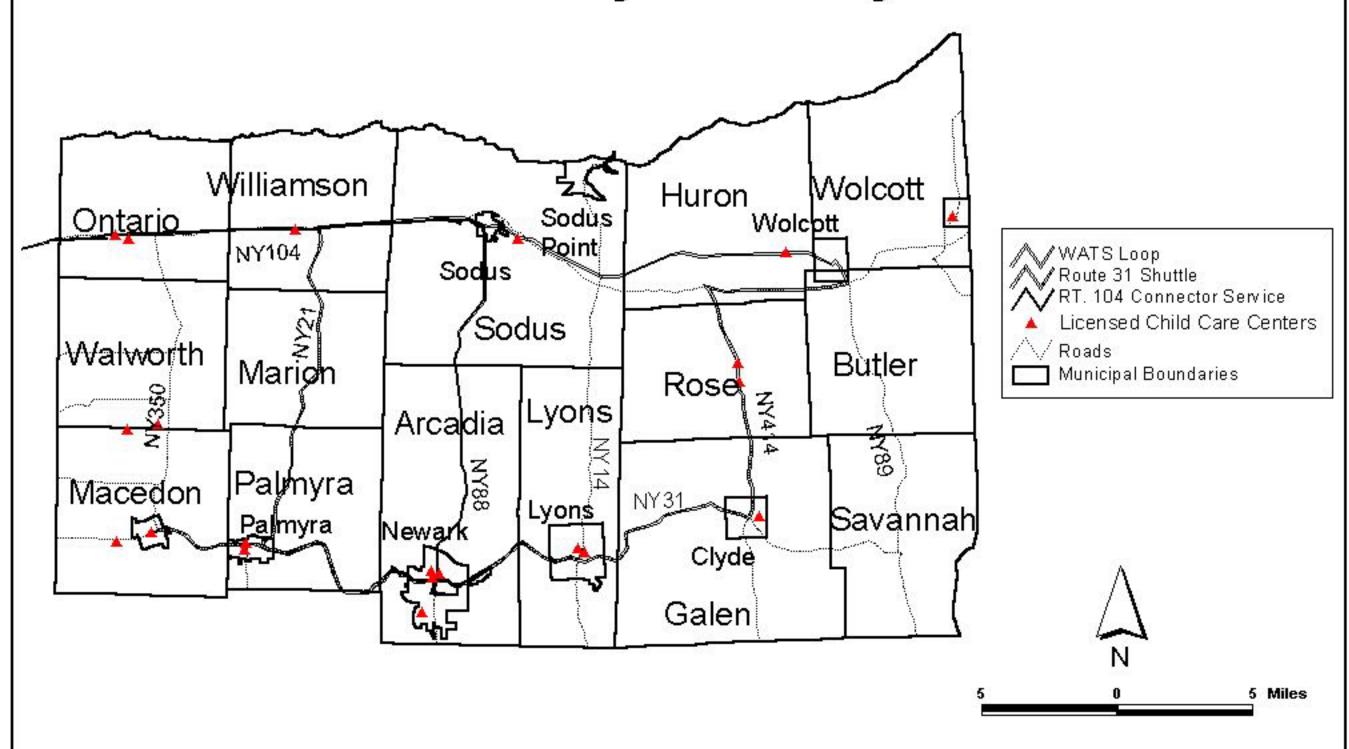
WATS Routes and Community Service Firms with Potential Entry-Level Employment Opportunities in Wayne County



# WATS Routes and Expected Areas of Growth in Entry-Level Employment Opportunities in Wayne County



## WATS Routes and Licensed Child Care Centers in Wayne County



## **Wyoming County**

## Public Transportation

The Wyoming Transit Service (WYTS) provides flexible route/fixed schedule and flexible route/flexible schedule services. The WYTS fleet numbers 13 vehicles with a 25 person average size. WYTS offers a flexible route/fixed schedule, demand responsive service. Three colored loops (green, blue and purple) are operated Monday through Friday with hours that begin and end later on Tuesday and Thursday. The municipalities and places served by the three routes are as follows:

Table 5 – WYTS Services Schedule

| Green Loop     | Blue Loop         | Purple Loop |
|----------------|-------------------|-------------|
| Castile        | Attica            | Arcade      |
| Perry          | Bennington Center | Bliss       |
| Silver Springs | Varysburg         | Gainesville |
| Warsaw         | Warsaw            | Warsaw      |

The routes follow major state and county roads, and require notice by 3:00 PM the day before one requires the service. A toll free 800 number is available and the route is customized to meet the needs of the day's riders based on this advance notice. Passengers not making reservations can flag and board a WYTS bus anywhere along the route. The WYTS loop route system can access any point, but the schedule is limited. On Monday, Wednesdays, and Fridays the routes run from 7:00 AM to 3:45 PM. Tuesday and Thursday's schedules begin at 8:00 AM and end at 4:45 PM. These limited hours make it difficult for even full-time first shift workers to use the routes daily. The cost for the service is \$2 per trip for adults and \$1 for seniors, disabled persons, and children ages 5 to 11. Map 50 shows a composite of the three WYTS loops.

A dial-a-ride service exists in the villages of Warsaw, Arcade and Perry. The dial-a-ride service operates within each village on Monday through Friday from 8:30 AM to 4:30 PM. As with the loop routes, advance notice is required. The cost is slightly lower than the intra-county loop routes with adult fares at \$1.50 and half price fares for seniors, disabled persons, and children.

### Disadvantaged Population

According to a breakdown of TANF caseload by municipality for November 1998 (as provided by the Wyoming County DSS), the largest numbers of jobseekers receiving temporary assistance can be found in the Warsaw and Perry areas. DFA statistics confirm these numbers, and a breakdown of the distribution of TANF and Safety Net recipients is shown on Map 51. The towns and villages of Attica and Arcade have the next most significant number of TANF and Safety Net recipients.

## **Training Services and Activities**

The Wyoming County Community Action, Inc. (CCI) offers job search workshops and weekly job clubs through its Training and Employment Opportunities Division (which also serves as Wyoming County's JTPA office). The workshops and job clubs are held at the JTPA office. A LPN class is offered at the Warsaw BOCES and GED classes are held at the United Methodist Church, also in Warsaw. The services are customized to meet the needs of individual jobseekers on pubic assistance. The CCI reports that difficulties arise in trying to get TANF recipients from the outer areas of the county, namely Portageville and Strykersville, to training and assessment appointments. While the number of TANF recipients in these areas is small, without alternative transportation these persons will not be served adequately. Training sites used by the CCI are shown on Map 52 with the composite of the WYTS loops. As in the case of Livingston County and LATS, the WYTS services may be adequate for transporting TANF and Safety Net recipients to training programs and assessment services.

