

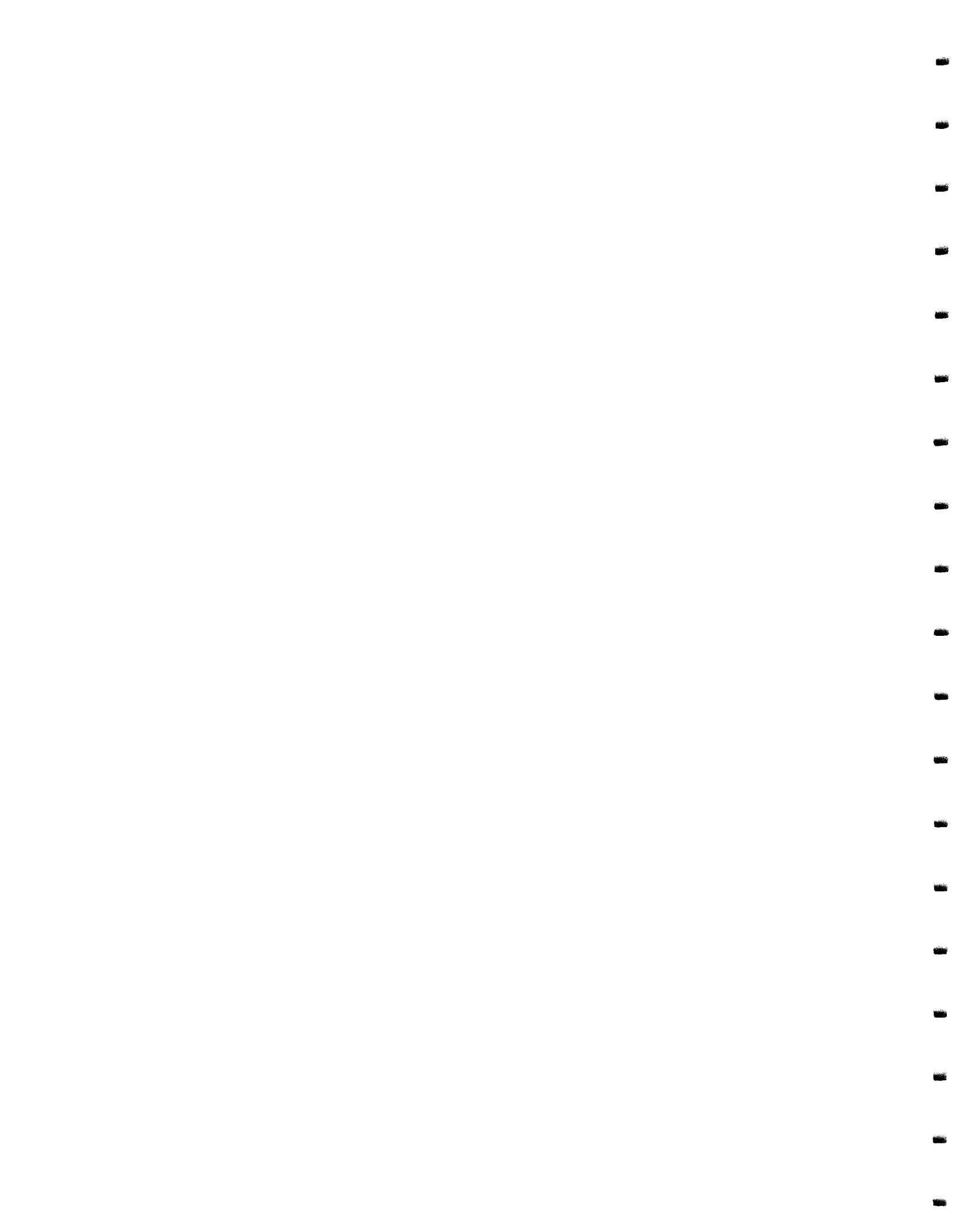


Metropolitan
Planning
Organization

Regional Jobs Access Plan

APPENDICES

Hillsborough County
Metropolitan Planning Organization
601 E. Kennedy Blvd., 18th Floor
Tampa, FL 33602-5117
813/ 272-5940
FAX No: 813/ 272-6258



**HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
REGIONAL JOBS ACCESS PLAN**

APPENDIX (A):

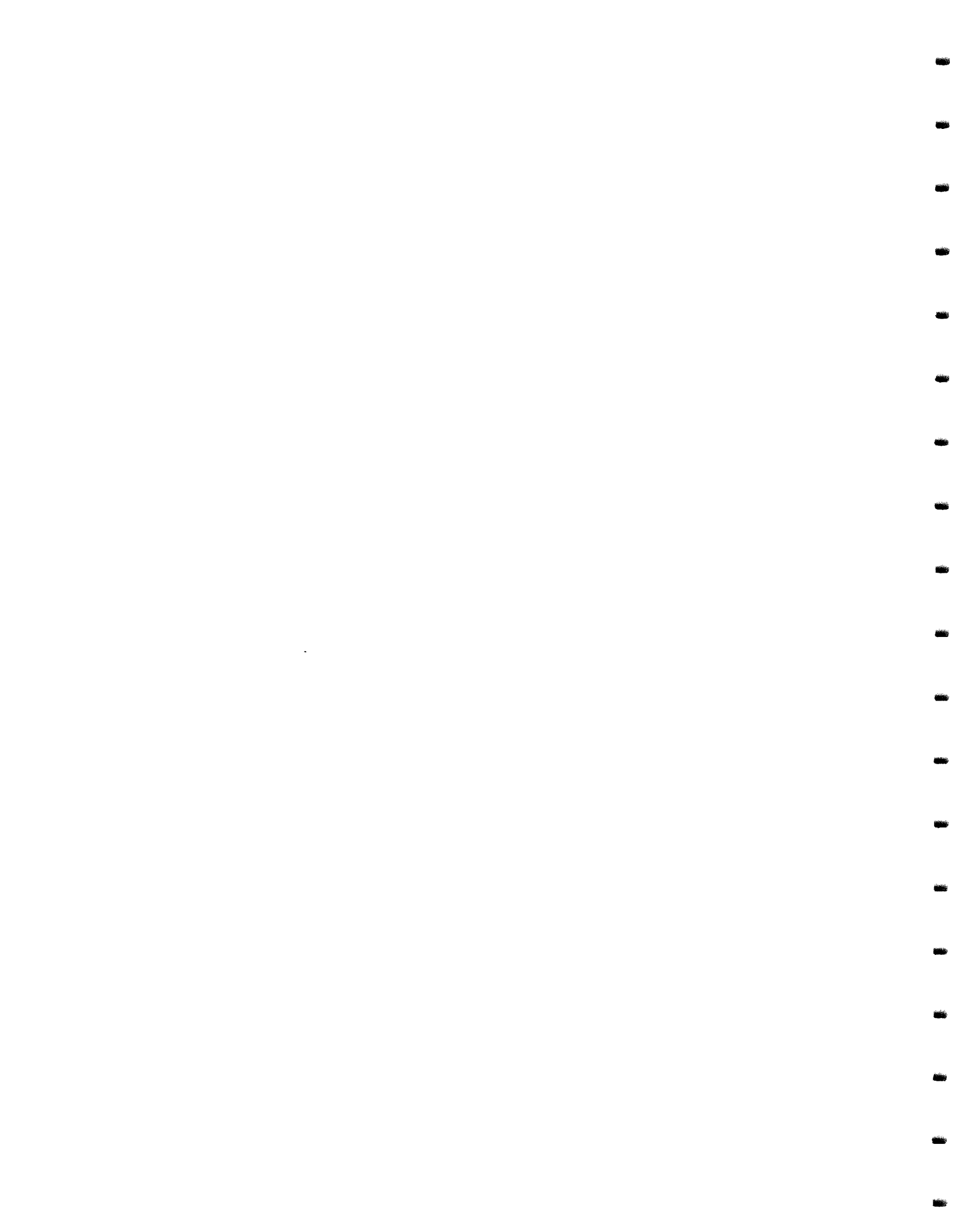
DATA COLLECTION MAPS AND DOCUMENTATION

APPENDIX (B):

TECHNICAL ANALYSIS MAPS AND DOCUMENTATION

APPENDIX (C):

COMMUNITY INVOLVEMENT MEETINGS



APPENDIX A

DATA COLLECTION

The data collection task is summarized as follows; “In consultation with the appropriate stakeholders, identify the geographic and temporal distribution of transit dependent individuals (including welfare recipients, low-income people, and the working disabled), employment and training opportunities and related activities, and existing transportation options (public, private, non-profit and human service) in Hillsborough County.”

This task was divided into five sub-tasks designed to separate out the different topic areas included in the above description. The sub-tasks are described as follows:

Identify areas of high un/underemployment. The consultant generated a series of maps from geographic data collected from various sources. These maps graphically depicted the distribution of the high un/underemployment areas.

Under this sub-task a series of six maps was generated under the descriptive title of “Population to be Served”. The source data was compiled from various sources including the Center for Urban Transportation Research (CUTR), Hillsborough County City-County Planning Commission, Hillsborough County Information & Technology Services and City of Tampa Department of Business and Community Services. Each map depicted a specific and different topic area from the data that grouped the population according to the program target group or other common characteristic in the area of low-income households. These maps are as follows:

A-1, Median Household Income

This map shows the distribution of households based upon their 1997 income level reported by 1990 Census Block Groups.

A-2, Median Household Income of \$20,000 or Less

This map reflects a further filtering of the income data to show the distribution of households having median incomes of \$20,000 or less per year.

A-3, State / Federal Program Target Areas

The Target Areas map identifies only those areas that had been previously qualified for federal or state assistance through the enterprise zone or enterprise community programs. This map reflects only the areas that it was designed to show which had little impact on the data analysis.

A-4, Welfare Recipients

This map reflects the distribution of the clients of the County’s Work and Gain Economic Self-Sufficiency (WAGES) program. The data shows a scattered distribution throughout most of the county except for some concentration along the I-275, Florida Avenue and Nebraska Avenue corridors.

A-5, Disabled, Elderly, or Low-Income Using Paratransit

This map goes to the next phase by showing those clients already being served by paratransit facilities. The distribution of data is shown as a density of people using this service within a zip code as of September 1999. The map provides information that is useful in showing the areas already being served and not any concentration of population that needs service.

A-6, "Working Poor" and / or Welfare Recipients

This map shows the distribution of clients of the Hillsborough County Employment and Training Department as of June 1999. The pattern of distribution is similar, though not as dense, as the distribution of the WAGES clients shown on A-4.

Identify major areas of entry-level employment and job training centers. The consultant generated a series of maps compiled from existing and readily available data that identified areas containing employers with entry-level positions and job training centers. Data sources included employment density data by Census tract from the Planning Commission, business locations from Department of Labor, Bay Area Commuter Services and distribution of WAGES employers from CUTR.

From this sub-task a series of 10 maps was generated under the descriptive title of "Jobs and Job Training". Each map depicts a specific topic area from the data that grouped the distribution of data according to the work shift provided or other common characteristics in the area of employment locations and job training facility locations.

The employers, identified on Maps B-7 through B-9, were divided into three groups based on the number of employees at that facility: 1) 1 to 50 employees, 2) 50 to 200 employees and 3) over 200 employees. This provided a mechanism that allowed a visual concept of the intensity of the jobs/employment distribution. Maps B-7 through B-9 were further separated based upon the SIC code to give an indication of the distribution of jobs with entry-level positions according to industry category.

B-1, Job Clusters

This map shows the 1995-employment density by Census Tract. The ranges used to graphically depict the distribution are: 0 – 2020 jobs; 2020 – 5420 jobs; 5420 – 8820 jobs; 8820 – 12210 jobs; and 12210 – 34910 jobs. As anticipated, the higher concentration of jobs is in the major corridors and in the area between downtown and the airport.

B-2, Known Early-Morning Shifts

This map reflects the location of job sites of BACS clients that have early morning shifts and job sites of clients requesting childcare before 6AM. The greatest concentration is located in the general area of downtown Tampa.

B-3, Known Evening Shifts

This map reflects the location of job sites of BACS clients that have evening shifts and job sites of childcare clients with evening shifts. The greatest concentration is located in the general area of downtown Tampa and the Westshore area along I-275.

B-4, Known Graveyard Shifts

This map reflects the location of job sites of BACS clients that have graveyard. No particular distribution pattern is evident.

B-5, Employers of Welfare Recipients

This map shows the distribution of employers of WAGES clients as of Spring 1999. The majority of these employers are located in the central part of the County.

B-6, Job Training and Vocational Education

This map is intended to locate the job training and educational institutions as well as the location of the Hillsborough County Employment and Training Centers. The map shows a fairly even distribution countywide.

B-7, Businesses that Typically Have Entry Level Jobs

This map shows the distribution of businesses that have entry level positions based upon the number of jobs at that site. Sites having 1-50 employees, 50-200 employees or over 200 employees were identified. Map B-7 shows only businesses with SIC codes for manufacturing, transportation & storage and wholesale. As expected, the distribution pattern for this data is concentrated in the major corridors and near the port facilities and the airport.

B-8, Businesses that Typically Have Entry Level Jobs

This map shows the distribution of businesses that have entry level positions based upon the number of jobs at that site. Sites having 1-50 employees, 50-200 employees or over 200 employees have been identified. Map B-8 shows only businesses with SIC codes for hospitality, medical & assisted living establishments.

B-9, Businesses that Typically Have Entry Level Jobs

This map shows the distribution of businesses that have entry-level positions based upon the number of jobs at that site. Sites were identified that have 1-50 employees, 50-200 employees or over 200 employees. Map B-9 showed only businesses with SIC codes for retail, mail order and direct mail. Distribution for these locations is focused along the major roadways.

B-10, Known Job Growth Areas

This map is intended to isolate the locations of the Vested Projects and the Developments of Regional Impacts (DRI) that have significant employment potential based upon information as of February 2000.

Identify childcare facilities. The consultant created a series of maps that reflect the geographic distribution of facilities providing day care. This data includes the locations of the two centers for sick child-care (Partners In Care).

From this sub-task four maps were generated under the descriptive title of "Child Care". The source data was compiled from various sources including the Center for Urban Transportation Research (CUTR) and Hillsborough County Child Care Resource & Referral. Each map depicts a different topic area from the data grouped according to the distribution of childcare facilities.

The four maps were separated primarily by hours of availability. Map C-1 depicts facilities open between the hours of 6AM – 6PM, C-2 shows those facilities that close after 7PM, map C-3

shows those that open prior to 6AM and map C-4 illustrates the location of licensed child-care homes.

C-1, Licensed Child Care Centers Open 6AM – 6PM

The data shown is the location of child-care centers registered with Hillsborough County. Locations were separated between those accepting Title XX clients and those locations that do not accept Title XX clients. All facilities reflected are those that operate between the hours of 6AM and 6PM

C-2, Licensed Child Care Centers That Close After 7PM

The data shown is the location of child-care centers registered with Hillsborough County. Locations were separated between those accepting Title XX clients and those locations that do not accept Title XX clients. These facilities are those that close after 7PM.

C-3, Licensed Child Care Centers That Open Before 6AM

The data shown is the location of child-care centers registered with Hillsborough County. Locations are separated between those accepting Title XX clients and those locations that do not accept Title XX clients. These facilities are those that open before 6AM.

C-4, Licensed Family Child Care Homes

The data shown is the location of family child-care homes registered with Hillsborough County. Locations are separated between those accepting Title XX clients and those locations that do not accept Title XX clients.

Inventory existing transportation services in Hillsborough County. The consultant has generated a series of maps that show the existing routes provided by HARTline. This data has been further refined by differentiating between weekday, evening, early morning and weekend service. Additional data compiled includes employer-sponsored transportation services and the location of HARTline transfer facilities.

From this sub-task, 11 maps were generated under the descriptive title of “Transportation Services”. The data was compiled from various sources including the Hillsborough Area Regional Transit (HART), Center for Urban Transportation Research (CUTR) and Hillsborough County Child Care Resource & Referral. Each map depicts the transit routes provided by HART for a specific time period of the day. These time periods include AM Peak, mid-day, evening, Saturday and Sunday. Map D-11 shows the locations of the Transit Centers for the HART routes.

D-1, HARTline Routes by Headway (AM Peak)

This map shows the HARTline routes during the AM peak period. The routes are differentiated by headway in minutes: 0-15 minutes, 15-30 minutes, 30-45 minutes, 45-60 minutes and greater than 60 minutes. The primary routes with minimal minutes of headway are in the north/south direction.

D-2, HARTline Routes by Headway (Mid-day)

This map shows the HARTline routes during the mid-day period. The routes are differentiated by headway in minutes: 0-15 minutes, 15-30 minutes, 30-45 minutes, 45-60 minutes and greater

than 60 minutes. The primary routes with minimal minutes of headway are in the north/south direction.

D-3, HARTline Routes by Headway (PM Peak)

This map shows the HARTline routes during the PM peak period. The routes are differentiated by headway in minutes: 0-15 minutes, 15-30 minutes, 30-45 minutes, 45-60 minutes and greater than 60 minutes. The primary routes with minimal minutes of headway are in the north/south direction.

D-4, HARTline Routes by Headway (Evening)

This map shows the HARTline routes during the evening period. The routes are differentiated by headway in minutes: 0-15 minutes, 15-30 minutes, 30-45 minutes, 45-60 minutes and greater than 60 minutes. The primary routes with minimal minutes of headway are in the north/south direction.

D-5, HARTline Routes by Headway (Saturday)

This map shows the HARTline routes for Saturday. The routes are differentiated by headway in minutes: 0-15 minutes, 15-30 minutes, 30-45 minutes, 45-60 minutes and greater than 60 minutes. The primary routes with minimal minutes of headway are in the north/south direction. The majority of these routes run in the 15-30 minute headway or the 45-60 minute headway.

D-6, HARTline Routes by Headway (Sunday)

This map shows the HARTline routes for Sunday. The routes are differentiated by headway in minutes: 0-15 minutes, 15-30 minutes, 30-45 minutes, 45-60 minutes and greater than 60 minutes. The majority of these routes run in the 45-60 minute headway range.

D-7, Early Morning Bus Service

The routes shown are the regular (non-express) HARTline routes and the Tampa Downtown Hotel Employee Van Shuttle routes that begin service before 5AM.

D-8, Evening Bus Service

The routes shown are the regular (non-express) HARTline routes operating evening service that end service on those routes after 7PM and before 10PM.

D-9, Late Night Bus Service

The routes shown are the regular (non-express) HARTline routes and the Tampa Downtown Hotel Employee Van Shuttle routes that end service after 10PM.

D-10, Hillsborough County Child Care Facilities that Provide Transportation to/from Home

This map has been created to show the child care facilities that provide transportation between their location and the child's home. Each facility is hi-lighted with a buffer that represents the approximate service distance from that facility, approximately 3 miles. The pattern of distribution shows that most facilities lie in an area along and between the I-75 and I-275 corridors.

D-11, Transit Centers

The transit centers that are identified are current centers, park n' ride facilities and proposed transit center locations that lie on current HARTline routes. The data indicates five current centers, with four additional facilities proposed and another fourteen park n' ride sites located.

Reality checks. The MPO staff coordinated a meeting with members of the Jobs Access Steering Committee to review the collected data. The intent of the meeting was to conduct a reasonableness check relying upon the knowledge and experience of the committee.

Through these checks the committee was able to respond and provide comments to the project as it developed. The meeting notes located in **Appendix C** reflect this system of quality checks where comments show reaction to information contained on the maps as well as information that was needed to be shown. Typical comments taken from the meeting of March 2, 2000, include the following:

Census block groups' median household income: There are areas of extreme poverty in Drew Park, Warehouse District, east of downtown, and possibly in Thonotosassa area (double-check location). Do not show Census block groups with zero households.

Employment & Training Dept. clients could include WAGES clients, but also people who have graduated from WAGES or are just working poor. Hillsborough County Specialized Transportation clients can represent the disabled population.

Cite data source on maps.

1995 highest density job areas are Westshore, Downtown, and around St. Joseph's Hospital.

Show HART express routes differently from local routes.

HART early-morning routes should be those that start 4:30-5:00 am.

Childcare center map should identify those that provide evening care (closing after 7pm).

Family childcare homes should also be mapped. Partners in Care will provide data.

Gulf Coast transportation provided a flyer showing the route and schedule of the new downtown hotel employee shuttle.

