

Transforming CalWORKs:

SB 119 and Transportation Supportive Services

May 26, 2026



Welcome

CFPIC

- Stuart Oppenheim, Director Emeritus CFPIC

CDSS Engagement Bureau

- Voltair Ignacio, Analyst II
- David Dauer, Supervisor I

Sacramento County

- Jasmin Perrigo, WTW Program Specialist



Housekeeping

- Please mute your mics
- Name format: first, last, and county.
- Monitoring and responding to chat
- Complex questions held for the Q&A

Agenda

- Changes to Transportation Supportive Services Policy
- Sacramento County Example
- Discussion and Q&A
- Next Step in the Webinar Series

Changes to Transportation Supportive Services Policy

Voltair Ignacio and David Dauer
*CalWORKs Parent Engagement
and Policy Section*



Learning Objectives:

Attendees should be able to:

1. List SB 119 changes to WTW Transportation Policy
2. Describe County Flexibility in Advancing Transportation
3. Make Implementation Recommendations in Their County

Senate Bill (SB) 119 (Chapter 79, Statutes of 2025)

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- SB 119 became law on July 29, 2025
- Transportation supportive services policies effective July 1, 2026
- [ACL 26-31](#)

- On July 29, 2025, Senate Bill (SB) 119 was signed into law and includes a package of CalWORKs policy reforms. These reforms are designed to improve families' access to services, emphasizing self-determination for participants in choosing their WTW activities, and increasing flexibility for them to meet program requirements.
- ACL 26-31 is the ACL that provides SB 119 implementation guidance. It was released May 5, 2026.
- But Before we dive into the impacts of SB 119 on supportive services, please share in chat any transportation supportive service practices in your county that participants appreciate, that are innovative, and/or that you're proud of.

What did not change?

1. Flexibility in payment calculation
2. Flexibility in payment frequency
3. Documentation requirements
4. Overpayment and underpayment rules
5. Transportation forms



To ensure there's no confusion about what impacts SB 119 had on transportation supportive service policy, it's helpful to confirm what it did not change. The current rules, guidelines, and county practices remain the same as described under MPP Section 42-750.112 and in ACLs 00-54, ACL 03-15, and ACL 08-41.

Regarding points 1 and 2, counties retain flexibility to determine how to calculate and the frequency for issuing advance transportation payments. For example, the county may opt to issue public transportation costs via advance weekly or monthly vouchers/bus passes or via a standard advance transportation payment in an amount equaling the least costly form of public transportation available to the participant, per MPP Section 42-750.112.

3. Documentation requirements: There are no impacts as a result of SB 119 on county practices to require proof of vehicle insurance, registration, and driver's license before approving and advancing payment for use of private vehicle.

4. Overpayment and underpayment rules: SB 119 did not make any changes to transportation supportive services overpayment and underpayment rules under

MPP 42-751.

5. Transportation forms. There are no changes to WTW transportation supportive services forms due to SB 119. Counties should continue to use current Notices of Action forms for the Notice of Action letters communicating transportation support payments to participants, including the NA 820 (approval), NA 821 (denial/discontinuance), NA 822 (transportation payment change), and NA 825 (transportation payment reduction).

SB 119 Policy Codifications

1. Payments include child(ren) transportation costs
2. Available transportation services
3. Private vehicle payments



SB 119 Policy Codifications:

As mentioned, most WTW transportation supportive service policies were unaffected by SB 119, including several existing policies that were codified.

For example, SB 119 :

1. Codified that transportation costs must include payment for transporting a participant's child when necessary for the participant to participate in their activity.
2. It also codified a list of transportation services a county may opt to provide, and
3. It codified mileage reimbursement rates and optional additional payments for private vehicle usage.

Now we'll go into more detail on each of these requirements.

Transportation for Children Codified



1. Required when necessary to participate
2. Third-parties may provide transportation

SB 119 codified existing transportation supportive service policy related to transporting children in support of WTW participants' ability to participate in their activity or activities.

1. Prior policy guidance in ACL 00-54 provided that transportation services to take children to or between child care and school may also be necessary for parents to participate in their WTW activities. SB 119 codifies this guidance by ensuring that children of participants **must** be provided advance transportation supportive services necessary for the parent to participate in their WTW activity.
2. ACL 26-31 re-affirmed that, to avoid duplicative payments, counties should not provide transportation for children when a third-party is providing the service. For example if the child or children have access to school via school bus, or if a child care provider provides any transportation services.

Available Transportation Services Codified



1. Inform participants of transportation options
2. Preferred vs. approved transportation
3. Additional types of transportation services

In alignment with existing policy guidance, SB 119 codified that counties may offer expanded transportation supportive services.