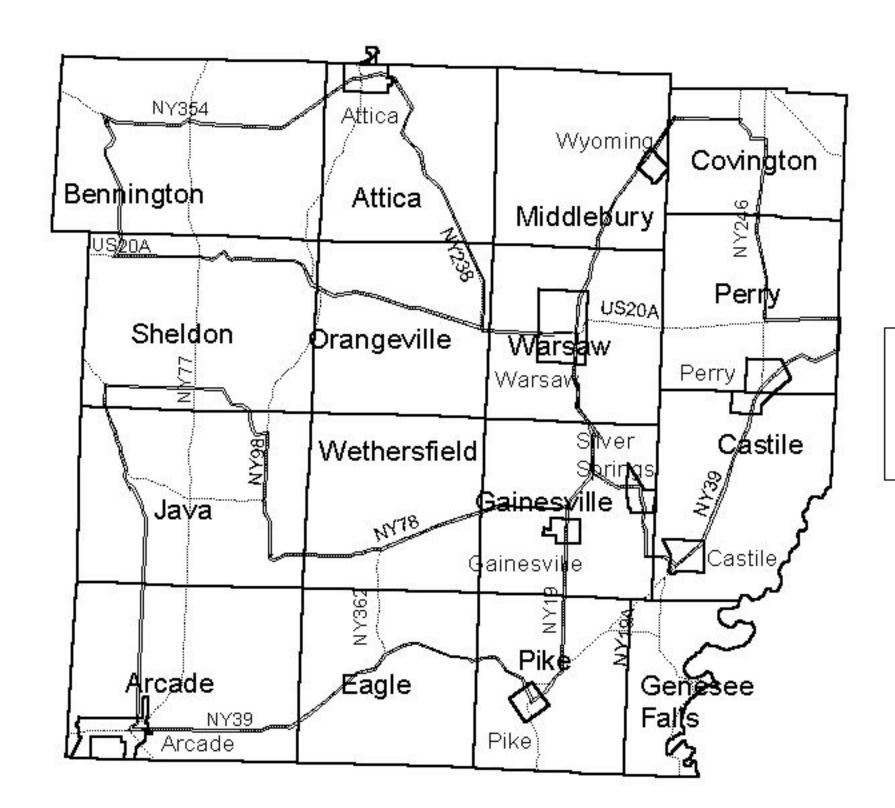
The Wyoming Department of Economic Development and Planning reports that a program to train machinists and welders is currently being developed. Still about six months away, the program will be aimed at providing metal fabrication industries (particularly in the Village of Arcade) with employees ready to step in and produce with limited on the job training required. In addition, special runs of WYTS vehicles are also under development for employers operating non-traditional work hours.

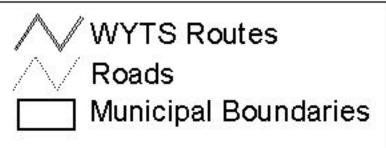
## **Employment Opportunities**

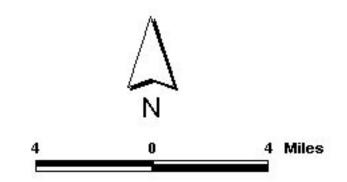
A significant number of the commercial firms in Wyoming County that may offer employment opportunities for jobseekers with a minimal set of skills can be found in the western half of the county, primarily within and extending from the villages of Warsaw and Perry. The remaining commercial firms in the western half of the county appear to be located along US 20A and routes 13, 39 and 246. To the east, the villages of Arcade and Attica contain the largest number of firms with less frequent development in the towns of Attica, Bennington, Eagle, Java, and Sheldon. Map 53 displays the locations of commercial firms in Wyoming County with possible entry-level employment opportunities. Of the businesses and agencies in Wyoming County engaged in community service activities, the vast majority are located in the four major villages of Arcade, Attica, Perry, and Warsaw. The locations of these firms and agencies are shown on Map 54.

Most of the major concentrations of businesses exist in the four major villages of Arcade, Attica, Perry, and Warsaw. Arcade has a manufacturing center with metal fabrication and wood processing firms. In Warsaw, the county owned and operated hospital provides opportunities for health related entry-level positions. Related spin-off in the form of nursing homes is also present. Dairy farms employ up to ten percent of the county's workforce. The dairy farms are an expected growth industry that will require workers with industry specific skills, and may provide entry-level opportunities. Map 55 highlights the villages where expected growth in entry-level positions is expected to occur in Wyoming County.

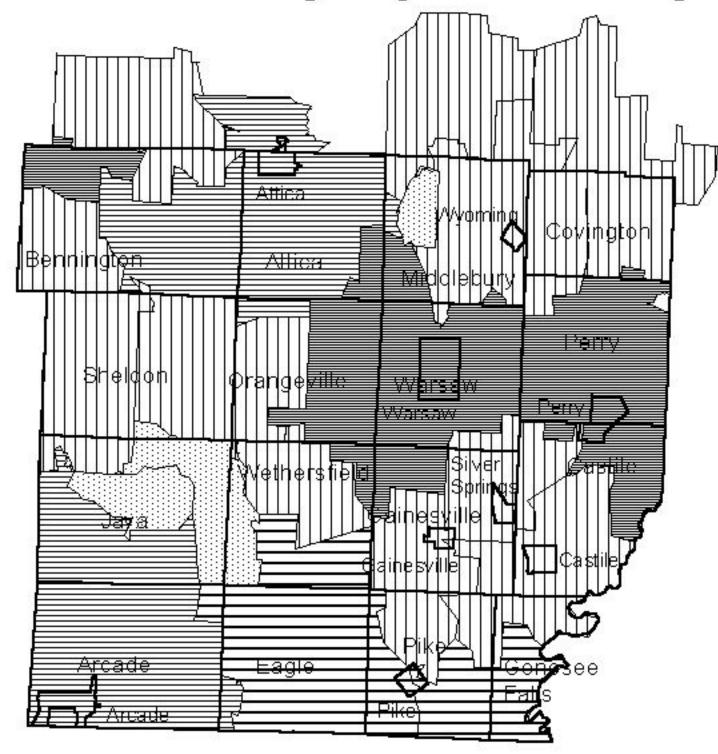
## Combined Wyoming Transit Service (WYTS) Routes