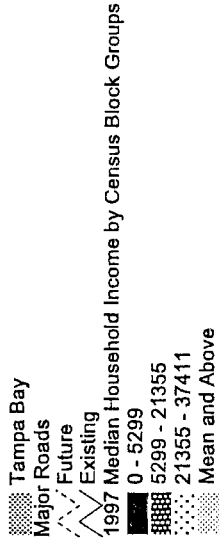
HILLSBOROUGH COUNTY

A POPULATION TO BE SERVED

MAP A-1

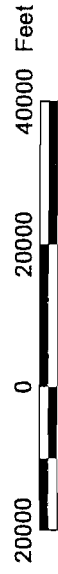
Median Household Income

1990 Census Block Groups,
Income Levels Projected to 1997

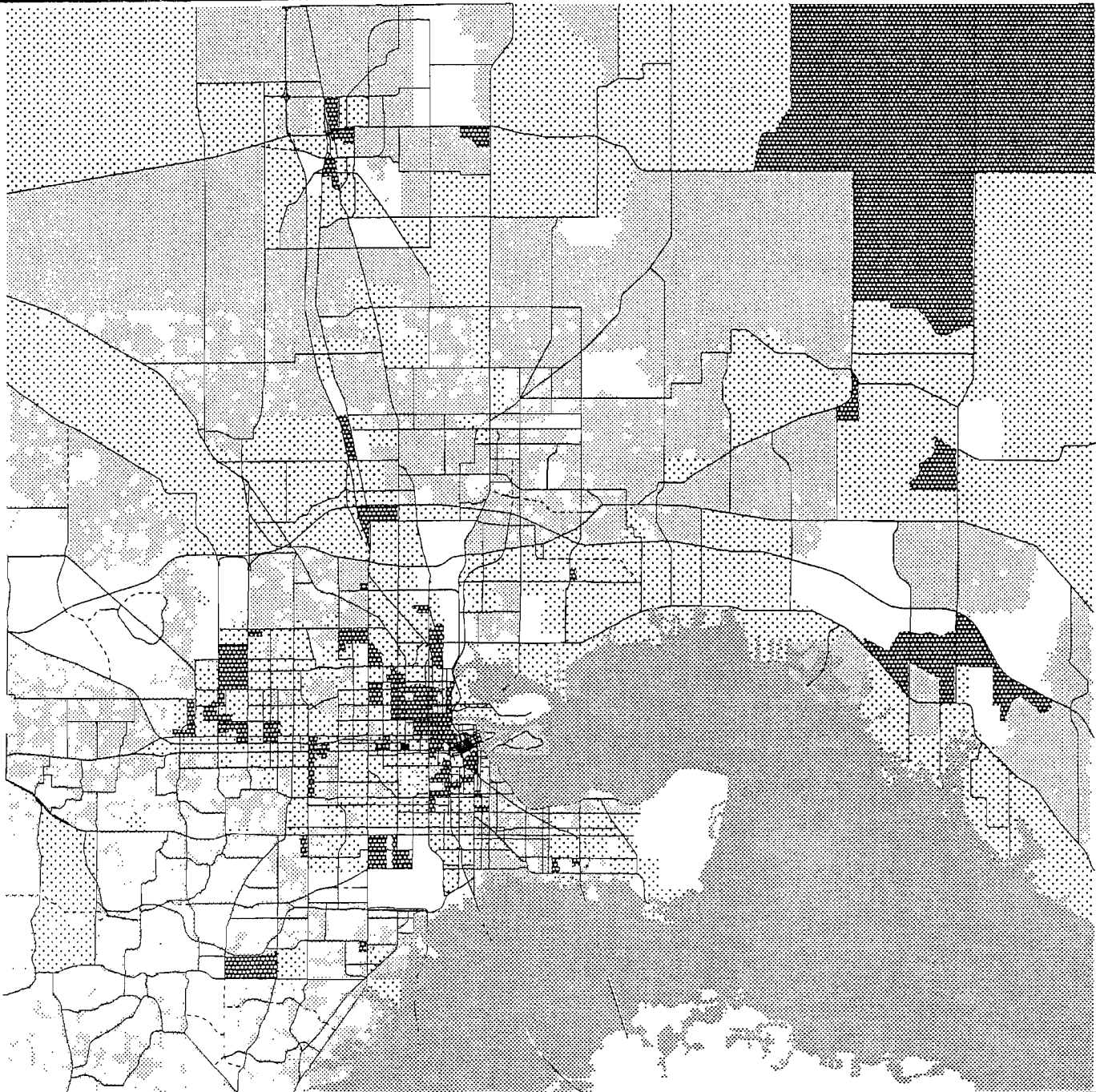


Note: Census Tracts with Fewer than 29 Households are not shown.
Displayed values for median income were categorized using standard deviations from the mean.

Source: Center for Urban Transportation Research,
Hillsborough County City-County Planning Commission



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A. POPULATION TO BE SERVED

MAP A-2

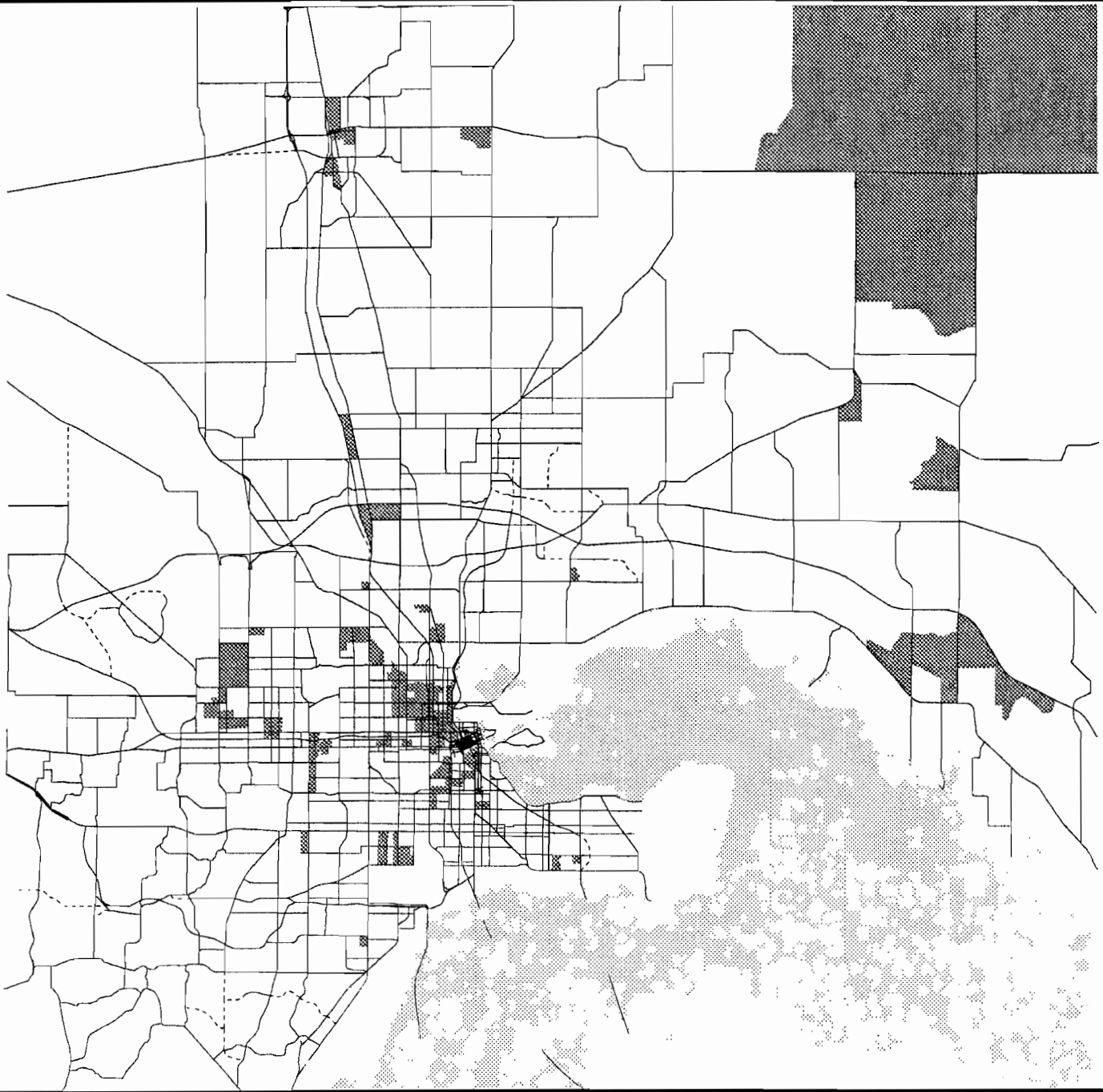
1997 Census Block Groups with Median Household Income of \$20,000 or Less

1990 Census Block Groups,
Income Levels Projected to 1997

- Tampa Bay
- Major Roads
- Future
- Existing
- 1997 Median Household Income \$20,000 or Less

Note: Census Block Groups with Fewer than 29 Households are not shown.
\$20,000 Threshold Based on Living Wage for a Single Parent with 2 Children in the Tampa Metropolitan Area.

Source: Center for Urban Transportation Research.
Hillsborough County City-County Planning Commission.



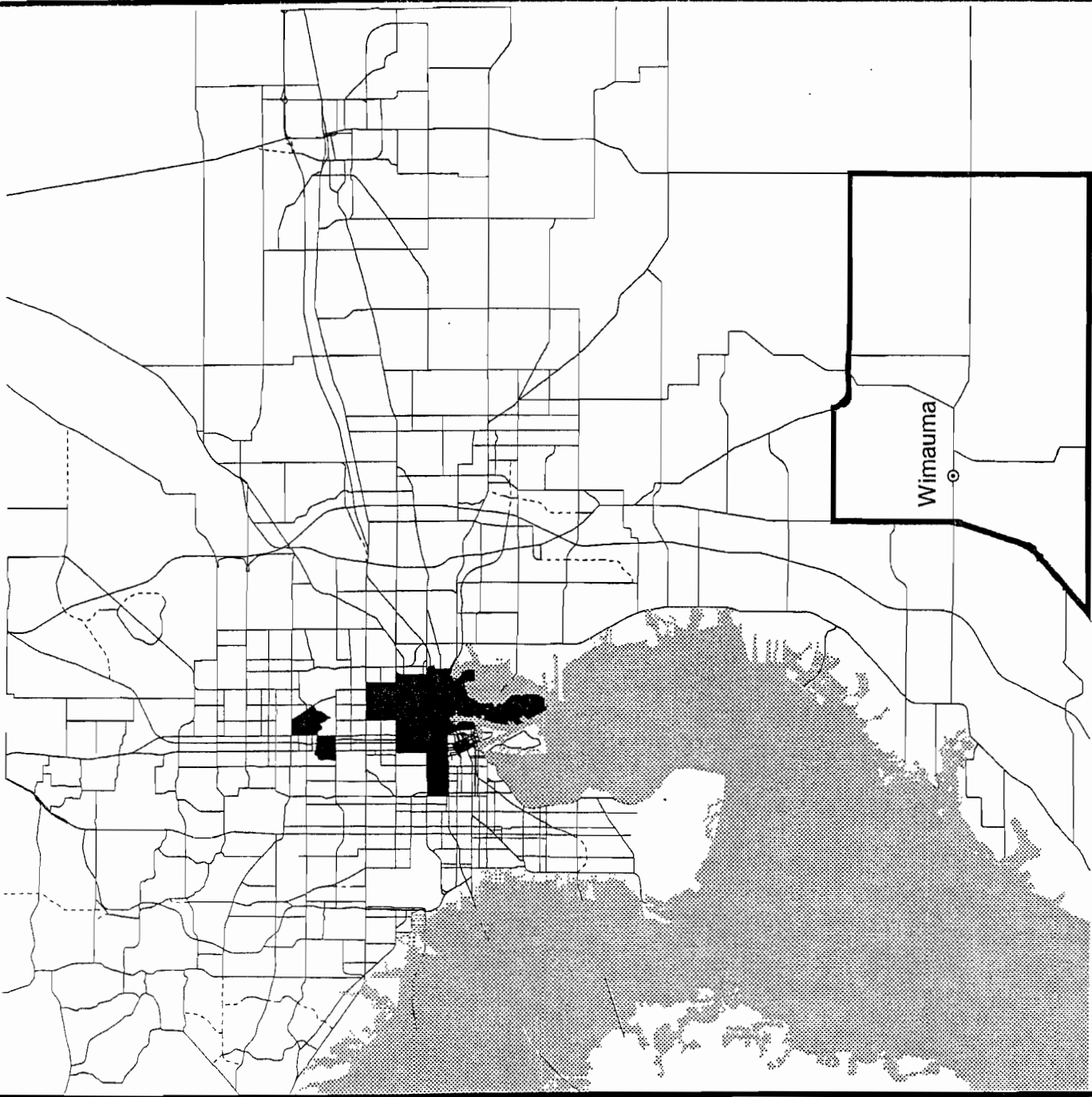
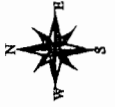
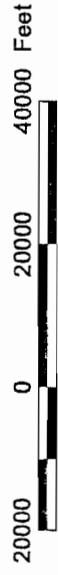
HILLSBOROUGH COUNTY

A. POPULATION TO BE SERVED

MAP A-3 State/Federal Program Target Areas

- Tampa Bay
- Tampa Enterprise Zones
- Wimauma Main Enterprise Community Center
- Balm/Wimauma Runner-up Enterprise Community Boundary
- Major Roads
 - Future
 - Existing

Source: Center for Urban Transportation Research.
Hillsborough County City-County Planning Commission.
City of Tampa Department of Business & Community Services.



HILLSBOROUGH COUNTY

A. POPULATION TO BE SERVED

MAP A-4

Welfare Recipients

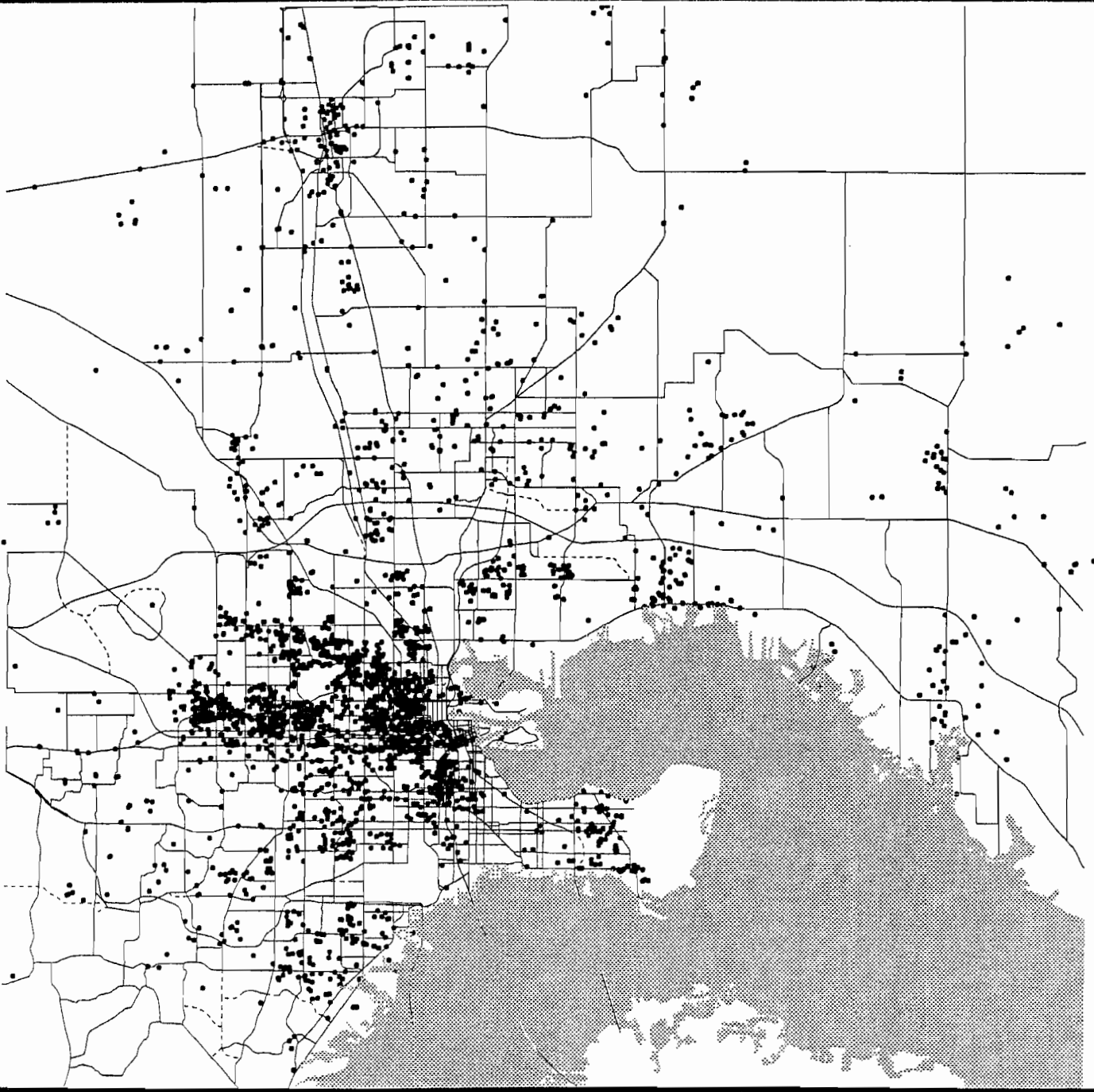
Clients of Hillsborough County WAGES
(Work and Gain Economic Self-
Sufficiency)
Spring 1999.

-  Tampa Bay
-  Hillsborough County Wages Clients
-  Major Roads
-  Future
-  Existing

Source: Center for Urban Transportation
Research.



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A POPULATION TO BE SERVED

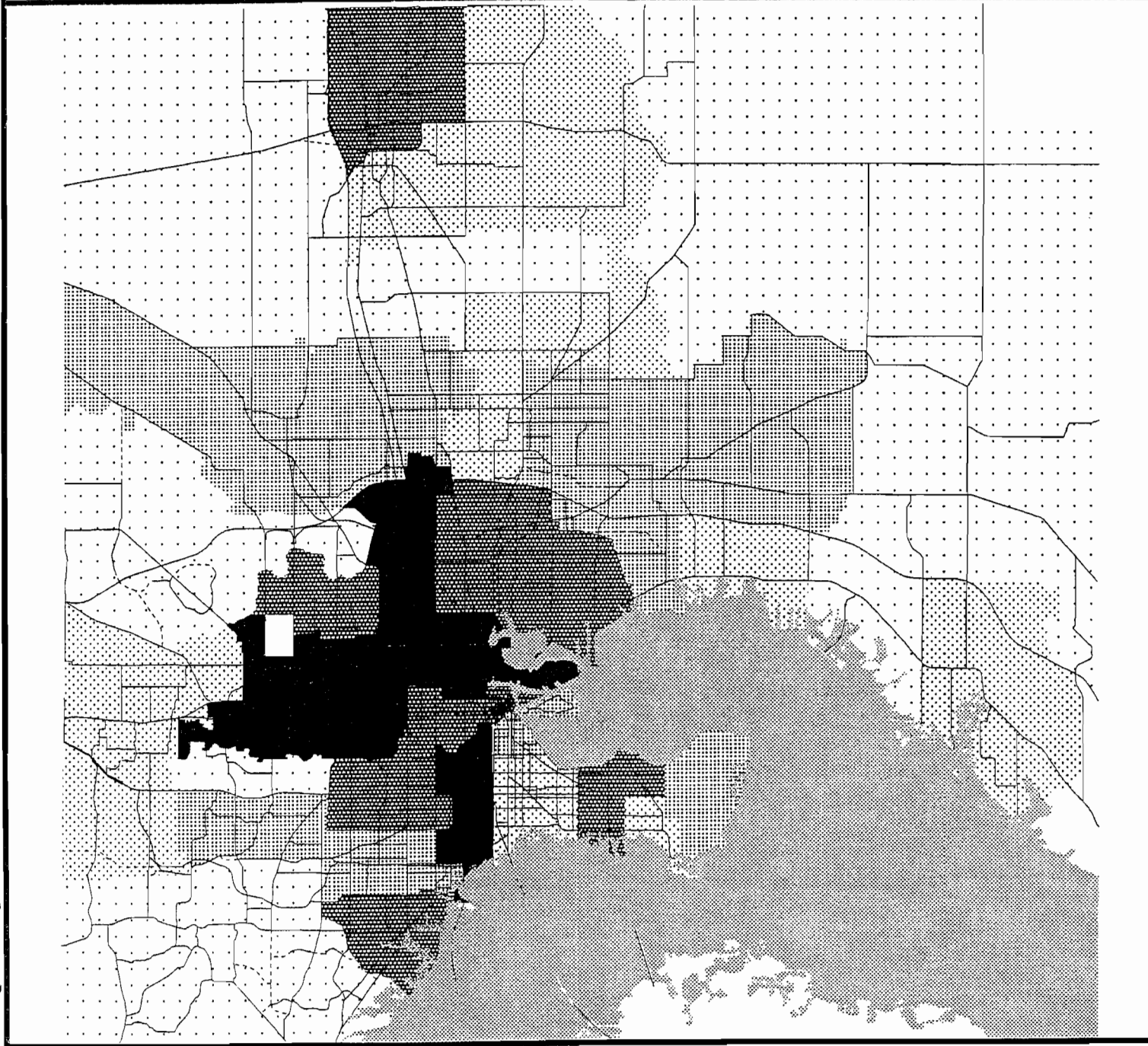
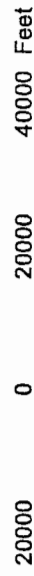
MAP A-5

Disabled, Elderly, or Low-Income Using Paratransit

Distribution of Specialized Transportation Clients by Zip Code as of September 1999