1. Clients must be informed of all available transportation services that are available to them in the county. If it's not available or provided in the county, the county does not have to adopt it. For example, some counties have a car buying program while others do not.
2. Participants are allowed to choose what mode of transportation (e.g., bus, rideshare, vanpool, private car, etc.) they want to use but the client's preference is still subject to county approval.
3. Counties may offer van pools, car repairs, car ownership programs, rideshare services, parking, and tolls. Current policy guidance under ACL 00-54 allows counties the discretion to decide what services are offered and available in their county. SB 119 codified that policy guidance.

Private Vehicle Payments Codified



1. Calculating private vehicle payments
 - a. Mileage rate X Miles
2. Additional allowable private vehicle payments

1. Calculating private vehicle mileage payments: County approved private vehicle usage payment **must** be based on a mileage rate used in the county and in the county plan or a regional market rate that is updated annually. The regional market rate can be the AAA rate or IRS rate or another rate adopted by the county. The total distance traveled per day may be calculated using GPS tools, such as Google Maps, Mapquest, and Waze. For example, the total roundtrip distance traveled to do an activity multiplied by the mileage rate used in the county will give the vehicle payment amount for the day.
2. A county **may** provide separate payments in addition to mileage for specific necessary costs related to use of a private vehicle. Many of the additional allowable private vehicle payments specified in SB 119 are generally included in the mileage rate adopted by counties. For instance, gas, oil, insurance and registration fees, and normal wear and tear. However, SB 119 identifies additional, specific costs related to use of a private vehicle that can be paid by counties at their option, including maintenance, parking, tolls, car repairs, and other costs related to transportation and the participant's assigned activity.

Advancing Transportation Supportive Service Payments



1. Advance Transportation Policy Pre-SB119
2. “Advance” = received before activity start date
3. Advance Transportation Post SB-119
4. Good Cause

All the transportation supportive services we’ve been discussing so far have been in place and are largely unchanged by SB 119.

Now we’d like to really focus in on what is by far SB 119’s biggest impact on WTW transportation supportive services - the requirement to provide payments in advance.

- Before SB 119, the participant had to request advance transportation services or payment. (See MPP 42-750.21)
- Now, all necessary transportation supportive services must be provided in advance of requiring participation in a WTW activity so that the participant does not use personal funds to pay for these services. For example, bus passes or gas money must be advanced to the participant needing transportation before any participation can be required.
- This includes any pre-activity requirement like Orientation, Assessment, etc.
- If the payment is not provided in advance the participant has good cause for not participating.

Advancing Transportation Supportive Service Payments

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1. Least costly
2. Supplemental payments
3. Inability to advance payment.

This slide highlights flexibilities in advancing transportation supportive services as described by ACL 26-31. They include:

- 1. Least Costly:** SB 119 did not affect MPP 42-750 which states that if a public transportation is available and the client uses a private vehicle, the least costly form of public transportation will be provided so long as it does not prevent participation in their activity. On the other hand, counties may also opt to provide advance payments based on actual private vehicle mileage costs.
- 2. Supplemental Payments:** Counties are not expected to advance the exact, actual costs of transportation in all circumstances since many factors can affect that amount. When a participant does not receive the full transportation payment that they were eligible for due to the actual costs of transportation being higher than their advance payment, the county must assess and issue a supplemental transportation payment as soon as administratively possible.
- 3. Inability to Advance:** There may be instances when approving and issuing a payment in advance of a new WTW activity does not occur due to participant

choice or insufficient communication with the county. For example, the county did not have sufficient time to process and issue the advance payment and a participant decided to use personal funds to attend their activity. In those cases, the county must issue payment as soon as administratively possible.



Now we'll reinforce what we've been discussing by looking at some practical scenarios. Please vote in the poll for each of the three scenarios, and feel free to provide your reasoning in the chat.

Scenario 1

- Viliami's daughter takes the bus to school and participates in an after-school program while she waits for him to get off work and pick her up.
- The after-school program does not provide bus transportation home.
- Should the county include the cost of transportation for Viliami to pick up his daughter after school and take her home?



Your response options are yes, no, and unsure.

In this example, the answer is "Yes." Since Viliami's daughter receives transportation to school, that cost should not be covered in Viliami's advance payment. However, since the school does not provide transportation home from the after-school program, Viliami has to pick her up and must be provided transportation payment to do so for the days he participates in WTW.

Scenario 2

- Sela is a STEP participant and attends school M/W/F.
- She prefers to use her private vehicle and the county approved.
- Is it possible to calculate and provide a regular, recurring advance payment to Sela while her school is in session?



Again, your response options are yes, no, and unsure.