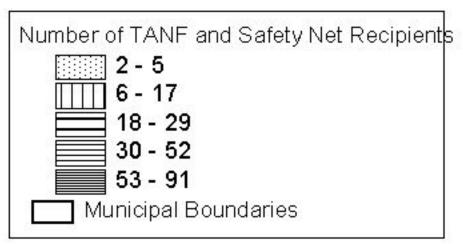


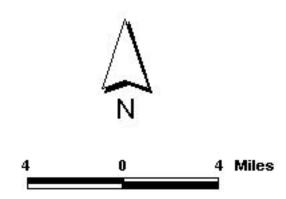




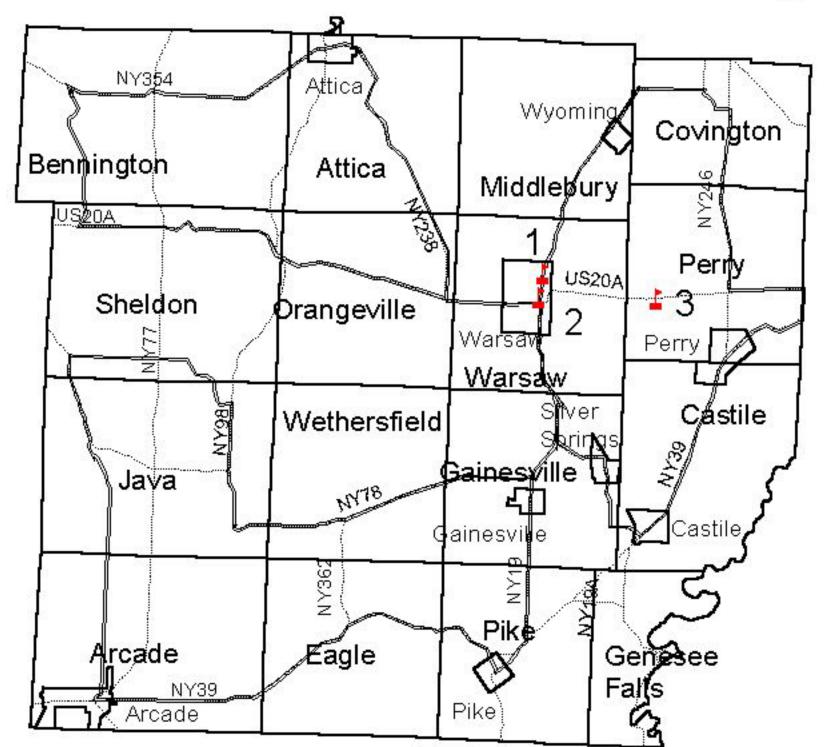
## Wyoming County TANF and Safety Net Recipients by Zipcode - May 1998

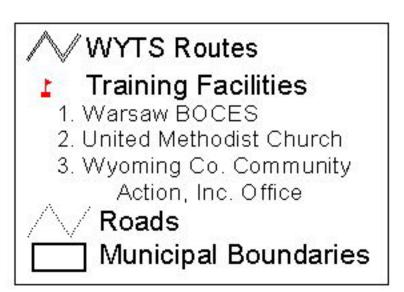


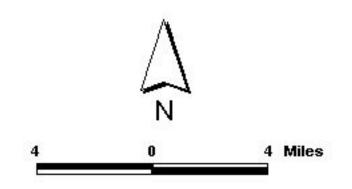




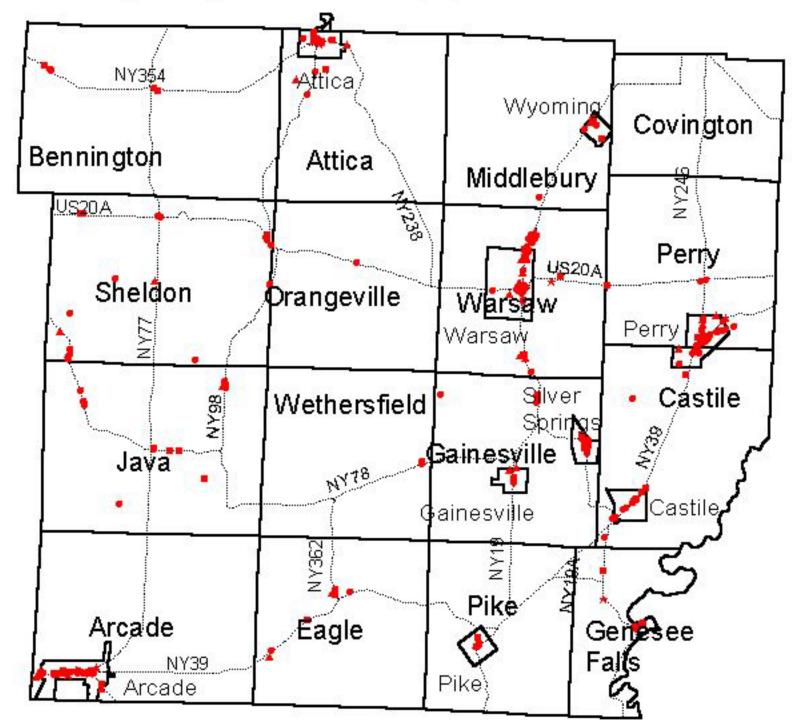
## Sites Used by Wyoming County Community Action, Inc. to Train and Assess Disadvantaged Jobseekers

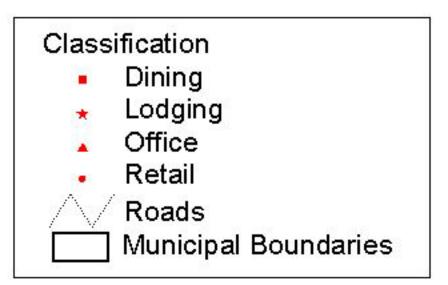


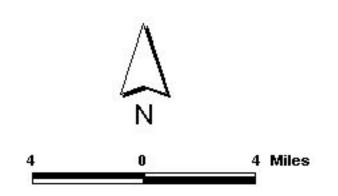




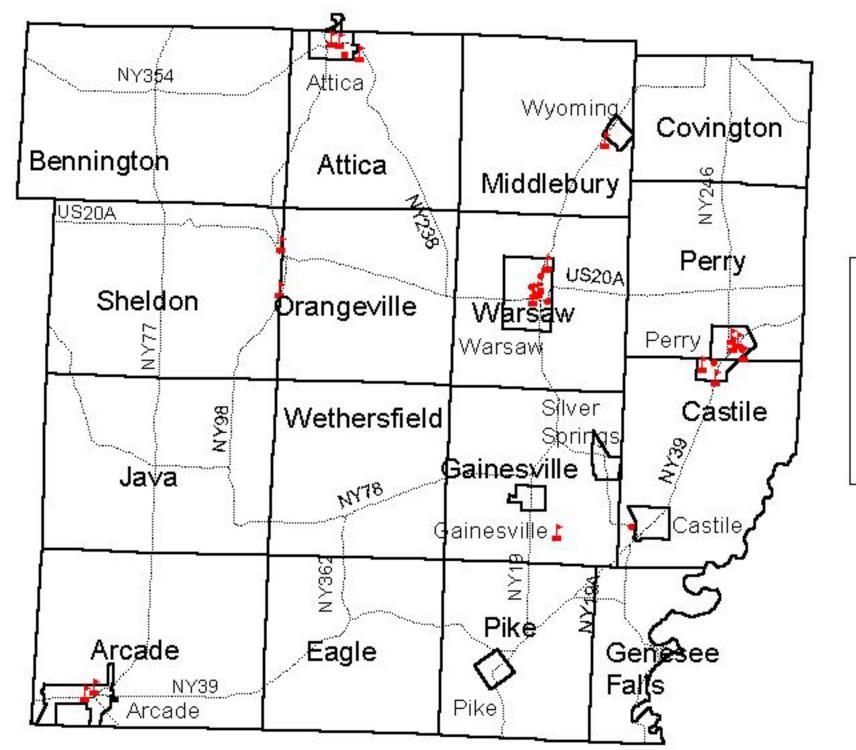
## Commercial Firms with Potential Entry-Level Employment Opportunities in Wyoming County