Source: Hillsborough County Specialized Transportation



HILLSBOROUGH COUNTY

A. POPULATION TO BE SERVED

MAP A-6

"Working Poor" and/or Welfare Recipients

Clients of Hillsborough
County Employment &
Training Department
as of June 1999

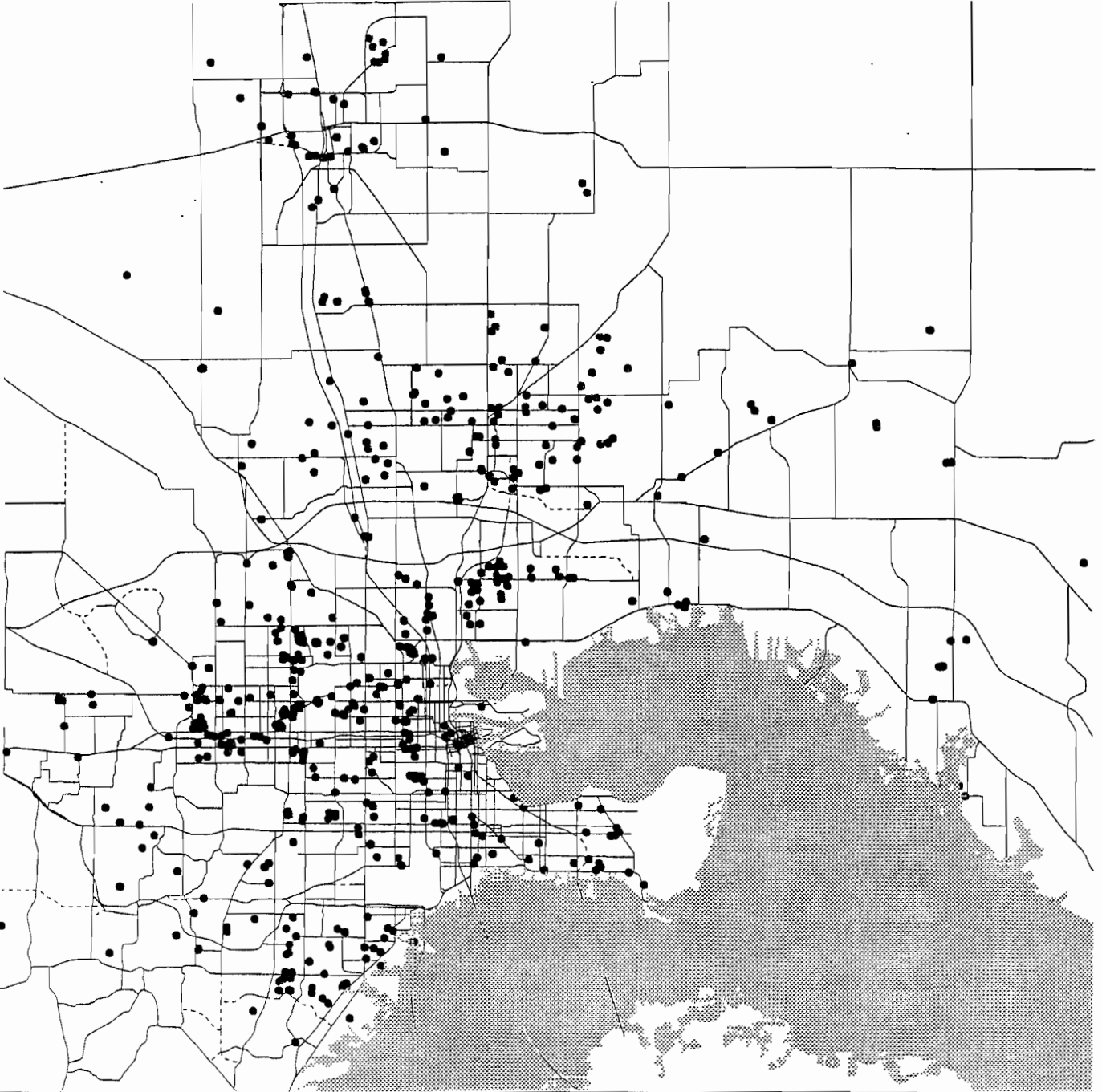
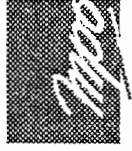
Tampa Bay
Hillsborough County Employment & Training Department Clients
Major Roads
Future
Existing

Source: Hillsborough County Information &
Technology Services

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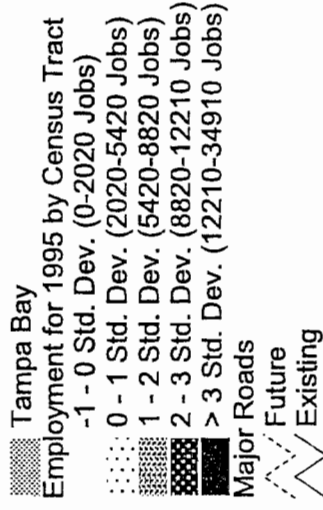


HILLSBOROUGH COUNTY

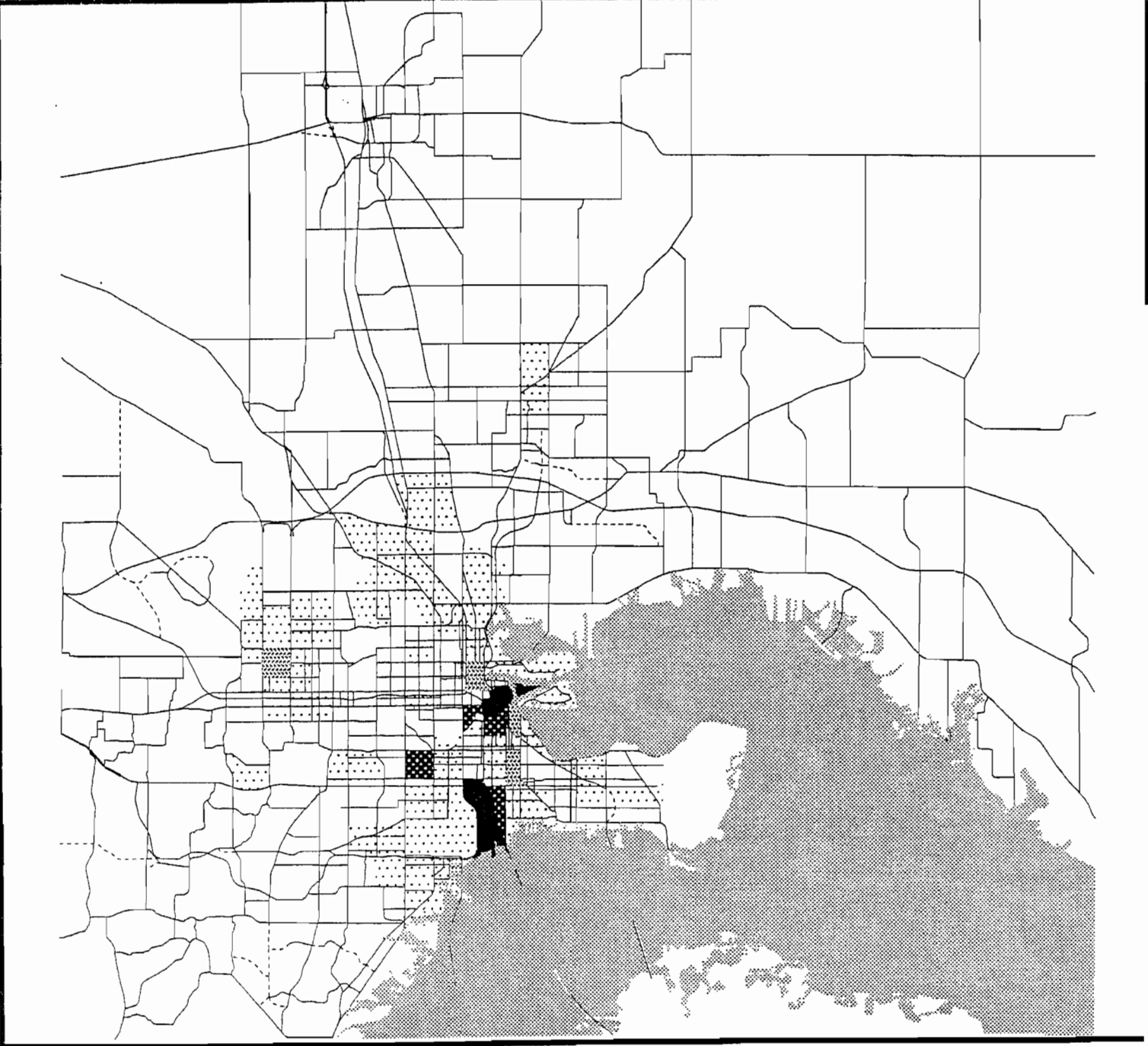
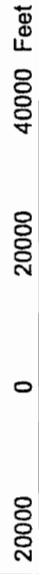
B. JOBS AND JOB TRAINING

MAP B-1 Job Clusters

1990 Census Tracts with
Employment Figures
Projected to 1995



Source: Hillsborough County
City/County Planning
Commission



HILLSBOROUGH COUNTY

B. JOBS AND JOB TRAINING

MAP B-2 Known Early-Morning Shifts

Employment Sites for Clients of Bay Area Commuter Services or Hillsborough County Child Care Resource and Referral as of Jan. and Feb. 2000 Respectively.

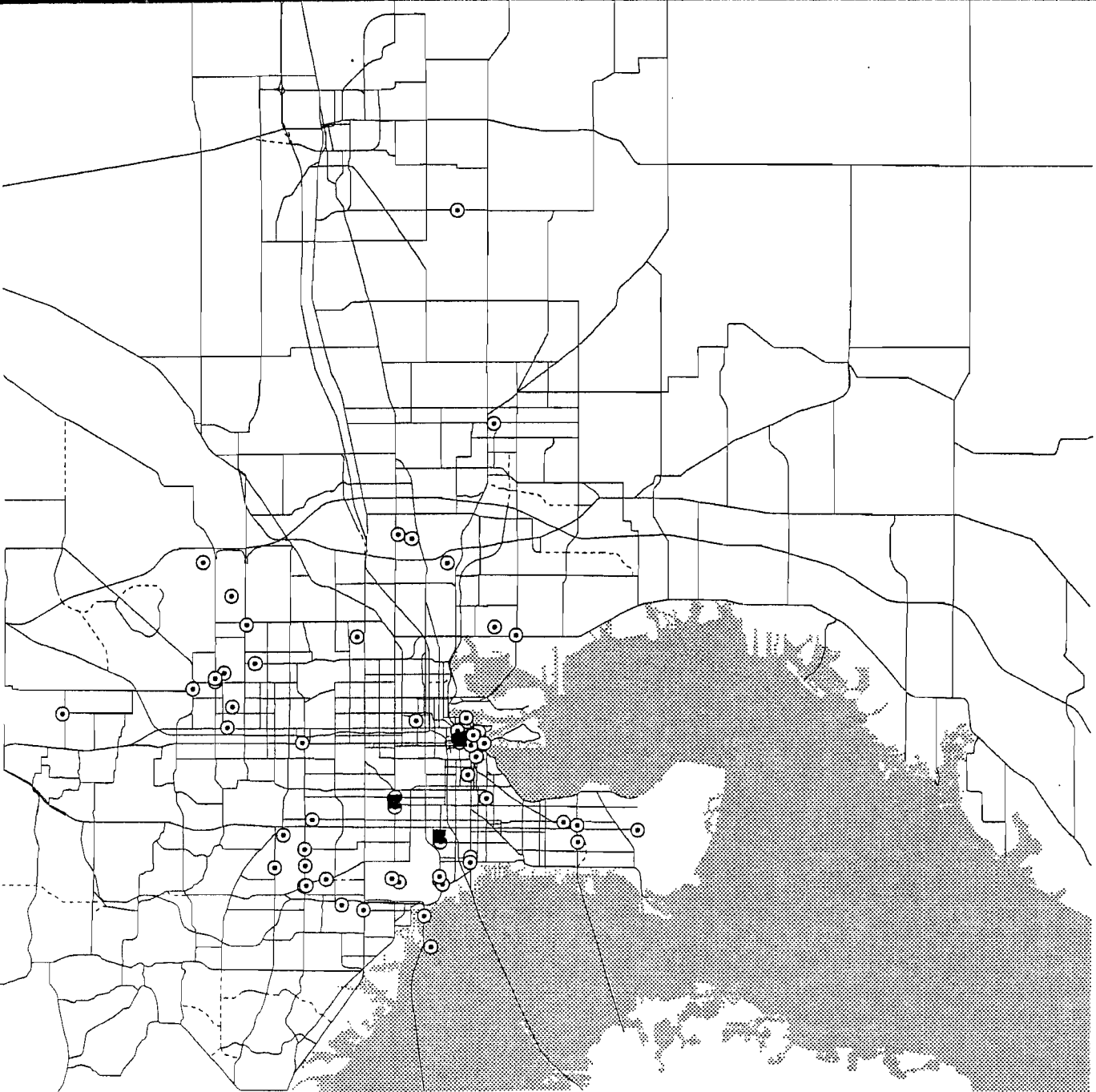
- Job Sites of Child Care Clients Requesting Child Care before 6am
- Job Sites of BACS Clients with Early-Morning Shifts (Start Time 3am-6am)
- Major Roads
 - Future
 - - - Existing
- ▨ Tampa Bay

Source: Bay Area Commuter Services
Hillsborough County Child Care
Resource and Referral

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B. JOBS AND JOB TRAINING

MAP B-3

Known Evening Shifts

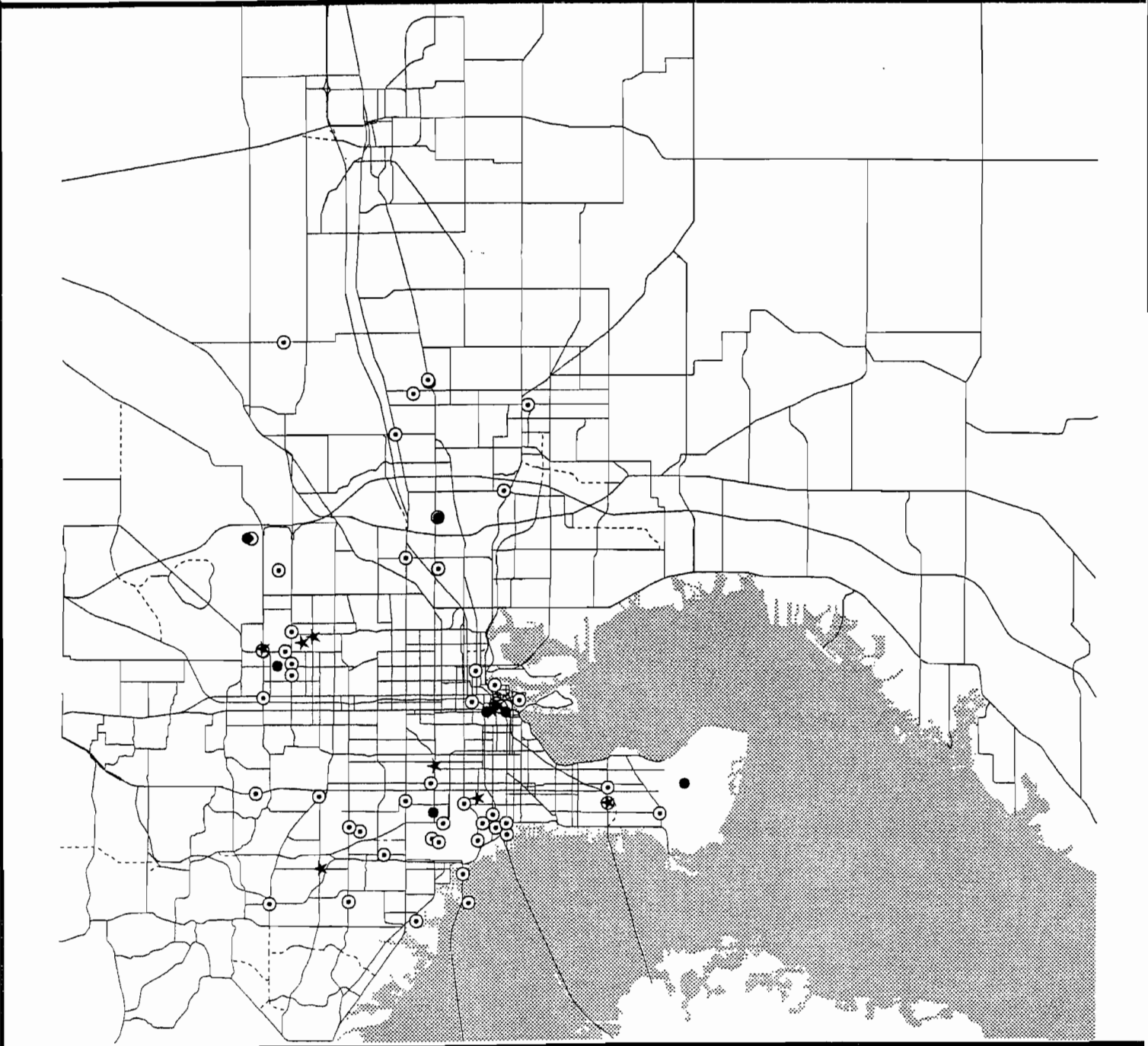
Employment Sites for Clients of Bay Area Commuter Services or Hillsborough County Child Care Resource and Referral as of Jan. and Feb. 2000 Respectively.

- Job Sites of Child Care Clients with Evening Shifts
- ★ Job Sites of More Than Five Child Care Clients with Evening Shifts
- ⊙ Job Sites of BACS Clients with Evening Shifts (Start Time 3pm-7pm)
- Major Roads
- Future
- - - Existing
- ▨ Tampa Bay

Source: Bay Area Commuter Services
Hillsborough County Child Care
Resource and Referral



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HILLSBOROUGH COUNTY

B. JOBS AND JOB TRAINING

MAP B-4

Known Graveyard Shifts

Employment Sites for Clients of Bay Area Commuter Services or Hillsborough County Child Care Resource and Referral as of Jan. and Feb. 2000 Respectively.

⊙ Job Sites of BACS Clients with Graveyard Shifts
(Start Time 9pm-Midnight)

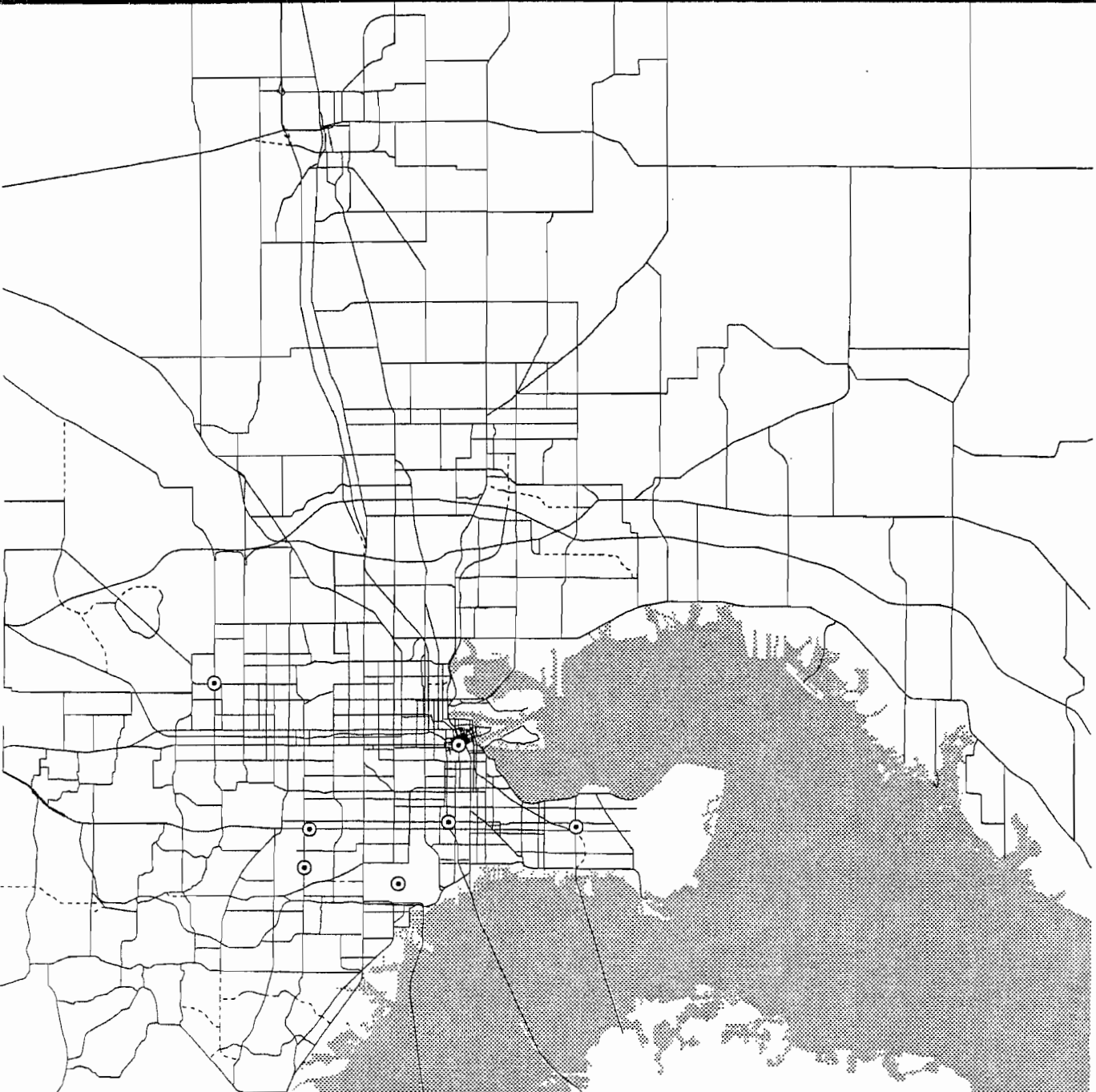
Major Roads
Future
Existing
Tampa Bay

Source: Bay Area Commuter Services
Hillsborough County Child Care
Resource and Referral