The answer to this scenario is also “Yes.” The distance to Sela’s activity and the days and times of her classes should all be predictable and consistent so that the county can establish a recurring monthly payment in SAWS. That said, there will likely be exceptions at the start and end of her terms if they include only partial months.

Scenario 3

- Lesieli has an hourly job with a variable schedule.
- She prefers to use her private vehicle but there is a regular bus available that goes directly from her apartment to her place of work.
- In your county would you offer Lesieli the full cost of her mileage for using a private vehicle?

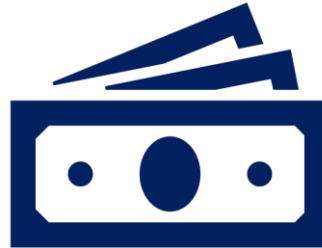


Again, your response options are yes, no, and unsure.

There is no “right” answer to this question. It is allowable to just provide Lesieli a payment equal to the least costly form of transportation and it is also allowable to provide a payment that covers the full cost of mileage based on the actual miles driven and the county mileage rate.

Sacramento County Advance Payment Practice

Jasmin Perrigo



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- Good Afternoon, my name is Jasmin Perrigo and I am the WTW Program Specialist in Sacramento County. Today I wanted to share some best practices our county has utilized for some time in regards to issuing advance transportation payments.

County Practice Advance Transportation



- All Transportation is Advanced
- CalSAWS “Need” and “Service Arrangements”
- Detailed Journal Entries

I acknowledge that for some counties, they will need to adjust their practices with the implementation of SB 119 that includes issuing advance transportation payments.

- All Transportation is Advanced: Advance transportation payments including private mileage are issued to WTW participants for all scheduled appointments and activities.
- CalSAWS “Need” and “Service Arrangements”: We primarily issue most transportation payments from CalSAWS (Add a “Need” and complete the Service Arrangement and Create a Payment process). However, there may be some instances where we will issue a physical bus pass, if needed for those who meet with their worker in-person and have an urgent need due to no being an authorized EBT card holder.
- Detailed Journal Entries: A detailed Journal Entry is entered into CalSAWS to explain the determined advance transportation payment they qualified for and issuance amount. This helps to explain all of the case actions

taken in the event the case is pulled for a case review or by Program Integrity.

Eligibility for Private Mileage

- Valid CA DL and Insurance
- No Public Transportation Available
- 2+ Hours Round Trip
- 2+ Miles Walk



As mentioned earlier, we follow the same criteria for determining eligibility for private mileage. The vehicle the customer is using must be registered in their name or the name of their spouse or another adult in the same home. In addition, any one of the following circumstances must exist:

- They must have a valid CA DL and valid car insurance) on a vehicle registered in their name) if the vehicle is registered in their name, or the name of the participant's spouse or another adult in the same home, when any one of the following circumstances exists,
- There is no public transportation available,
- The round-trip using public transportation exceeds a total of two hours, not including time necessary to take family members to school or other care providers, and/or
- Walking is the only available means of transportation and the round-trip is more than two miles, not including mileage necessary to take family members to school or other care providers.

Advancing Private Mileage

- Determining Round Trip Distance
- First Month Estimated Advance Payment
- Ongoing Advance Adjustments



- For participants in a new activity, we gather all of the information such as their activity or work schedule and addresses used for determining the round-trip distance.
- We will then estimate the advance payment for the first month based on the total round-trip miles based on their schedule/estimated schedule (if variable) we have on file.
- For an ongoing activity, we then will continue reviewing attendance information or other documentation such as our internal “Private Mileage Invoice” form to determine if adjustments to the payment amount are needed prospectively or if they may be eligible to a potential supplemental payment.

Now What?

Does your county plan to require advance payment reconciliation? Why/why not?

How will your county approach transportation overpayments?

What automation would make advance payments administratively easier?

Q & A



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For Questions

Please Contact:

- Your WTW county contact
- The CalWORKs Engagement Bureau at

CWEngagementPolicy@dss.ca.gov

- The CDSS Transforming CalWORKs team at
TransformingCalWORKs@dss.ca.gov

Or Visit:

[The Transforming CalWORKs Initiative Webpage](#)



As with all new bills and corresponding policy guidance, the policies provide a framework but aren't expected to address all questions or unique scenarios which may arise.

Please contact the CW Engagement Bureau with any follow-up questions you may have, and we will be happy to reply via county question, policy interpretation, and/or follow-up guidance (for example, an SB 119 Q&A), as necessary.

Thank you for attending!

- This is the second in a series of SB 119 Webinars.
- Next Webinar:
 - SB 119 Sanction Reforms: 6/9
 - Call for county volunteer(s) to present promising practices