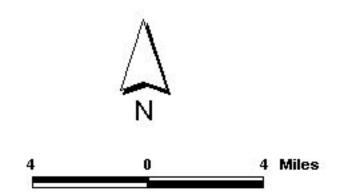




## Community Service Firms with Potential Entry-Level Employment Opportunities in Wyoming County



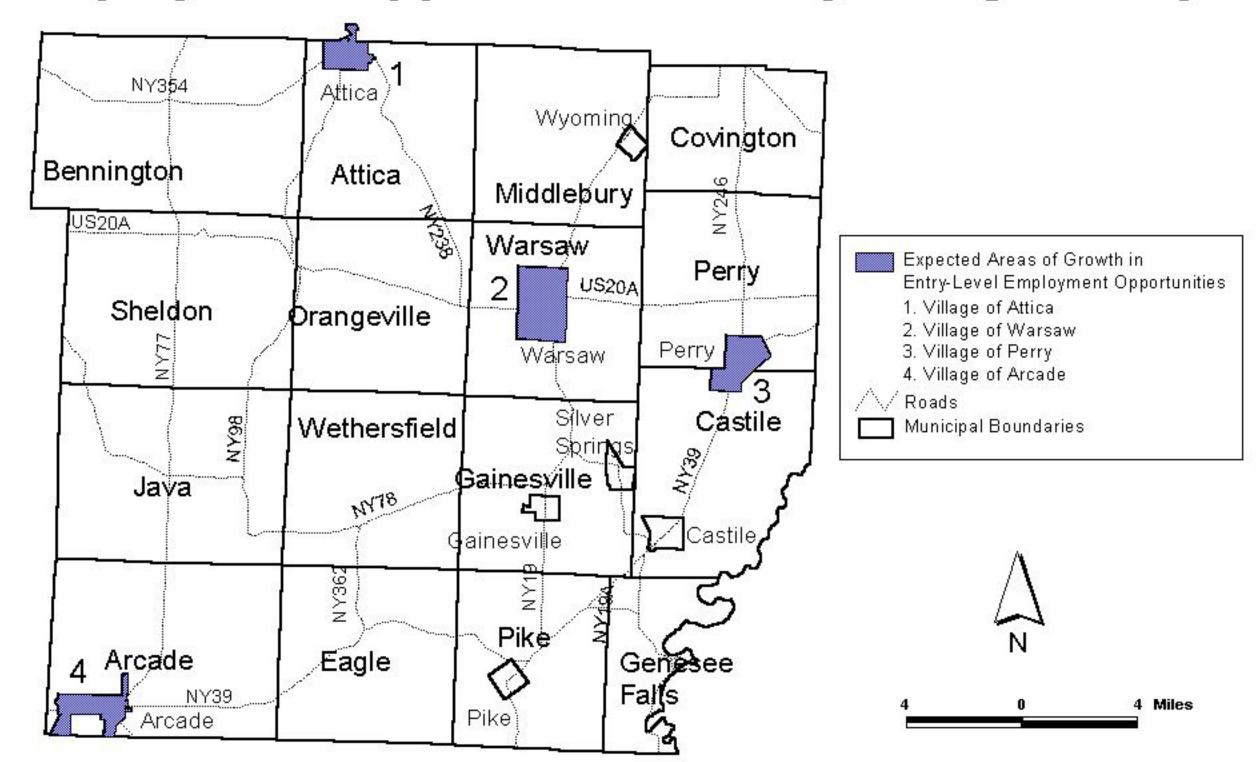




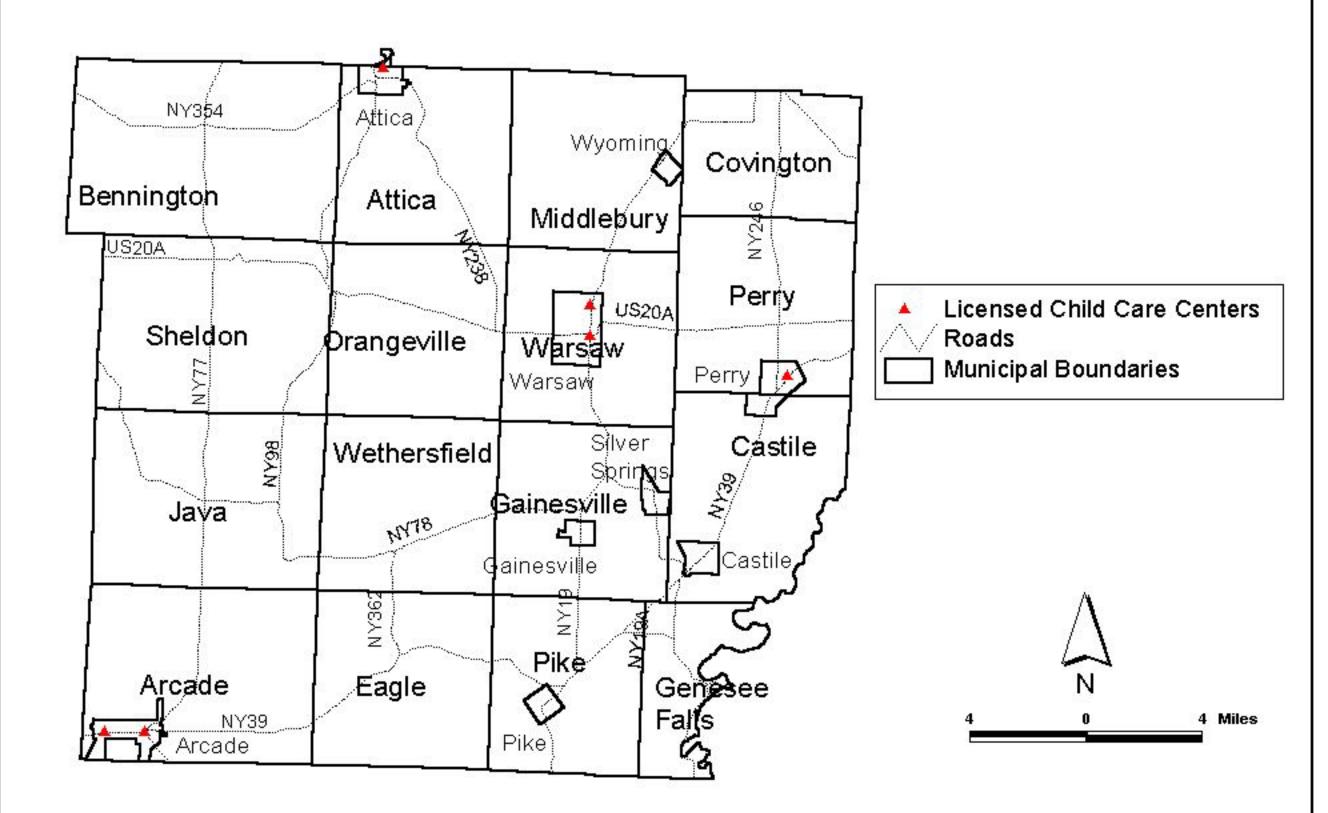
## Child Care Centers

All of the licensed child care centers in Wyoming County are located in the four major villages of Arcade, Attica, Perry, and Warsaw. Map 56 displays the locations of these facilities.

## Expected Areas of Growth in Entry-Level Employment Opportunities in Wyoming County



## **Licensed Child Care Centers in Wyoming County**



## **Yates County**

## Public Transportation

There is no public transportation available in Yates County. The population characteristics and sparse development in Yates County do not appear to warrant investment in a public transit system.

## **Disadvantaged Population**

According to information provided by the Yates County Employment and Training Department (ETD), the vast majority of Temporary assistance recipients reside in the Village of PennYan. DFA statistics confirm this, and a breakdown of the number of TANF and Safety Net recipients by zipcode is provided on Map 57. ETD information indicates that the Town of Milo, in close proximity to Penn Yan, and Dundee contain the next largest number of persons receiving Temporary assistance.