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B. JOBS AND JOB TRAINING

MAP B-5

Employers of Welfare Recipients

Employers of Hillsborough County
WAGES (Work and Gain
Economic Self-Sufficiency) Clients
as of Spring 1999

WAGES Employers

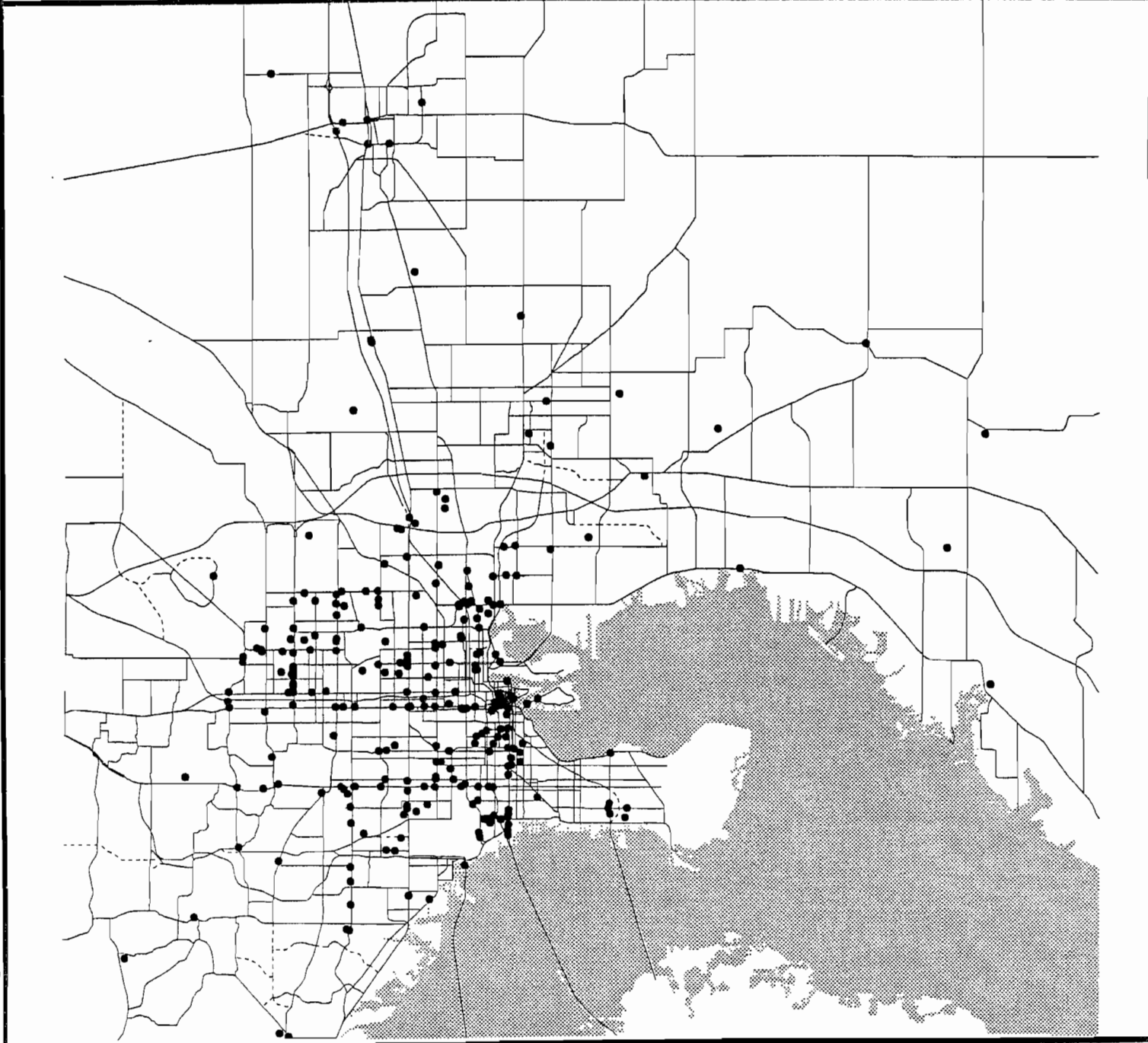
- Major Roads
- Future
- Existing
- Tampa Bay

Source: Center for Urban Transportation Research

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HILLSBOROUGH COUNTY

B. JOBS AND JOB TRAINING

MAP B-6 Job Training and Vocational Education

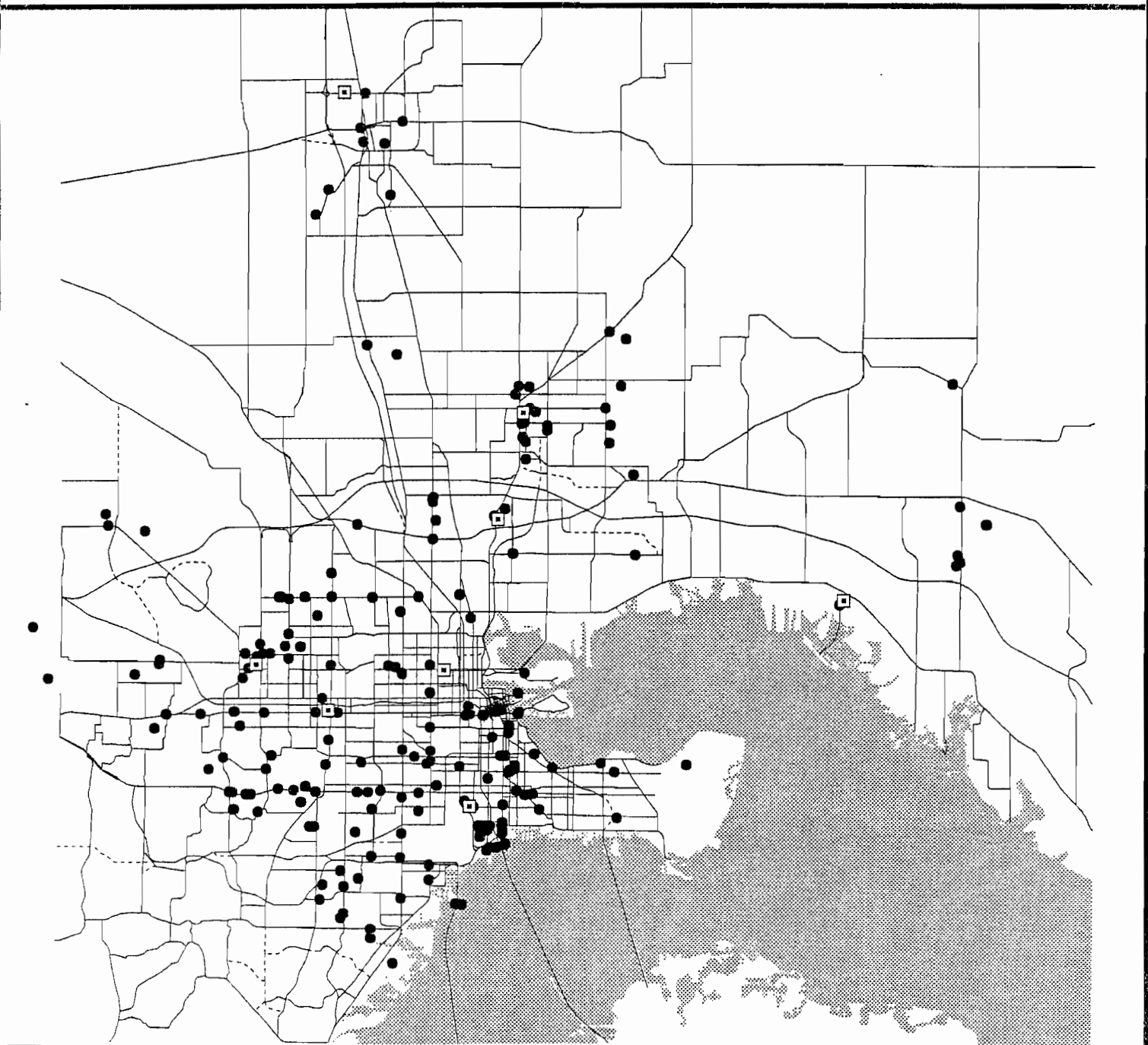
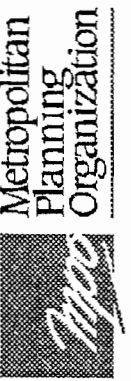
□ Hillsborough County Employment & Training Centers
(as of June 1999)

● Job Training & Educational Institutions - SIC Codes 822, 824, 829, and 833
- Per Regional Transportation Model Update Spring 2000

Major Roads
Future
Existing
Tampa Bay

Source: Hillsborough County Information
and Technology Services.
Florida Department of Transportation.

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HILLSBOROUGH COUNTY

B. JOBS AND JOB TRAINING

MAP B-7

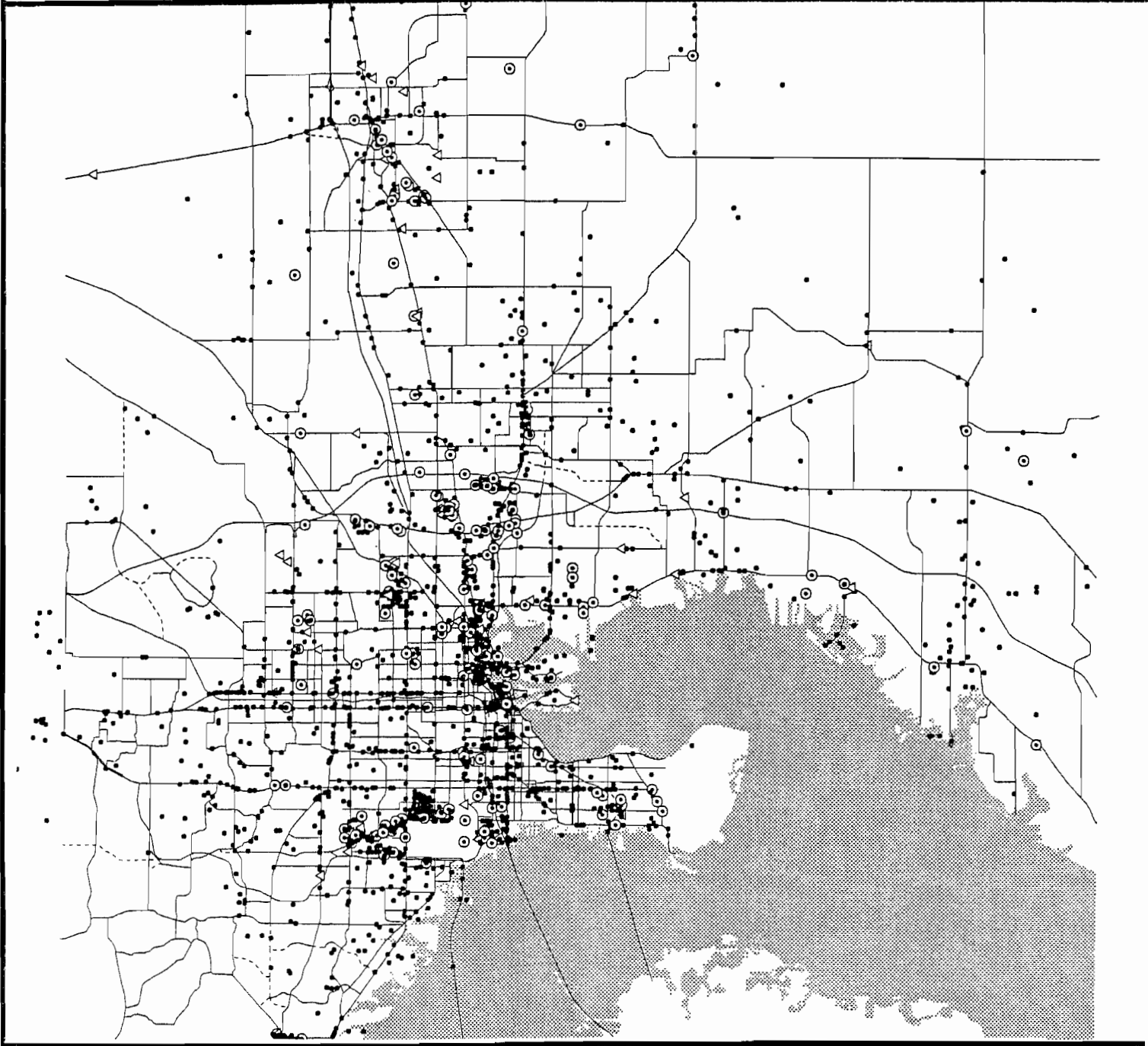
Businesses that Typically
Have Entry level Jobs

Manufacturing, Transportation
& Storage, and Wholesale

- Manufacturing, Transportation and Storage, Wholesale
- 0 - 50 Employees
 - 50 - 200 Employees
 - △ 200 Plus Employees
- Major Roads
- Future
 - - - Existing
- Tampa Bay

Source: Florida Department of Transportation
March 2000

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HILLSBOROUGH COUNTY

B. JOBS AND JOB TRAINING

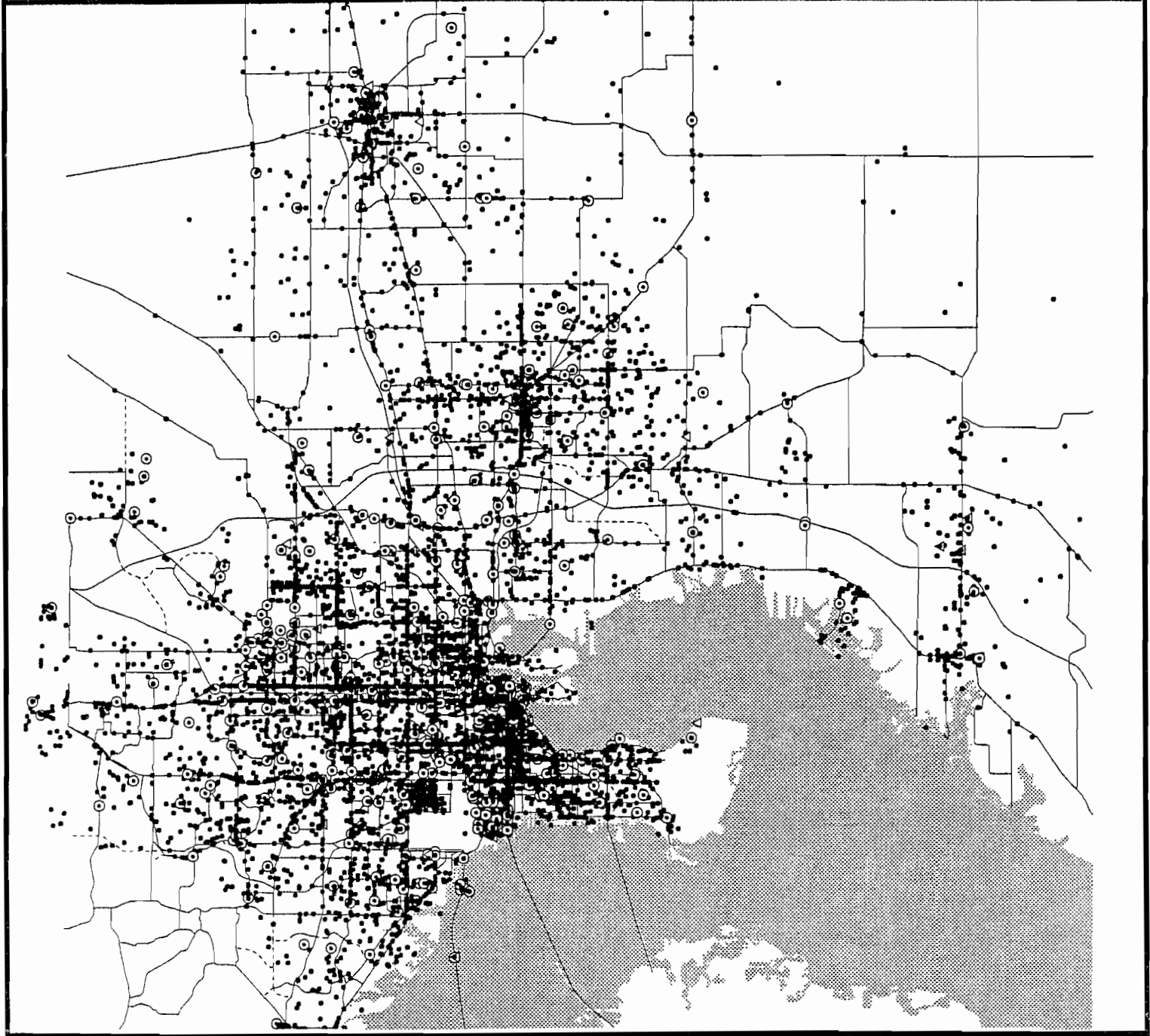
MAP B-8

Businesses that Typically Have Entry level Jobs

Hospitality, Medical & Assisted Living Establishments

- 0 - 50 Employees
 - 50 - 200 Employees
 - △ 200 Plus Employees
- Major Roads
- Future
 - Existing
 - ▨ Tampa Bay

Source: Florida Department of Transportation
March 2000



HILLSBOROUGH COUNTY

B. JOBS AND JOB TRAINING

MAP B-9

Businesses that Typically Have Entry level Jobs

Retail, Mail Order & Direct Mail

Retail, Mail Order, and Direct Mail

- 0 - 50 Employees
- 50 - 200 Employees
- △ 200 Plus Employees

Major Roads

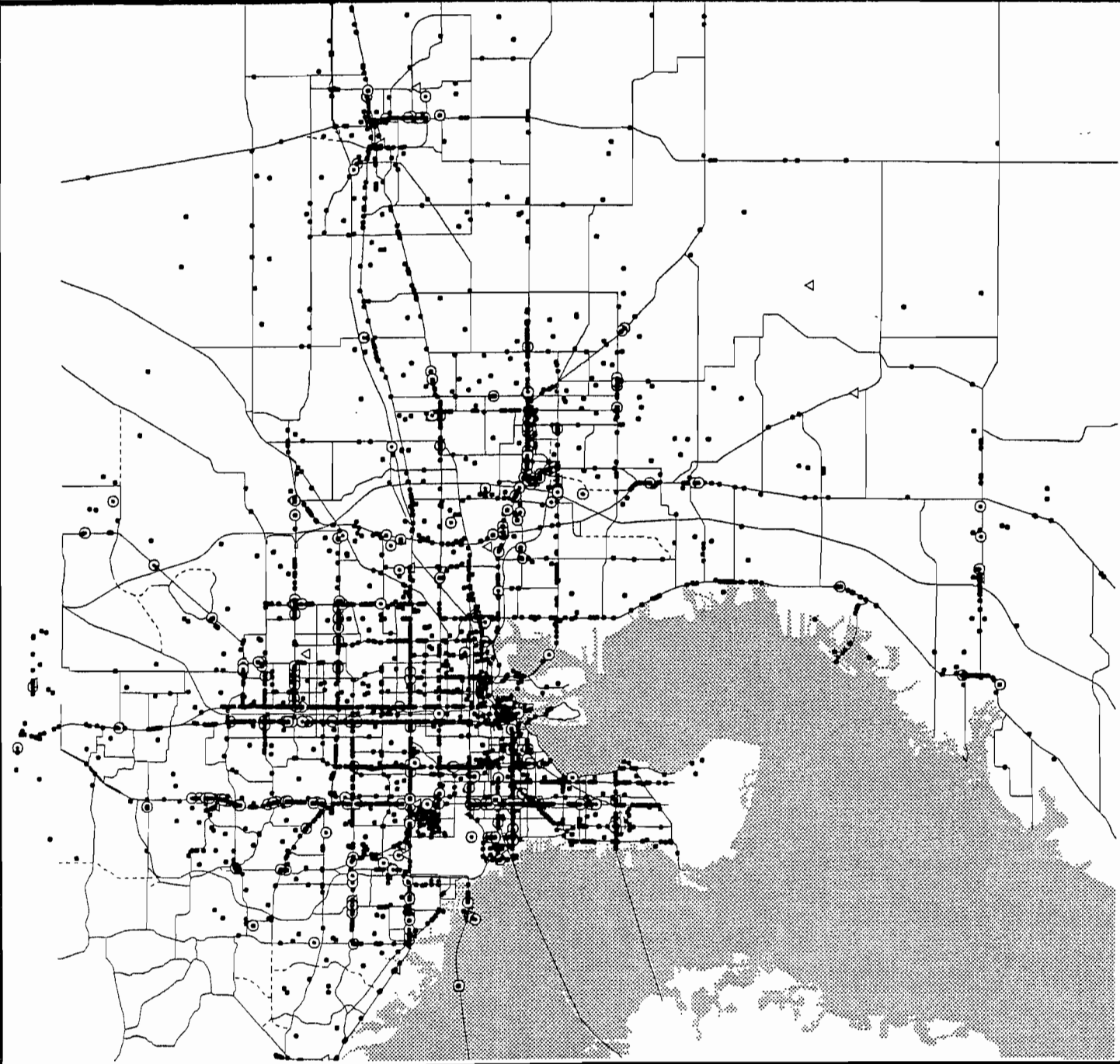
Future

Existing

Tampa Bay

Source: Florida Department of Transportation
March 2000

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HILLSBOROUGH COUNTY

B. JOBS AND JOB TRAINING

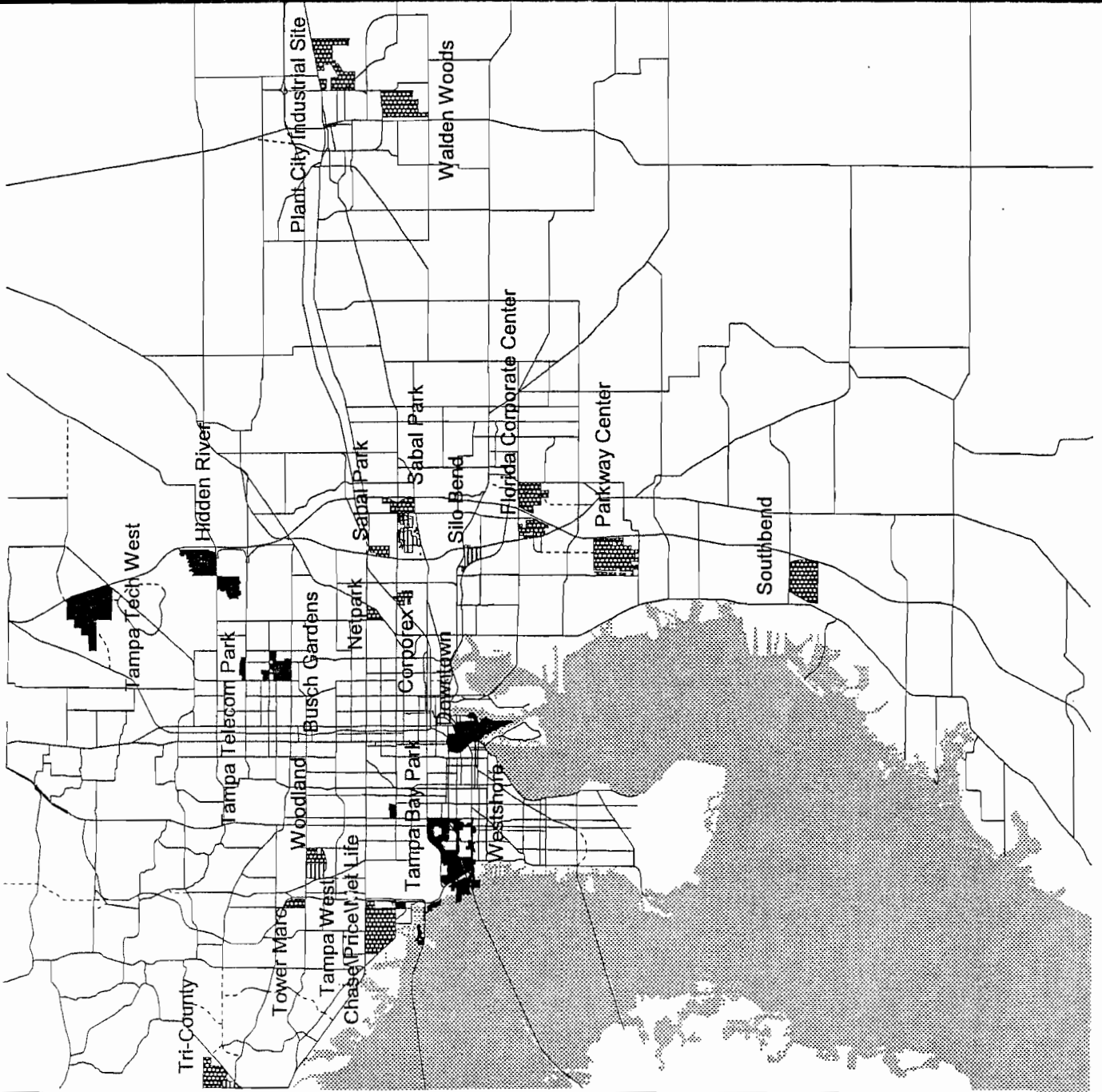
MAP B-10 Known Job Growth Areas as of February 2000

- Vested Projects of Significant Size - Unincorporated County
- VRP
- Development of Regional Impact - City of Tampa
- DRI - City of Tampa
- Development of Regional Impact - Unincorporated County
- DRI - Unincorporated County
- Major Roads
- Future
- Existing
- Tampa Bay

Source: Hillsborough County Department
of Economic Development and Planning
& Growth Management.



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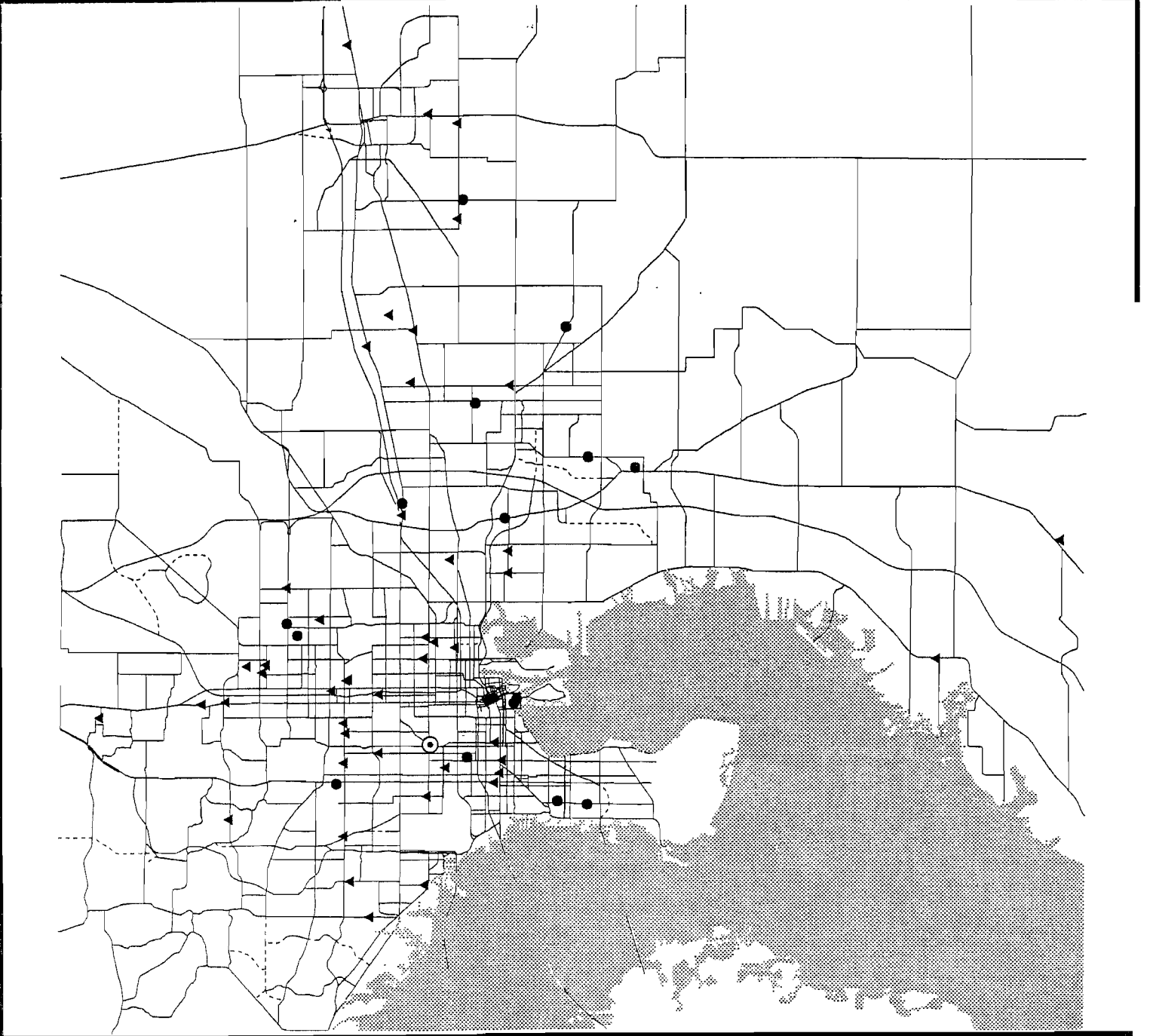
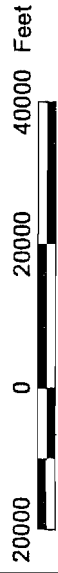
HILLSBOROUGH COUNTY

C. CHILD CARE

MAP C-1 Licensed Child Care Centers Open 6am - 6pm Registered with Hillsborough County Child Care Resource & Referral as of Spring 1999

- Child Care Centers Open Between 6am and 6pm That Do Not Accept Title XX
- ▲ Child Care Centers Open Between 6am and 6pm That Accept Title XX
- Pediatric Health Choices (Restrictions)
- Tampa General Hospital
- ▨ Tampa Bay
- ▨ Major Roads
- ▨ Interstate
- ▨ Expressway
- ▨ Freeway
- ▨ Expressway
- ▨ Freeway

Source: Center for Urban Transportation Research



HILLSBOROUGH COUNTY

C. CHILD CARE

MAP C-2

Licensed Child Care Centers That Close After 7pm

Registered with Hillsborough County
Child Care Resource & Referral
as of Spring 1999

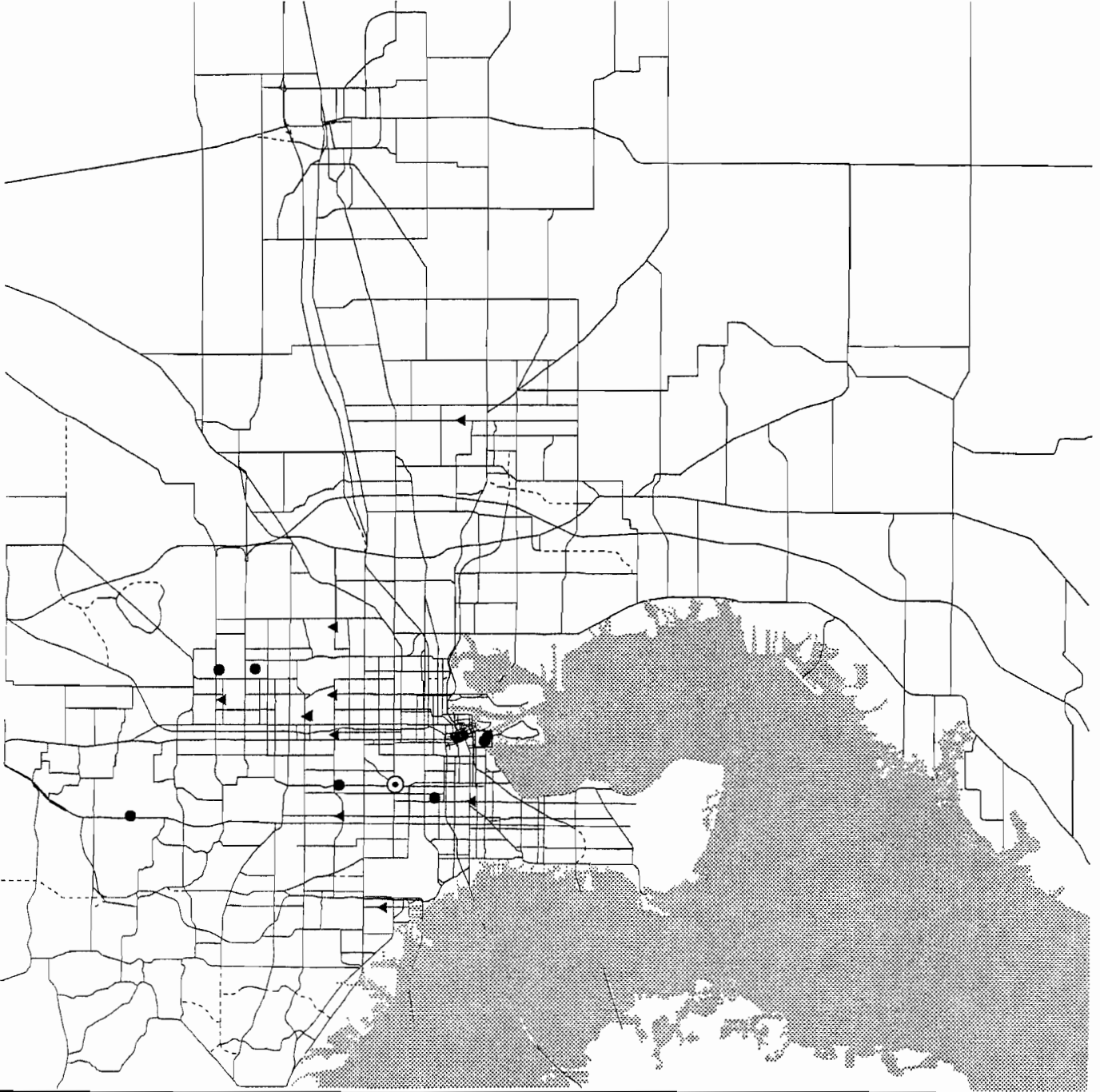
- Child Care Centers That Close After 7pm and do not Accept Title XX
- ▲ Child Care Centers That Close After 7pm and that Accept Title XX
- Centers for Sick Child Care
- ⊙ Pediatric Health Choices (Restrictions)
- Tampa General Hospital
- ▨ Tampa Bay
- ▬ Major Roads
- ▬ Future
- ▬ Existing

Source: Center for Urban Transportation
Research

20000 0 20000 40000 Feet



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Planning
Organization



HILLSBOROUGH COUNTY

C. CHILD CARE

MAP C-3

Licensed Child Care Centers I That Open Before 6am

Registered with Hillsborough County
Child Care Resource & Referral
as of Spring 1999

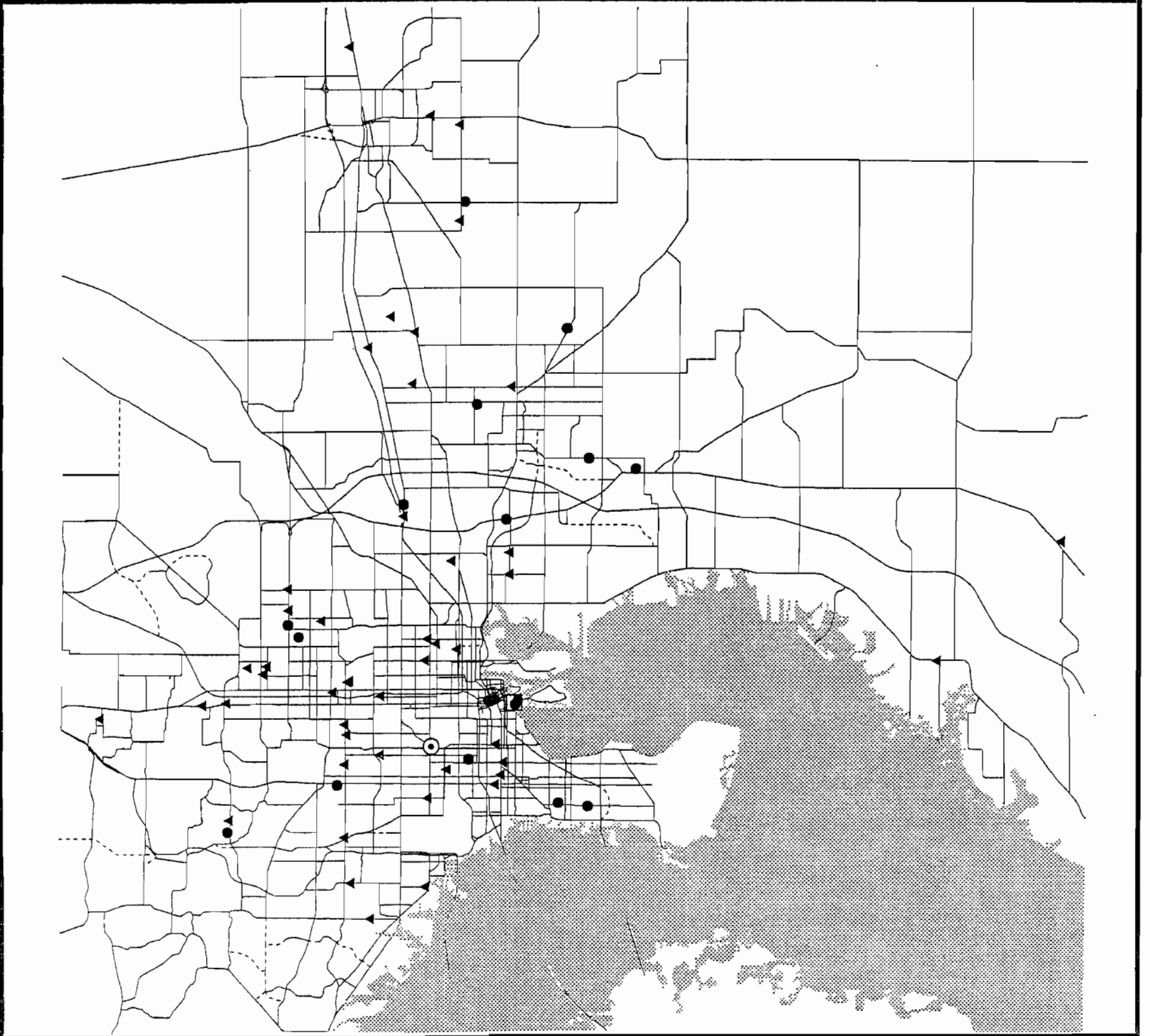
- Child Care Centers that Open Before 6am and do not Accept Title XX
- ▲ Child Care Centers that Open Before 6am and that Accepts Title XX Centers for Sick Child Care
- Pediatric Health Choices (Restrictions)
- Tampa General Hospital
- ▨ Tampa Bay
- ▨ Major Floods
- ~ Future
- ~ Existing

Source: Center for Urban Transportation
Research

20000 0 20000 40000 Feet



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Planning
Organization



HILLSBOROUGH COUNTY

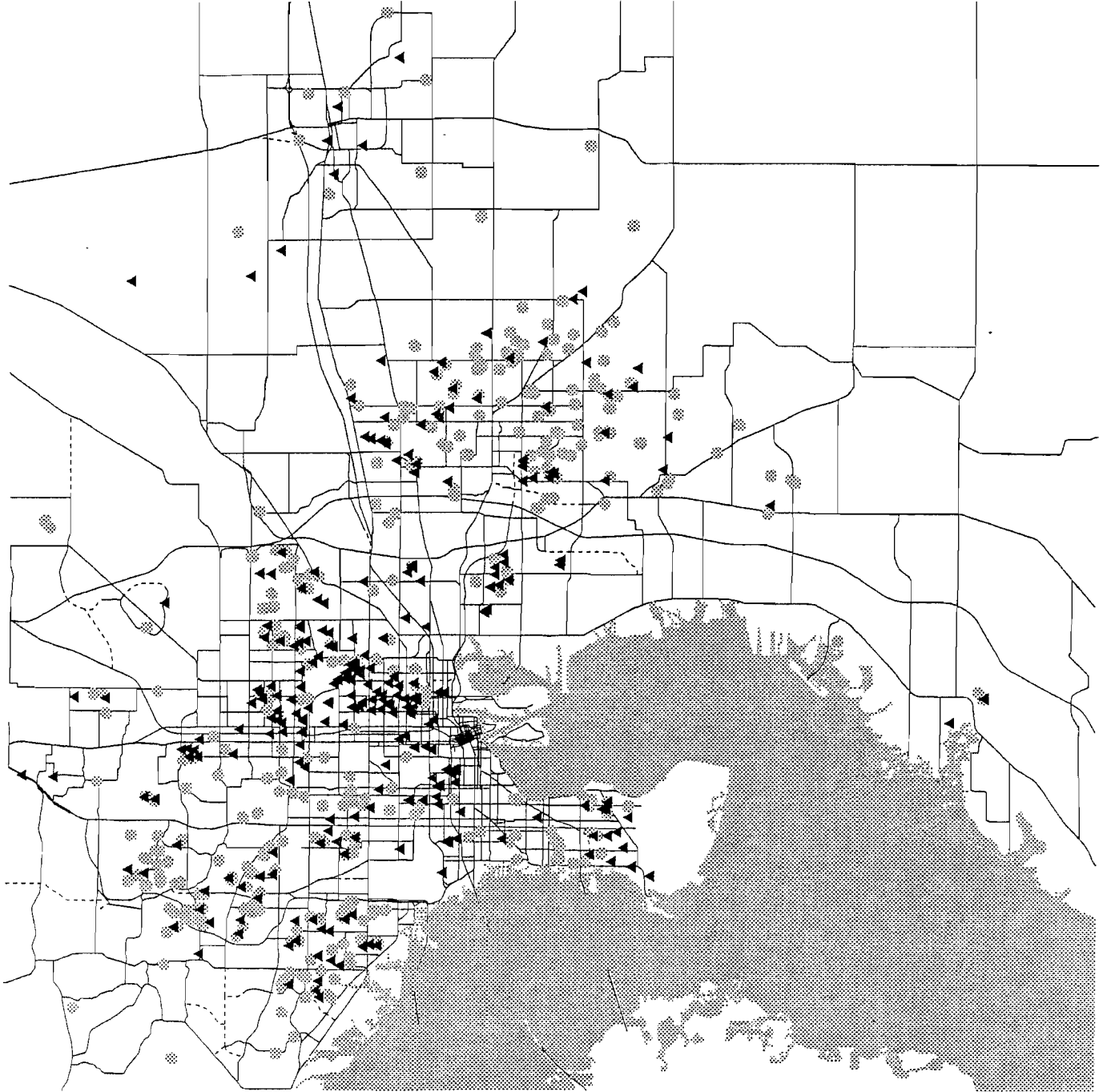
C. CHILD CARE

MAP C-4 Licensed Family Child Care Homes

Registered with Hillsborough County
Child Care Resource & Referral
as of Spring 1999

- ▲ Family Child Care Homes that Accept Title XX
- Family Child Care Homes that do not Accept Title XX
- Tampa Bay
- Major Roads
- - - Future
- ~ Existing

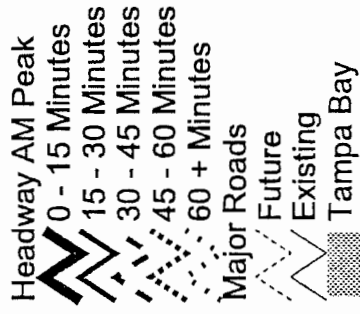
Source: Center for Urban Transportation
Research.
Hillsborough County Child Care
Resource & Referral.