### Training Activities and Services

Because the Yates County DSS has no employment unit, all training and employment placement and referral services are handled by the Yates County Employment and Training Department (ETD). The ETD provides job search workshops and job club meetings. TANF recipients under the direction of the ETD are required to attend the job club meetings twice monthly. Both the job search seminars/workshops and job club meetings are held at the ETD office in Penn Yan. The ETD also administers and refers jobseekers to classroom training, pre-employment skills training, and workfare projects. The small number of jobseekers receiving temporary assistance in Yates County mandates a very individualized program of assisting jobseekers. Map 58 displays the location of the Yates County Employment and Training Department Office.

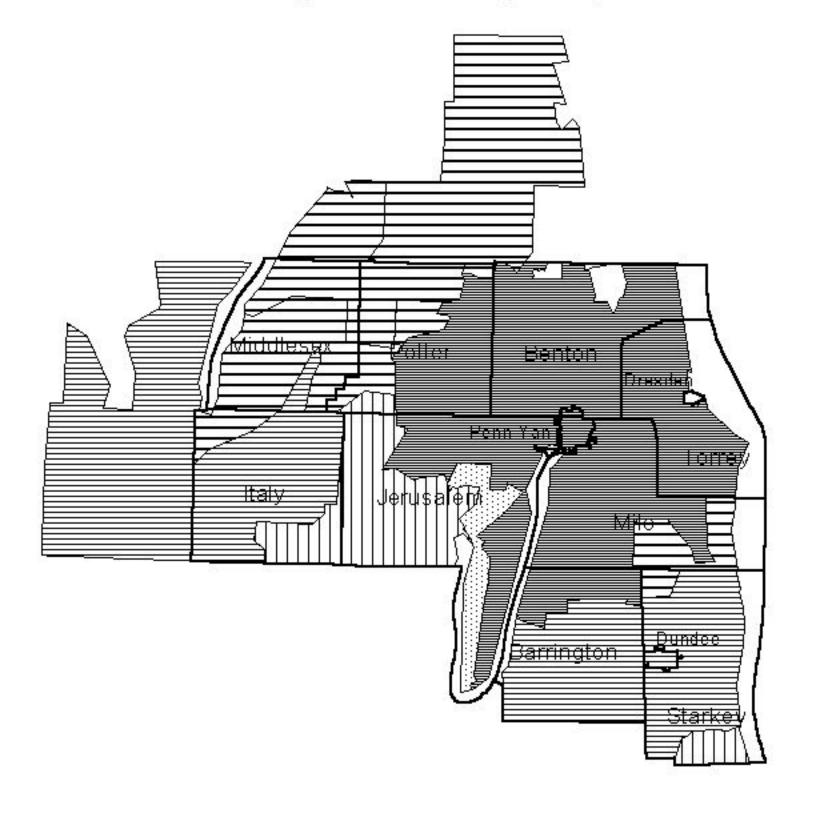
This lack of larger numbers of TANF and Safety Net recipients also limits the resources available for transportation provisions made by the ETD. In fact, the ETD has no involvement in transportation other than reimbursement for mileage to jobseekers that have access to an automobile or others willing to drive them to training, workshops, or their jobs.

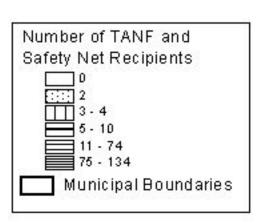
### **Employment Opportunities**

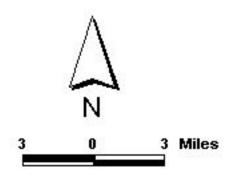
Penn Yan is the center of business activity in Yates County, and it is here that the vast majority of firms that may have entry-level openings are located. Map 59 shows the locations of commercial firms in Yates County involved in industries that may yield openings for persons with minimal skills. In addition to Penn Yan, there is scattered commercial development in the Town of Middlesex on the western edge of the county and throughout the towns of Benton, Milo, and Torrey and the Village of Dresden to the east. Firms and agencies engaged in community service activities are even more highly concentrated in the Village of Penn Yan than commercial firms. Map 60 displays the locations of educational, health, and correctional related businesses.

According to the Yates County IDA, outside of the Village of Penn Yan most development opportunities are sporadic and diffused. Regarding Penn Yan, there has been a recent expansion of retail firms in the village proper area. An 80,000 square foot

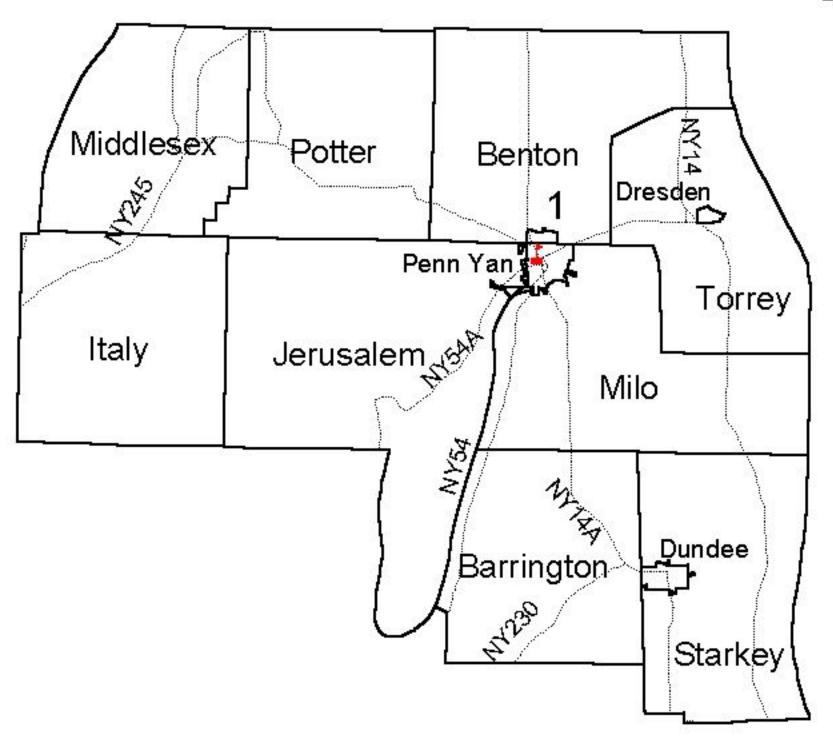
## Yates County TANF and Safety Net Recipients by Zipcode - May 1998