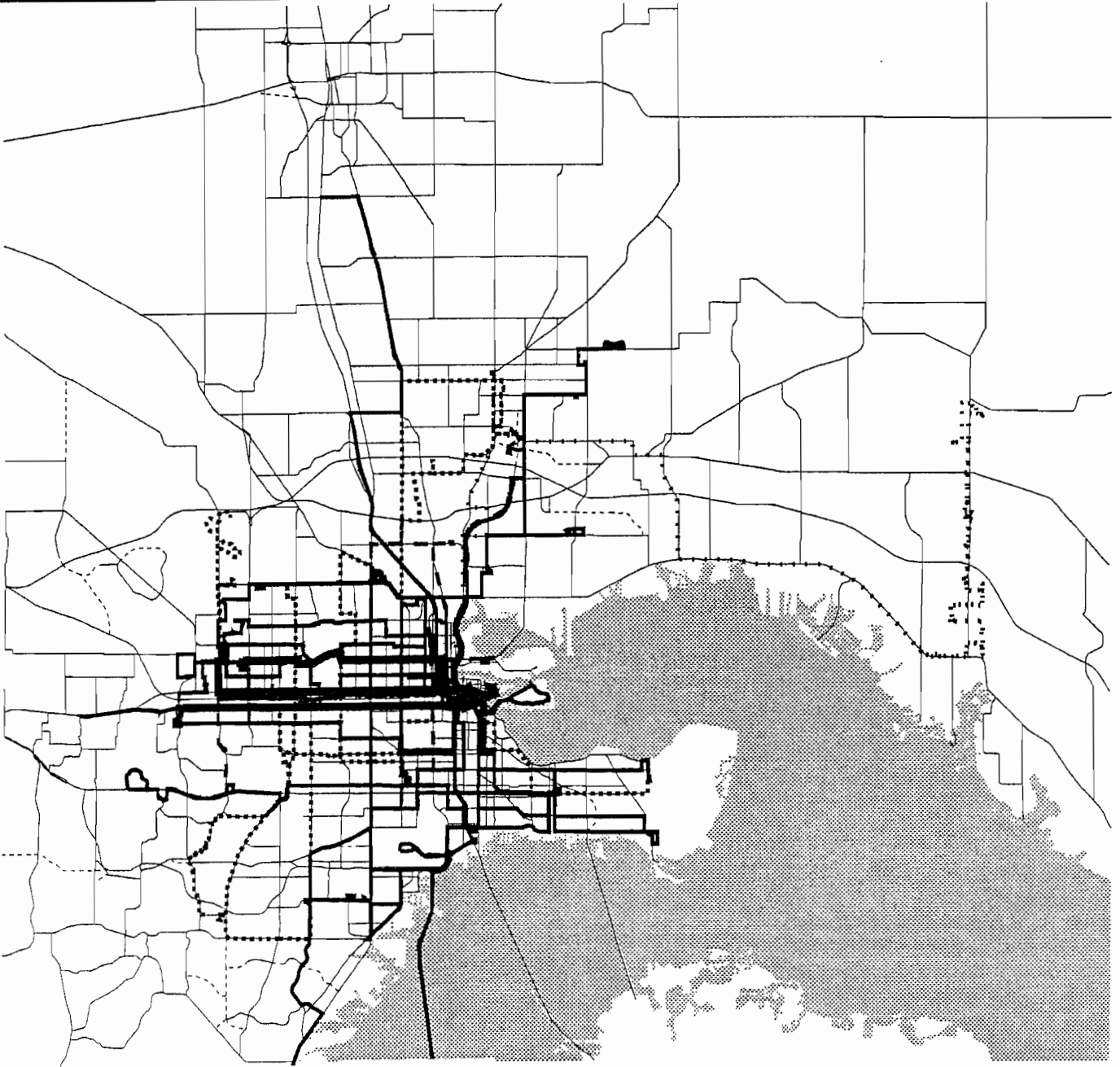
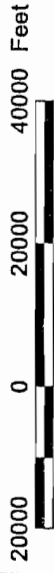
HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

MAP D-1
HARTline Routes by
Headway (AM Peak)



Source: Hillsborough Area Regional Transit
Effective 4/30/00



HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

MAP D-2

HARTline Routes by
Headway (Mid-day)

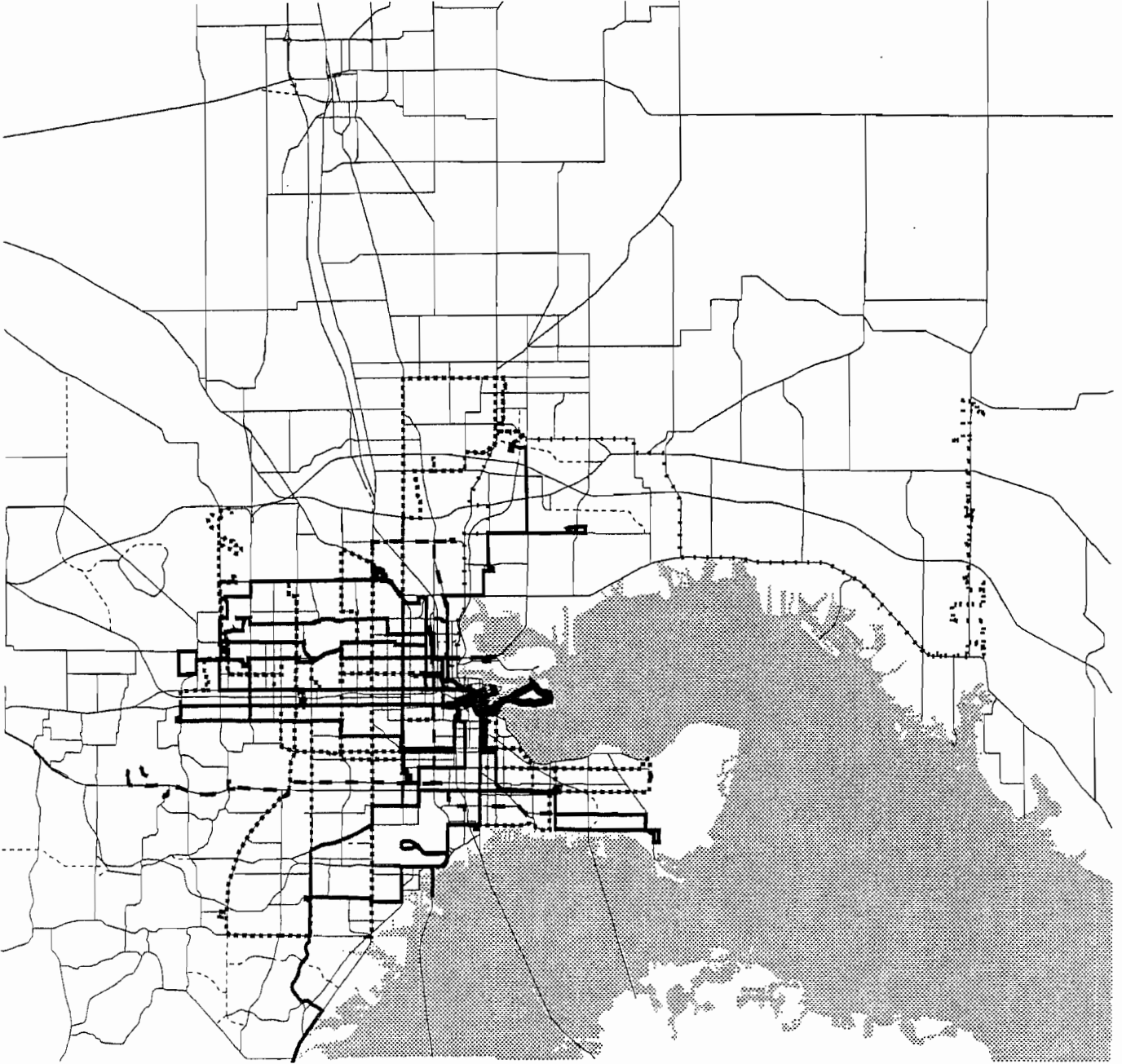
- Headway Mid-Day
- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes
- 60 + Minutes
- Major Roads
- Future
- Existing
- Tampa Bay

Source: Hillsborough Area Regional Transit
Effective 4/30/00

20000 0 20000 40000 Feet



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Organization

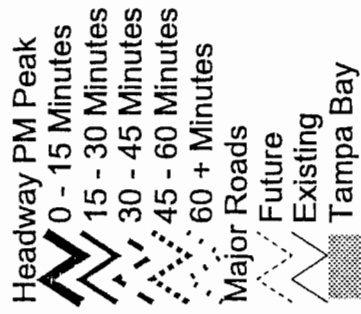


HILLSBOROUGH COUNTY

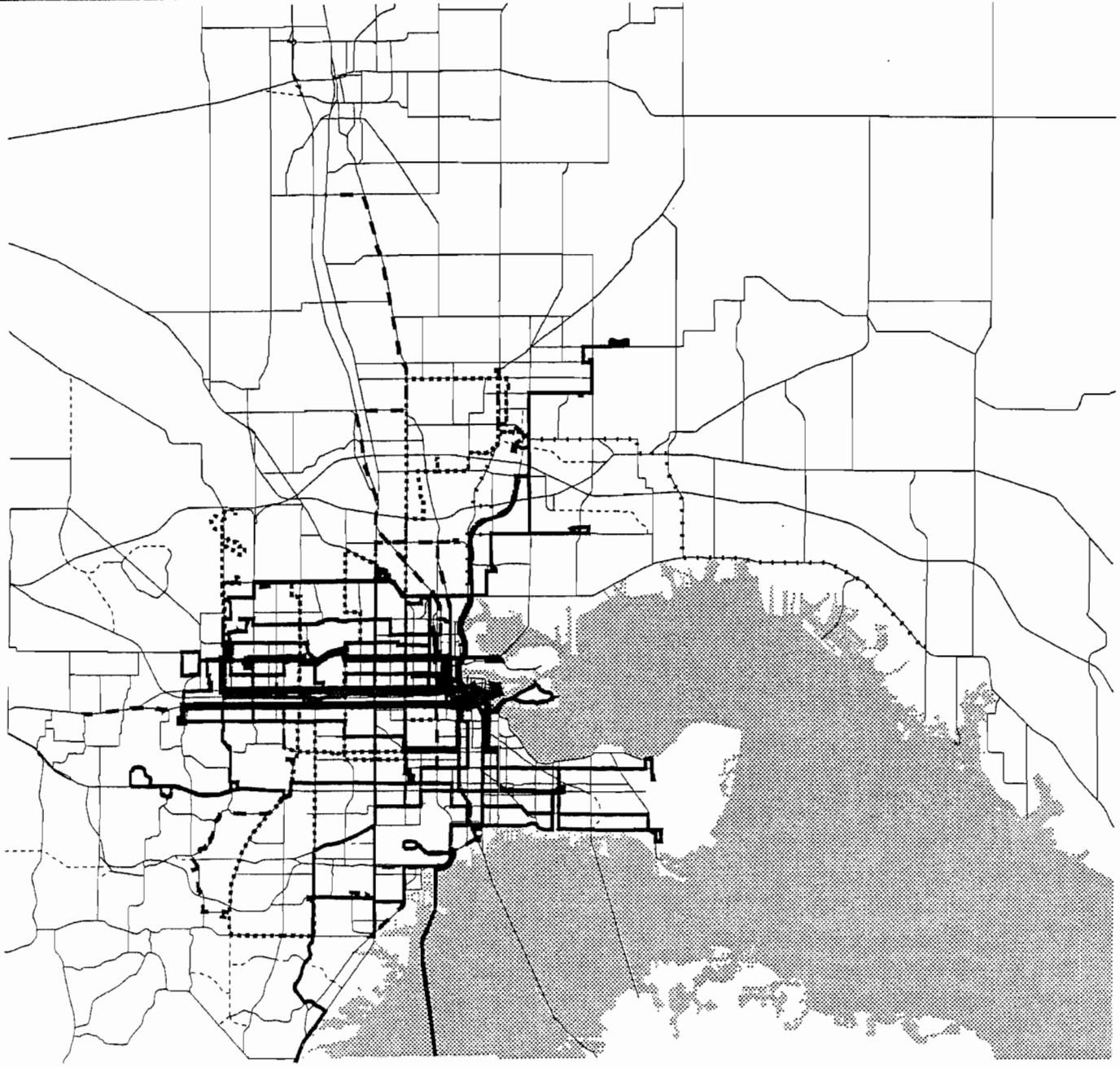
D. TRANSPORTATION SERVICES

MAP D-3

HARTline Routes by Headway (PM Peak)



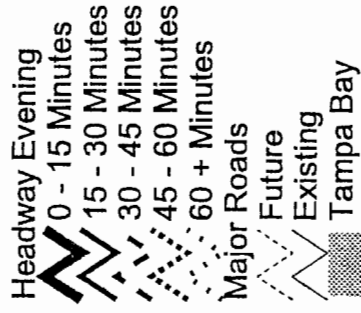
Source: Hillsborough Area Regional Transit
Effective 4/30/00



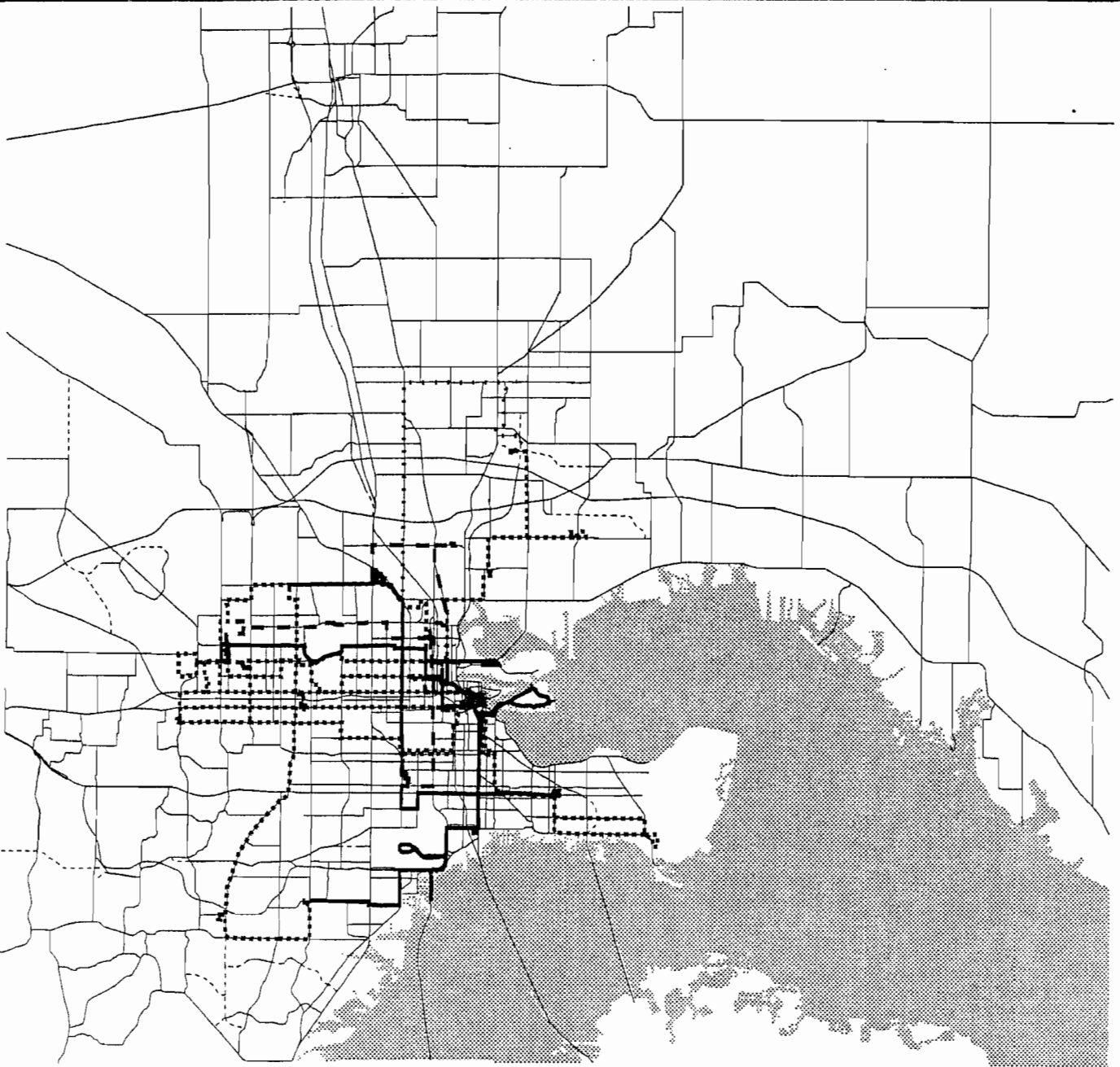
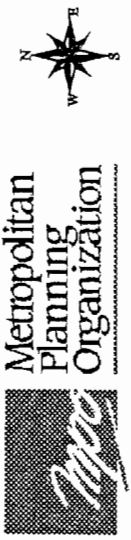
HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

MAP D-4 HARTline Routes by Headway (Evening)



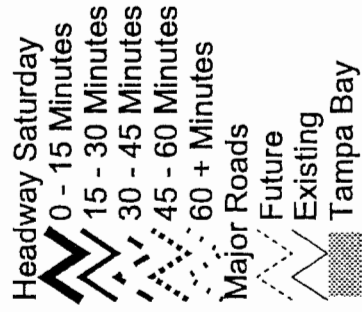
Source: Hillsborough Area Regional Transit
Effective 4/30/00



HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

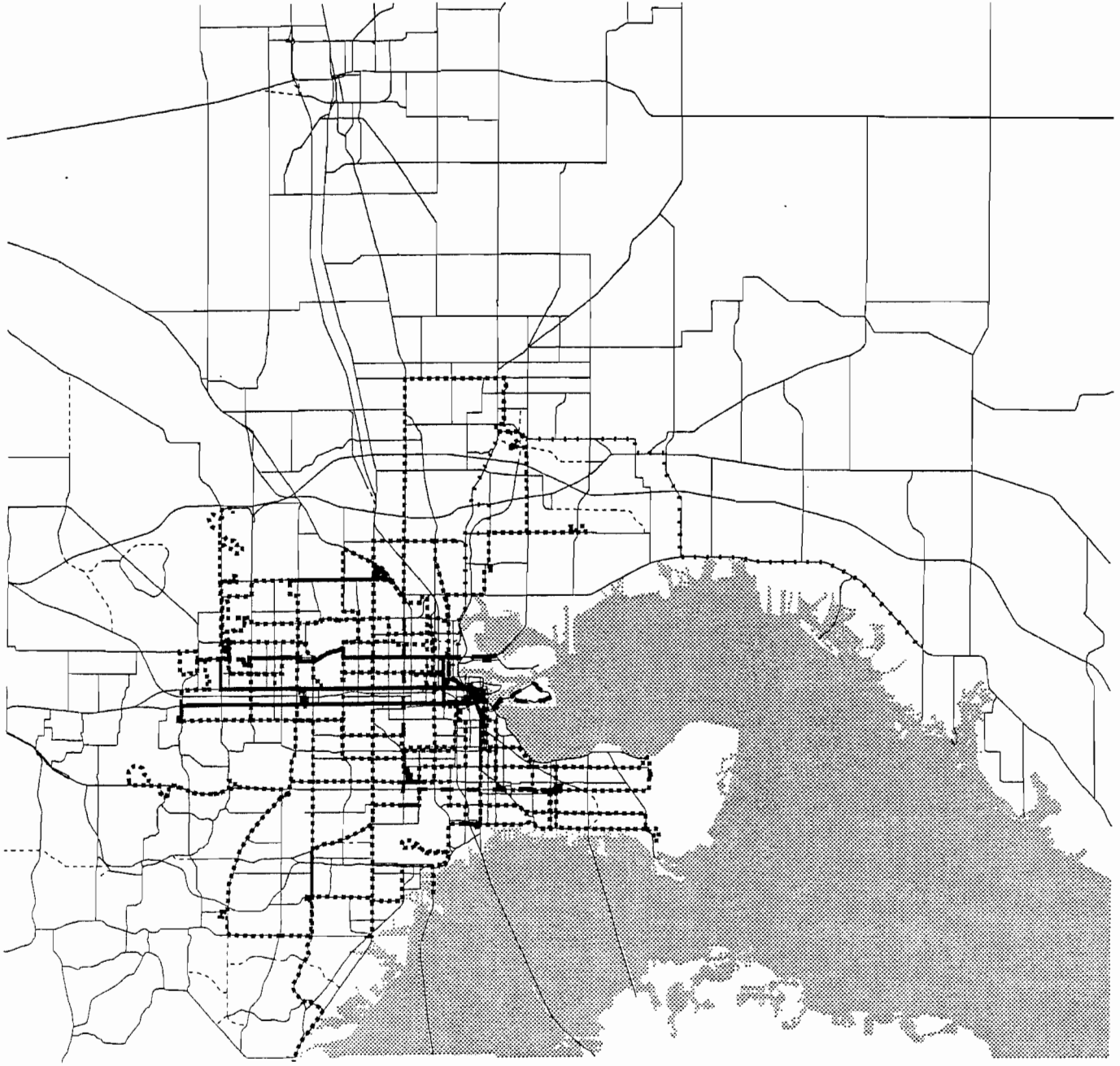
MAP D-5
HARTline Routes by
Headway (Saturday)