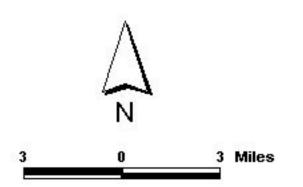




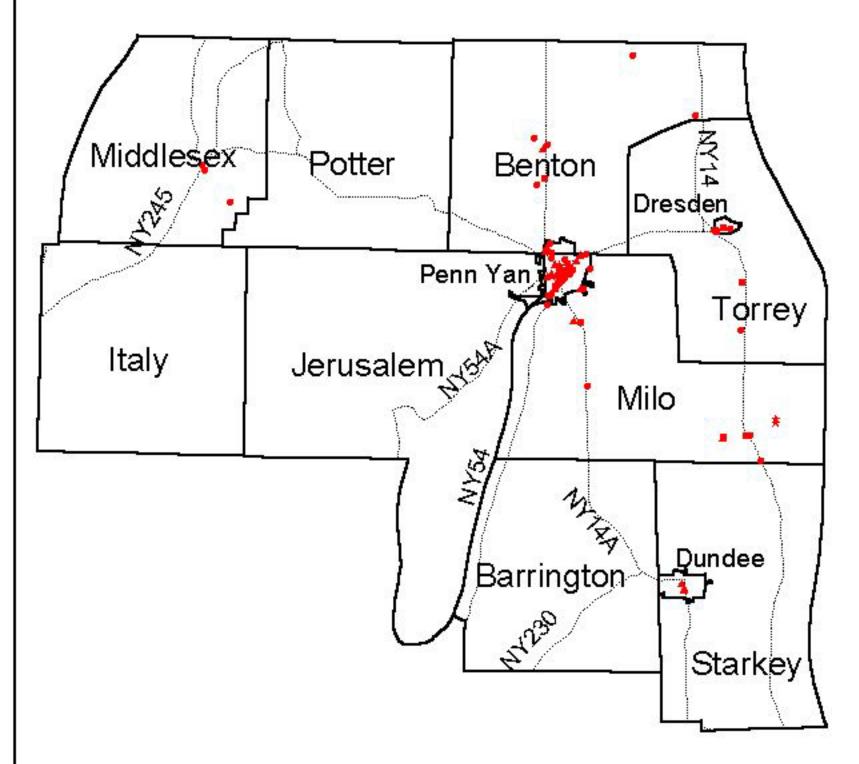
## Sites Used by the Yates County **Employment and Training Department** to Train and Assess Disadvantaged Jobseekers

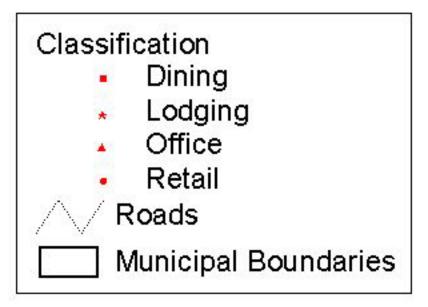


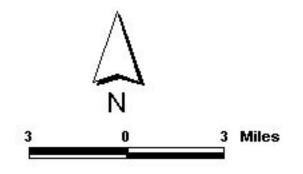




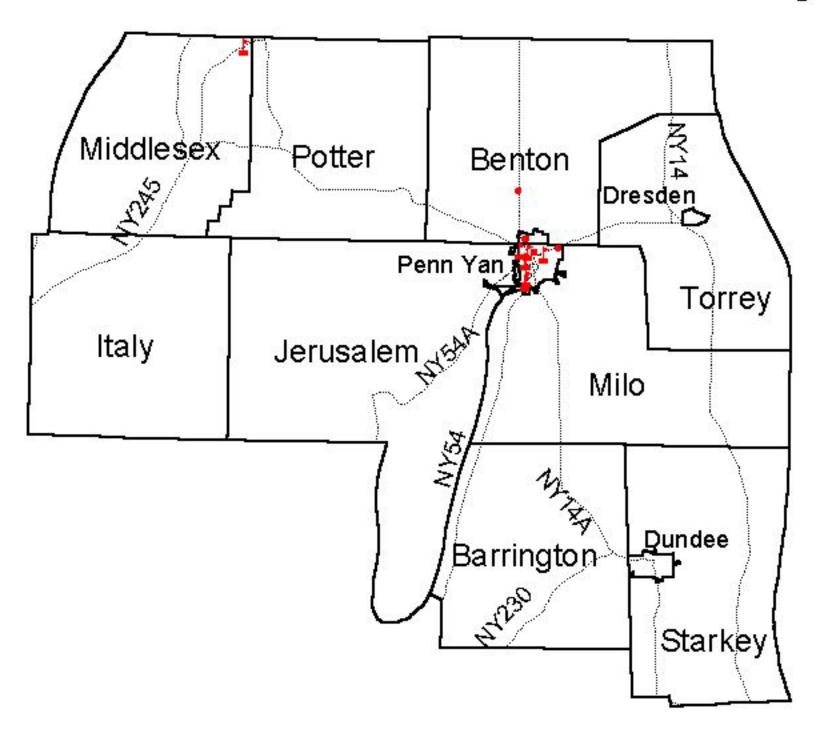
## Commercial Firms with Potential Entry-Level Employment Opportunities in Yates County

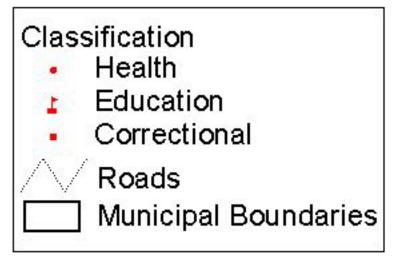


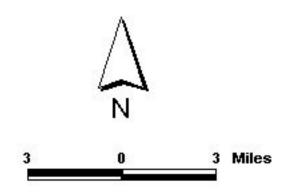




## Community Service Firms with Potential Entry-Level Employment Opportunities in Yates County





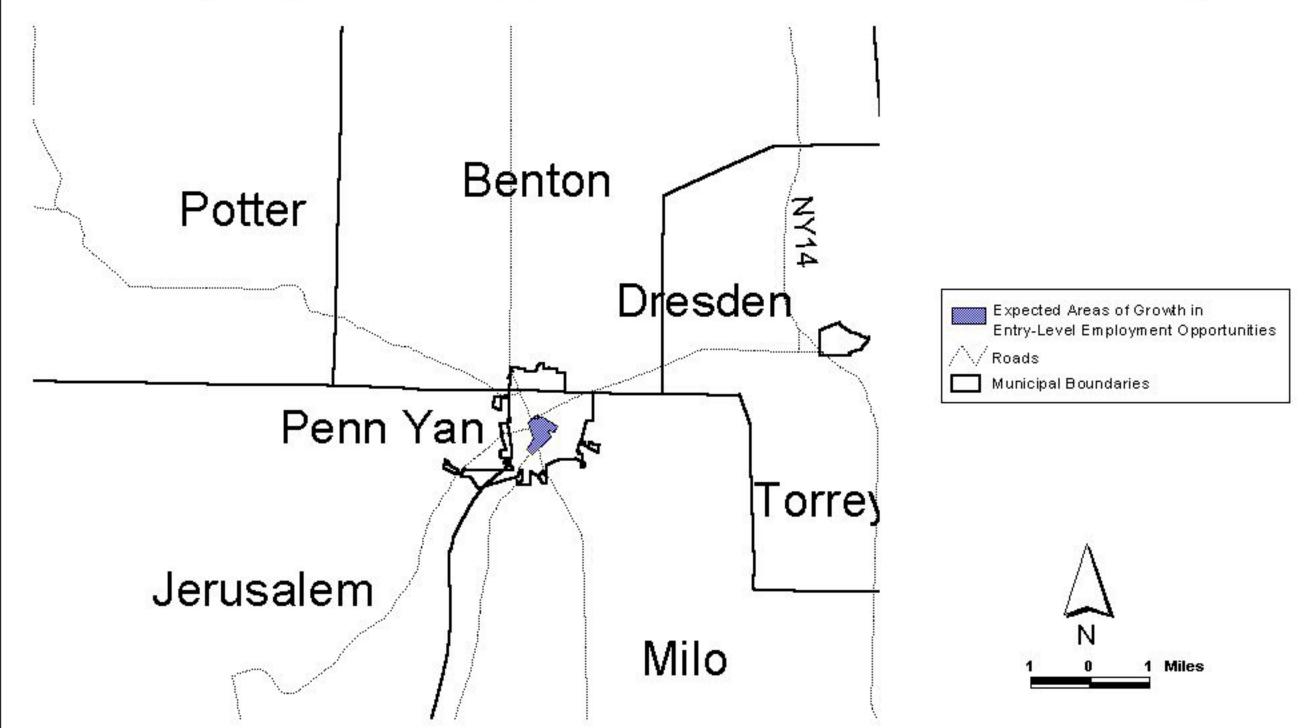


incubator near Routes 14A and 54A and a new industrial park on Route 14A account for new development in the industrial sector. Other areas of the county do not form enough of a market to support dense private investment in any particular area. Map 61 displays the approximate location of increased development in Penn Yan that may produce additional entry-level employment opportunities for jobseekers with a minimal set of skills.

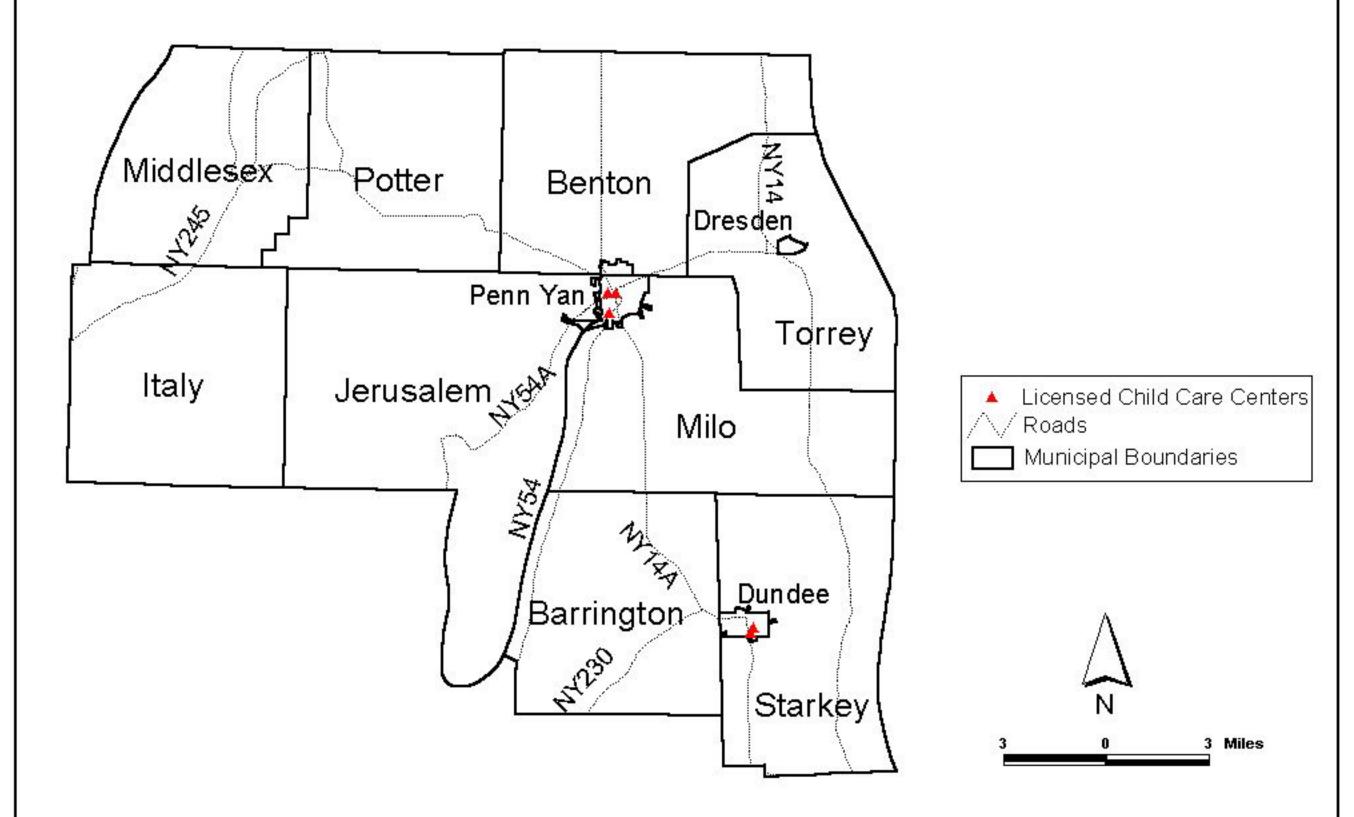
### Child Care Centers

All of the licensed child care facilities in Yates County are located in the villages of Penn Yan and Dundee. The locations of licensed child care centers in Yates County are shown on Map 62.

## Expected Areas of Growth in Entry-Level Employment Opportunities in Yates County



## Licensed Child Care Centers in Yates County



### Overview

Overall, public transportation in the Genesee/Finger Lakes Region does not adequately serve the needs of individuals moving from welfare to work. The rigid nature of the Personal Responsibility and Work Opportunity Reconciliation Act (PRWORA) regarding the length of assistance provided by public agencies (60 months) demands immediate attention to assisting individuals in moving from welfare to work. As stated in the introduction, transportation is only one of the factors impeding entry-level jobseekers receiving temporary assistance' movement to gainful employment but it is a significant one. Rural residents receiving public assistance face the greatest transportation barriers. Increased transportation services for these individuals will need to be developed. Five recommendations that would create better access to employment for jobseekers without the use of a private vehicle are described below.

1. Promote regional coordination of workforce development activities by building upon the measures developed by the Private Industry Council (PIC) Service Delivery Areas (SDA) and regional agencies such as the G/FLRPC, GTC and the regional offices of the NYS DoL and Empire State Development Corporation among others.

The coordination and work carried out by the PIC SDAs in the region has been substantial. Coordinated at a multi-county, sub-regional level, the Finger Lakes SDA (which includes Ontario, Seneca, Wayne, and Yates counties), the Genesee, Livingston, Orleans, and Wyoming (GLOW) SDA, and the Monroe County SDA meet regularly to evaluate, improve, and implement the workforce development activities of a number of organizations. A regional forum for planning workforce development activities would join the efforts of these SDAs and assist them in their goal of continual improvement of workforce development initiatives.

In addition to transportation, there are numerous other factors that contribute to an overall workforce development program. Coordination of training activities with economic development strategies, transportation planning, labor market indicators, and housing assessments on a regional level would be the optimal approach to workforce development. The G/FLRPC has designed *The Regional Alliance for Workforce Development*, a document that discusses the sectoral trends and their repercussions on the local and regional economy. It incorporates the aforementioned factors and outlines a process and system for monitoring evaluating the factors that contribute to a successful regional workforce development program.