Source: Hillsborough Area Regional Transit
Effective 4/30/00



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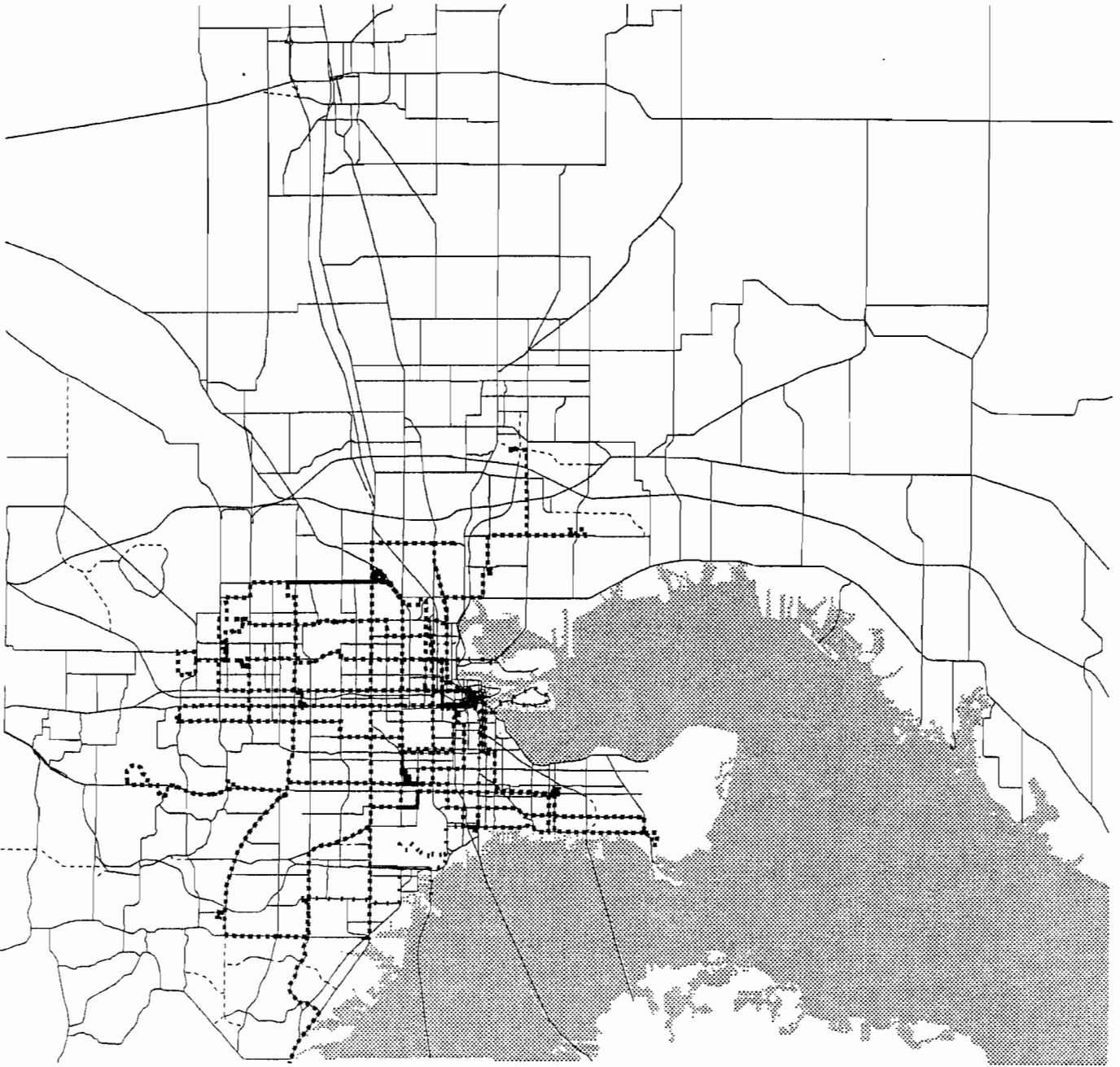
HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

MAP D-6
HARTline Routes by
Headway (Sunday)

- Headway Sunday
- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes
- 60 + Minutes
- Major Roads
- Future
- Existing
- Tampa Bay

Source: Hillsborough Area Regional Transit
Effective 4/30/00



HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

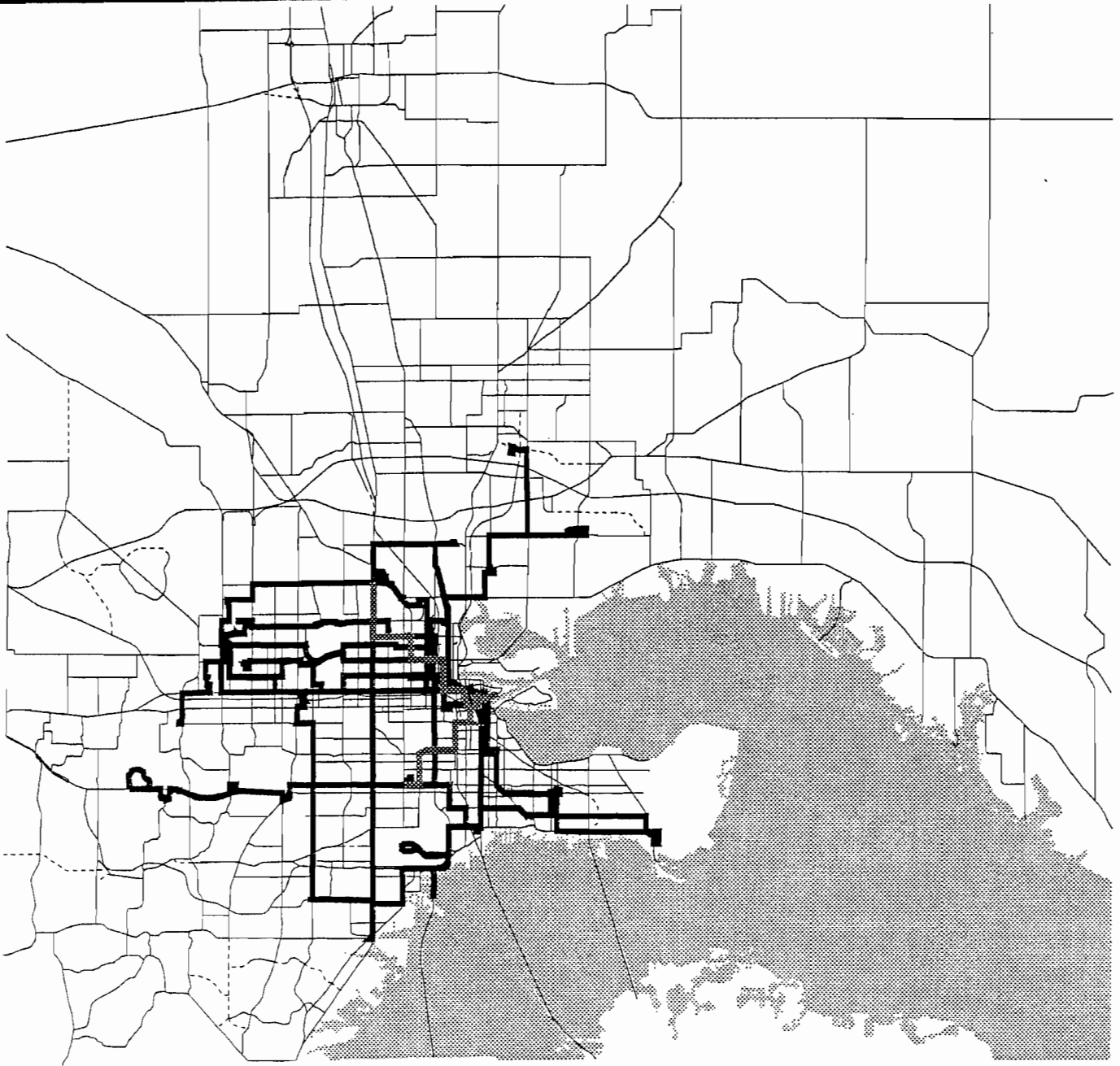
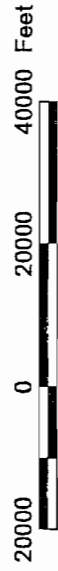
MAP D-7

Early Morning
Bus Service

Regular Routes that Begin
at 5am or Before

Tampa Downtown Hotel Employee Van Shuttle Route
HART Local
Major Roads
Future
Existing
Tampa Bay

Source: Hillsborough Area Regional Transit.
Effective 4/30/00
United Cab.



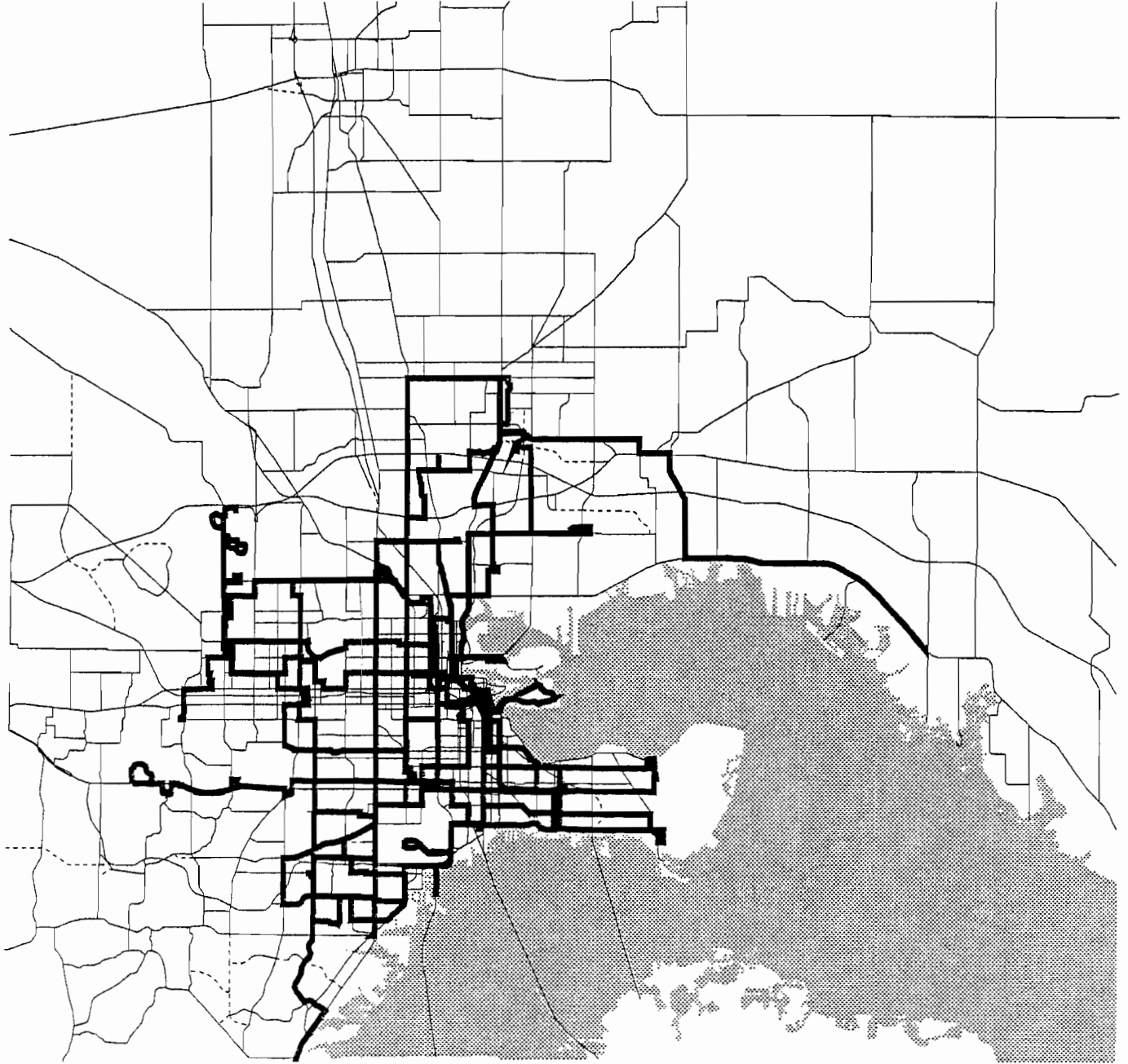
HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

MAP D-8
Evening Bus Service
Regular Routes That End
Service After 7pm
and Before 10pm

- HART Route
- Local
- Major Roads
- Future
- Existing
- Tampa Bay

Source: Hillsborough Area Regional Transit.
Effective 4/30/00
United Cab.



HILLSBOROUGH COUNTY

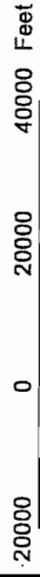
D. TRANSPORTATION SERVICES

MAP D-9 Late Night Bus Service

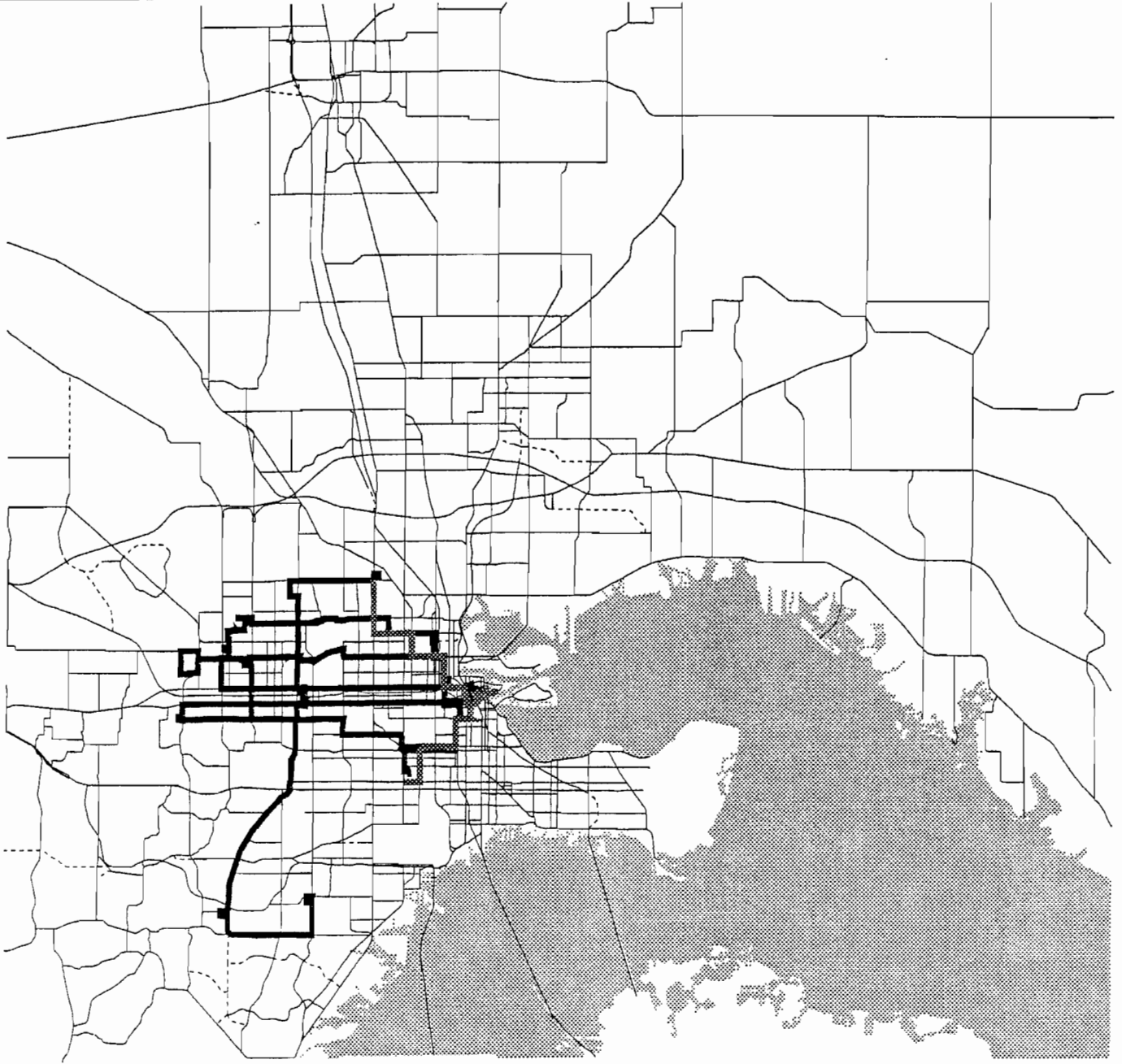
Regular Routes That End
Service After 10pm

- Tampa Downtown Hotel Employee Van Shuttle Route
- HART Route
- Local
- Major Roads
- Future
- Existing
- Tampa Bay

Source: Hillsborough Area Regional Transit.
Effective 4/30/00
United Cab.



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HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

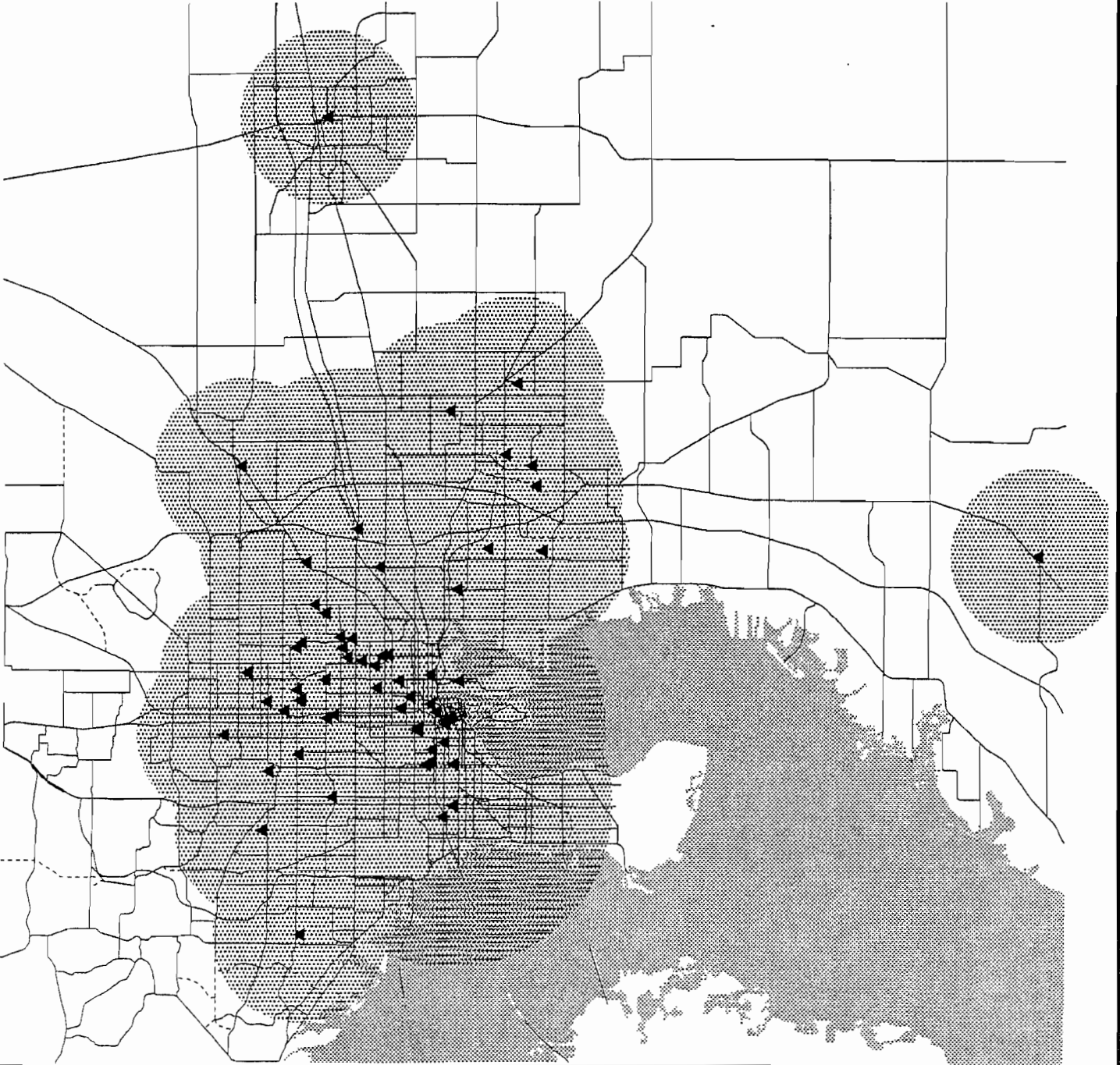
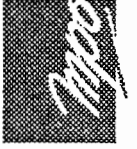
MAP D-10
HILLSBOROUGH COUNTY
Child Care Facilities
that Provide Transportation
to/from Home

- ▲ Child Care Providers Providing Transportation to/from Home
- Approximate Service Distance Around Child Care Providers
- Tampa Bay
- Major Roads
- Future
- ~ Existing

Source: Center for Urban Transportation
Research.
Hillsborough County Child Care
Resource & Referral.