## 2. Continue to utilize the services of the transit authority and the metropolitan planning organization.

Both GTC and R-GRTA have the expertise and knowledge necessary to develop and implement programs and services that can benefit jobseekers moving from welfare to work. Each organization has been involved in programs designed to provide better

access to employment for TANF and Safety Net recipients. To date, the majority of these programs and services have been focused in Monroe County.

R-GRTA has developed a *Welfare-to-Work Community Collaborative* that includes public agencies, elected officials, and business, community, and religious organizations. Most of its efforts (and justifiably so) have been on serving the largest portion of TANF and Safety Net recipients which are located in the City of Rochester and the surrounding municipalities in Monroe County. A number of programs have been developed to address the needs of persons moving from public assistance to employment. Specific R-GRTA services and programs for jobseekers receiving temporary assistance include free bus passes for TANF recipients and former TANF recipients just off of public assistance, specialized services for individual employers, expanded service to suburban employers, and identification of jobseekers without access to a private automobile needs to name only some.

GTC has undertaken *JOBLINKS* and the *Northeast Rochester Advisory Committee on Transportation Services (NERACTS) Access to Employment Study*. Pending funding, another program, *JUMPSTART*, will be introduced. These three programs have focused or will focus on providing public transportation for City of Rochester residents to locations either inaccessible by mass transit or during hours when RTS services were not available. *JOBLINKS* utilized taxi service to transport eligible residents to their place of employment. It used grant money provided by the Community Transportation Association of America to subsidize the cost of the rides and partially alleviate the financial burden placed on jobseekers who cannot access mass transit.

The NERACTS Access to Employment Study focused on two zipcodes within the City Of Rochester that contained a significant concentration of public assistance recipients. Like this study, it focused on identifying the spatial relationships and subsequent mismatches between jobseekers, public transportation, employers, and child care. However, the geographic level of analysis allowed the study to be much more specific regarding these factors, particularly employers.

*JUMPSTART* would aid Rochester's jobseekers receiving temporary assistance in purchasing and maintaining a quality used car. The proposed program includes educating low-income persons about repairing credit history, car loans, defensive driving, and maintaining an automobile. The *JUMPSTART* programs involves public agencies, neighborhood and religious organizations, and local car dealers among others.

It would appear that the role of R-GRTA is to continue to integrate client specific transportation programs into their mass transit services. Simultaneously, GTC's role seems to be the development of alternative public transportation programs for those persons residing in areas where mass transit is neither economically feasible nor available to the general public.

Both organizations operate at a regional level and have the ability and expertise to significantly improve access to transportation for persons moving from welfare to work.

GTC and R-GRTA have acknowledged their responsibility and commitment to aiding TANF and Safety Net recipients outside Monroe County.

## 3. Explore the introduction of new public transportation services for the Genesee/Finger Lakes Region.

With the exception of the four cities of Batavia, Canandaigua, Geneva, and Rochester, everyday mass transit service during first-shift hours (including travel time to and from work) is not available. In the region's cities, extension of existing services or programs to meet specific employers' needs appears to be adequate. However, in the less urbanized and rural areas of the region the addition of new public transportation programs may be necessary to better serve the needs of jobseekers without access to an automobile.

Outside the four cities and the urbanized areas surrounding them, public transportation as a means of travel to work is extremely limited for the vast majority of jobseekers without access to an automobile. Outside of the aforementioned areas, transportation services are demand-responsive, flexible schedule/flexible route with limited times even within traditional work hours. With the exception of Monroe County, there is not service to each municipality on everyday of the normal workweek much less weekends. R-GRTA officials have set a high priority on developing a direct suburb-to-suburb circulator service in Monroe County that will serve the general public. Among the many objectives of such a system is easing time constraints on suburban employees who do not have access to private transportation and who work in suburbs other than where they reside.

Investment in mass transit as opposed to forms of public transportation that serve specific populations appears to be the key issue. Mass transit requires ridership that will justify the expenditure of public funds. In the case of welfare-to-work, alternative forms of public transportation seem to be the optimal solution since funding for additional mass transit services for special populations is not feasible. In Livingston and Wyoming counties, LATS and WYTS vehicles are used to serve jobseekers receiving temporary assistance on a very limited basis under specific circumstances. Investigating the use of these vehicles on an extended basis is necessary to overcoming the transportation barriers faced by TANF and Safety Net recipients. Outside the City of Batavia, Genesee County may also be able to utilize vehicles from its transit provider's fleet to serve jobseekers without access to a private automobile.

Discussions between Wayne County and R-GRTA officials regarding expanded WATS services have begun. Seneca County has also begun discussions concerning the introduction of public transportation on a limited basis. In Genesee, Livingston, and Wyoming counties public transportation does exist and discussions between county and R-GRTA and GTC staff should be initiated to investigate the possibility of adding new services. In Orleans and Yates counties public transportation of any kind is not currently being considered. Nationally, a number of innovative services (including vanpool services run by former TANF recipients) have been developed to serve jobseekers receiving temporary assistance. In Orleans and Yates counties the only option may be to

continue the use of private transportation providers. This option is considerably cost prohibitive, and ideally, other possibilities should be developed.

## 4. Increase coordination with agencies and organizations serving other special populations.

In Ontario County public transportation for Department of Employment and Training clients and non-emergency Medicaid recipients is coordinated and served by CATS. Wayne County has agreements between WATS, Association for Retarded Children, and local school districts to use their vehicles to transport TANF and Safety Net recipients. Utilizing existing transportation provisions for other special populations in combination with those for jobseekers without access to a private automobile is cost-effective and should be pursued (where applicable) by other counties.

Transportation services are costly and require considerable public funding. Combining services for these special populations as much as possible is an obvious way to improve efficiency and access for jobseekers receiving temporary assistance. Public bussing for school children reaches nearly every area of the region and could provide a feeder service to other transportation services. Issues prohibiting this option include available space on vehicles and insurance requirements for riders.

## 5. Plan for larger numbers of TANF and Safety Net recipients in the future.

At present, the Genesee/Finger Lakes Region (and New York State as a whole) is experiencing a tight labor market. While the availability of jobs is greater here than in the New York City and downstate area, an economic recession has the possibility of placing great stress on DSS and employment and training agency provisions for transportation and other services for jobseekers with a minimal set of skills.

Any development of services and planning of access for jobseekers needs to include contingencies for a downturn of the local and regional economies. Again, the stipulations of the PRWORA impose a limit of 60 months of assistance. Adequate provisions for transportation and other services need to account for this finality and must be intent on serving a greater number of jobseekers than are presently requesting services.

A joint project between the University of Rochester (UR) Public Policy Program and the G/FLRPC in 1998 produced a report entitled *Genesee/Finger Lakes Region Welfare Reform, Workforce Development and Transportation*. It describes a framework for assessing the impacts of welfare reform on public transportation and infrastructure. Included in the appendix, the report also offers a more detailed description of welfare reform than is given at the outset of this report.

In all aspects of welfare-to-work, coordination between multiple agencies is the key. The demands of preparing and providing access to jobs for jobseekers with a minimal set of skills includes county and regional agencies involved in social services, employment and

training, transportation, planning, and economic development as well as community and religious organizations. Overall, the agencies and organizations in the region that serve jobseekers receiving temporary assistance have recognized this and have been working together whenever possible. Continued and increased coordination among these agencies is crucial to serving the needs of jobseekers as they move into gainful employment and self-sufficiency.