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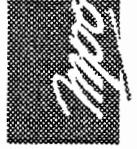
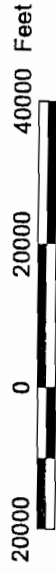
HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

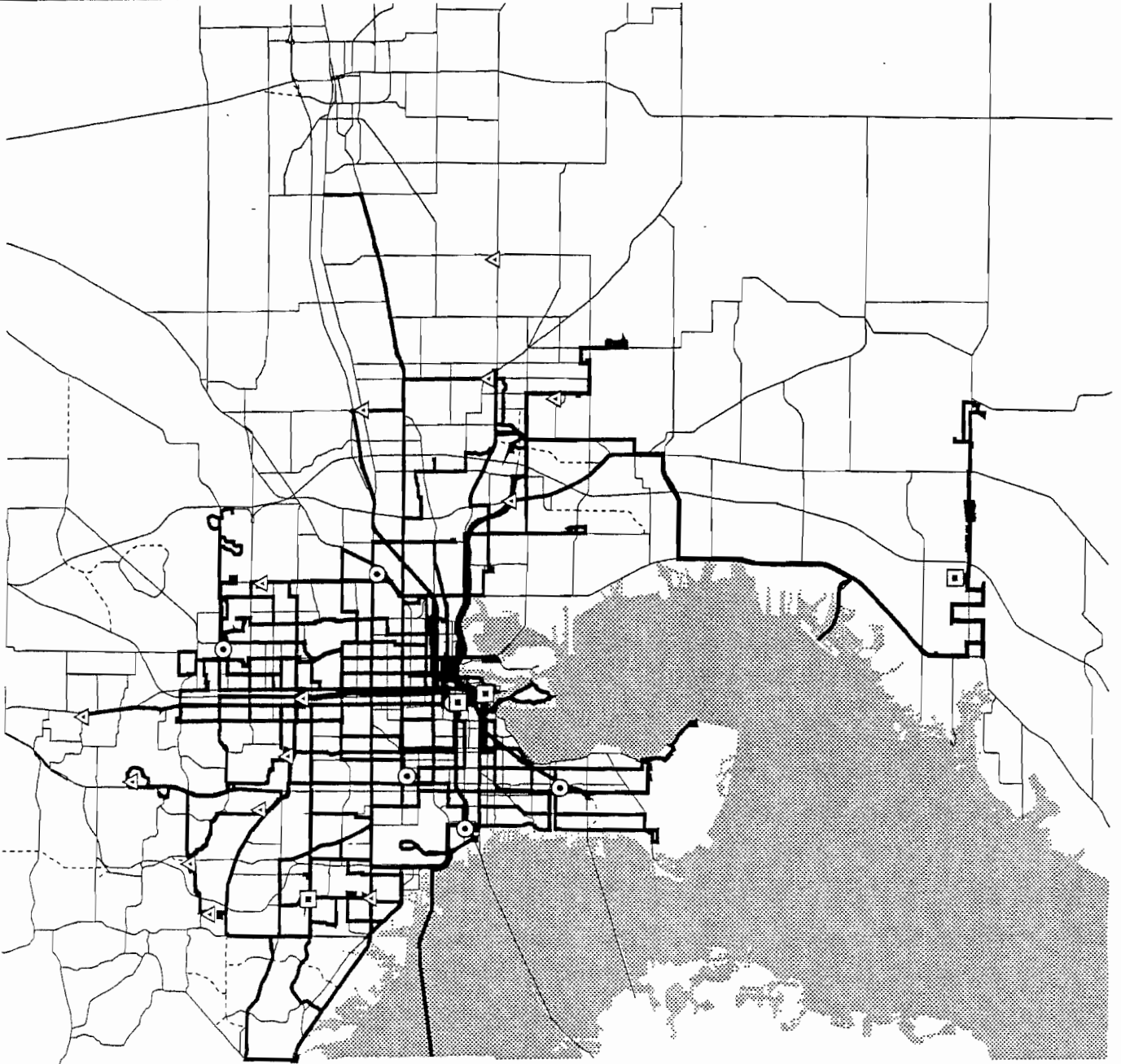
MAP D-11
Transit Centers

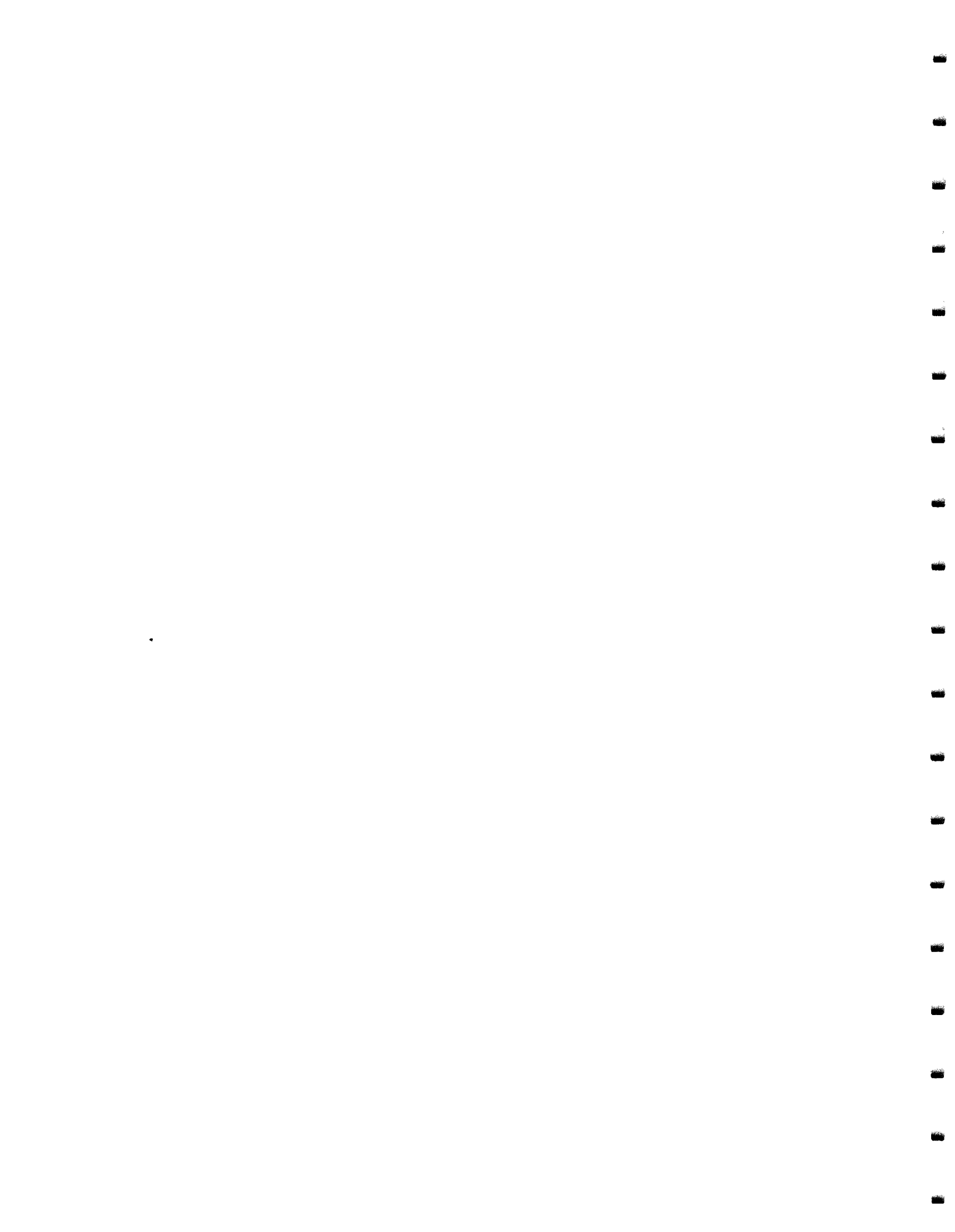
- HARTline Transit Centers
- CURRENT
 - △ PARK 'N' RIDE
 - PROPOSED
 - ▣ HART Route
- Major Roads
- - - Future
 - Existing
 - ▨ Tampa Bay

Source: Hillsborough Area Regional Transit
Effective 4/30/00



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APPENDIX B

PROBLEM ANALYSIS

The focus of the problem analysis phase was to identify geographical areas that contained employment opportunities but had limitations to the degree of transportation service to these areas. Once identified, these areas were then prioritized based upon various factors including size of the impacted population, number of employers with entry level jobs, households below the household income level for “working poor” and availability of child-care facilities. In consultation with the appropriate stakeholders, the study team attempted to identify employment opportunity areas and hours that are not currently served by transportation services and identify other transportation limitations. In addition, the study team was tasked with ranking the severity of problems in Hillsborough County with respect to one another.”

This task was divided into five sub-task areas to separate the types of identified problems as specified by each heading. The sub-task areas are as follows:

The Problem of Spatial Mismatch. The consultant utilized the data gathered and generated a series of maps that were based upon four topic areas. The topic areas specified are 1) areas of high un/underemployment that are not served by HARTline routes; 2) employment cluster areas that are not served by HARTline service during the day; 3) job training centers that are not served by HARTline service during the day; and 4) HARTline routes that have deadheading segments with the capability of converting into productive service between un/underemployment areas and jobs or job training centers.

The Problem of Temporal Mismatch. The consultant created a series of maps from the geographical data collected that focused on three topic areas. These areas are described as follows 1) identify employment areas with early, late and weekend work shifts along with the HARTline service available to the areas, 2) identify high un/underemployment areas that are not well served by HARTline during evening, early morning and weekends and 3) identify job training centers that have evening and/or weekend sessions indicating those that have HARTline service for these sessions.

The Problem of Multiple Trips. The consultant generated a series of maps based upon the collected data, that would show the connectivity of childcare facilities with 1) areas of high un/underemployment and 2) areas with employment clusters. Additionally the maps depict areas of high childcare capacity that are not well served by HARTline routes during the day and areas of high un/underemployment not served or not well served by HARTline routes but that lie within childcare transportation service areas.

For the purpose of this study the threshold for high childcare capacity was set at facilities with space for 20 or more children. This threshold is consistent with the standards for licensing childcare facilities.

The consultant would create a problem list for each of the above problem topic areas that identified generalized geographical areas. These lists were used to identify possible solution sets to address the problems and issues.

Prioritizing the Problems. The consultant developed a prioritization list based upon the maps generated in sections a) through c) as described above, and compared with rough estimates for 1) the number of unemployed, WAGES recipients, and transit dependent persons in areas not served by regular HARTline service, 2) the number of jobs typically available in early, late and weekend shifts and 3) the number of unemployed, WAGES recipients and transit dependent persons with primary care of minor children.

Reality Check. The MPO staff reviewed the existing data sources, such as HARTline's database of service requests and the MPO's CTC survey, for known service gaps that relate to this study. The steering committee then reviewed and discussed the problem list and priority list to finalize for development of strategies.

Methodology and Assumptions

Household Income The initial methodology for analyzing the data sets included using the threshold of \$12,000 per year for the annual household income. This value was based upon the threshold for median family income adopted within the HARTline's Transportation Plan. Applying this value to the census block groups that contain 30 households or more, only a few geographical areas remained that met this query indicating that most households were above the minimum threshold.

This value was revised during the analysis phase to reflect the acceptable amount used as part of other census related studies. The minimum level for median poverty level household income was changed to \$9.62 per hour or approximately \$20,000 annually for a household of one adult and 2 children. The change resulted in output data more consistent with distribution of the study area topics such as the un/underemployed population areas. This income level was deemed to be within acceptable limits for this study based upon these findings.

Buffer Distances. Buffers, as used by the analytical software, identify the area surrounding a selected point of the data set. Initially a 1-mile buffer was placed around each child-care site and each identified household to reflect the maximum tolerable distance that an individual would walk to a transit stop. This distance was determined to be excessive when output data was compared to published studies on transit and human behavior patterns. Buffer distances were reduced to ¼ mile for most situations with the exception of large employers (over 200 employees) and job training centers where the buffer was reduced to ½ mile. The results then became consistent with other resources.

Problem List Generation. These changes resulted in the identification of "clusters" of job locations, child-care facilities and un/underemployed populations that had minimal or no access to HARTline routes. This is reflected in the map series found in **Appendix B** that shows these clusters and their proximity to existing HARTline routes. From the maps the clusters were used

to generate a problem list that identified generalized geographical areas that were not being provided transit service. The list separated problems or mismatches into categories that followed the scope of work. These categories were spatial, temporal and multiple trips.

The problem list further identified mismatches into evening, early morning and weekend comparisons. This helped to identify when service was not provided and which geographical areas were impacted by the lack of service.

Map Organization. The maps, as found in **Appendix B**, have been titled and organized into three main groupings according to the scope of work. These groupings are as follows:

Map Group A – Spatial Mismatch
Map Group B – Temporal Mismatch
Map Group C – Multiple Trips

The maps then reflect the specific problem area that has been identified with each map showing a specific area. The consultant proceeded with the development of solution strategies to respond to the specific problems identified by the study team.

Problem List / Problem Analysis

The following is the Problem Analysis that was generated from the series of maps described above and the input received from the Steering Committee.

A. Spatial Mismatch Problem Areas

A-1 “No Bus Close to Home”

WAGES and ETD clients not within a ¼ mile walking radius of regular daily HARTline routes, and Census block groups with median income less than \$20,000/year not touching regular daily HARTline routes.

Plant City: Not served, one route on M.L.K. but only out to Forbes Rd.

Kingsway/Lithia-Pinecrest Corridor: No HARTline service for those high underemployment areas along Kingsway Rd. & Lithia-Pinecrest Rd.

CR 672 Corridor: There is a concentration of areas with no HARTline service along Balm – Riverview Rd.

Northdale Area: Clusters in Northdale area around Veterans & Ehrlich; clusters between Gunn Hwy, and Linebaugh; and along Dale Mabry between Waters & Hillsborough, all not served well by HARTline regular daily service.

U.S.-301/Harney Corridor: Clusters along U.S.-301 north and east of I-75 not served and no routes in close proximity.

Fort Lonesome Area: No HARTline service for the high underemployment area around Ft. Lonesome, along SR-674 and CR-39.

The initial methodology for analyzing the data sets included using the threshold of \$12,000 per year for the annual household income. This value was based upon the threshold for median

family income adopted within the HARTline's Transportation Plan. This value was revised during the analysis phase to reflect the acceptable amount used as part of other census related studies. The minimum level for median poverty level household income was changed to \$9.62 per hour or approximately \$20,000 annually for a household of one adult and 2 children.

A-2 "No Bus Close to Work"

Employers in Hospitality, Medical & Assisted Living, Manufacturing, Transportation & Storage, Wholesale, Retail, Mail Order and Direct Mail Trades; if greater than 200 employees, not within ½ mile of regular daily HARTline routes; if 50-200 employees, not within ¼ mile of regular daily HARTline routes.

Plant City: Large clusters of employment areas with no service.

Bruce B. Downs Corridor: Employment clusters north of Bearss, no service north of Fletcher Ave.

US-301/Harney Corridor: Employment clusters northward along US-301, no service east of 56th. St.

U.S.-41 Corridor South: Large employers (>200) along U.S.-41, no service on U.S.-41 south of Palm River and north of Gibsonton Drive.

Kingsway/Lithia-Pinecrest Corridor: No HARTline service for those job clusters along Kingsway Rd. & Lithia-Pinecrest Rd.

Initially a 1-mile buffer was placed around each site to reflect the maximum tolerable distance that an individual would walk to a transit stop. This distance was determined to be excessive when output data was compared to published studies on transit and human behavior patterns. Buffer distances were reduced to ¼ mile for most situations with the exception of large employers (over 200 employees) and job training centers where the buffer was reduced to ½ mile.

A-3 "No Bus Close to School"

Hillsborough County Employment and Training Centers not within ½ mile of regular daily HARTline routes, and establishments in job training and education trades not within ¼ mile of regular daily HARTline routes.

Plant City: No service east of Forbes Rd.

Dale Mabry: Several Job training centers within the Dale Mabry corridor, no service between Fletcher and Hillsborough Ave.

B. Temporal Mismatch Problem Areas

B-1 "No Evening/ Early Morning/ Weekend Bus to Job Site"

Employers whose evening or early morning shift employees are registered with Bay Area Commuter Services or Child Care Resource and Referral, and not within ¼ mile of HARTline routes operating in the evening or early morning (not within ½ mile if there are more than 5 employees registered). Also, employers in Hospitality, Medical & Assisted Living Trades; if

greater than 200 employees, not within ½ mile, and if 50-200 employees, not within ¼ mile of HARTline routes operating in the evening, early morning, or on weekends.

Parsons & SR 60: HARTline service on daily routes during early morning shifts, along Parsons Rd and along SR-60 provides limited service to job sites.

U.S.-301/MLK: No early morning HARTline service to employment clusters along U.S.-301 and along MLK Blvd., for early morning shifts.

Sun City / Ruskin Area: No HARTline routes service those employment clusters along SR-674 for the early morning, evening and weekend shifts.

US-301/Palm River: No early morning and weekend HARTline service to employment clusters along U.S.-301 and Palm River, for these shifts.

Hidden River Area: No HARTline routes service those employment clusters in the Hidden River Area of Fletcher and I-75 for the early morning, evening and weekend shifts.

Western Westshore: No HARTline routes service those employment clusters in the Western Westshore Area of Memorial Blvd and I-275 for the early morning, evening and weekend shifts.

MacDill / Dale Mabry Corridor South: No HARTline routes service those employment clusters in this Area of MacDill and South Dale Mabry for the early morning and evening shifts.

US-92: No early morning and weekend HARTline service to employment clusters along U.S.-301 and Palm River, for these shifts.

Bayshore: No weekend HARTline service to employment clusters along Bayshore Blvd for weekend shifts.

Davis Island: No weekend HARTline service to employment clusters along Davis Island for weekend shifts.

Waters: No weekend HARTline service to employment clusters along part of Waters Avenue for weekend shifts.

North Armenia: No weekend HARTline service to employment clusters along part of North Armenia for weekend shifts.

Armenia & MLK: No early morning HARTline service to employment clusters in the area of Armenia and MLK for early morning shifts.

Bayshore North / Davis Island: No early morning HARTline service to employment clusters in the area of Bayshore and Davis Island for early morning shifts.

Armenia & Kennedy: No early morning HARTline service to employment clusters in the area of Armenia and Kennedy for early morning shifts.

Sligh & Anderson: No early morning HARTline service to employment clusters in the area of Sligh and Anderson for early morning shifts.

Initially a 1-mile buffer was placed around each site to reflect the maximum tolerable distance that an individual would walk to a transit stop. This distance was determined to be excessive when output data was compared to published studies on transit and human behavior patterns. Buffer distances were reduced to ¼ mile for most situations with the exception of large employers (over 200 employees) and job training centers where the buffer was reduced to ½ mile.

B-2 "No Evening/ Early Morning/ Weekend Bus Home"

WAGES and ETD clients not within a ¼ mile walking radius of evening/early morning/ weekend HARTline routes, and Census block groups with median income less than \$20,000/year not touching those HARTline routes.

Brandon Blvd. & Parsons Rd. Area: No early morning HARTline service for those high underemployment areas in the vicinity of Brandon Blvd and Parsons Rd.

Gibsonston: No early morning and weekend HARTline service for those high underemployment areas in the Gibsonston area along US-41 and Big Bend Rd.

Ruskin Area: No early morning and weekend HARTline services for those high underemployment areas along SR-674 and US-41.

Ehrlich & Village: No evening HARTline service for those high underemployment areas in the vicinity of Ehrlich Rd. and Village Drive.

Armenia & Waters: No evening and weekend HARTline service for those high underemployment areas in the vicinity of Armenia and Waters.

Memorial & Sheldon: No evening and weekend HARTline service for those high underemployment areas in the vicinity of Memorial and Sheldon Rd.

US-92: No evening and weekend HARTline service for those high underemployment areas along and in the vicinity of US-92.

MacDill / Dale Mabry Corridor South: No evening, early morning and weekend HARTline service for those high underemployment areas in the vicinity of MacDill and South Dale Mabry.

Providence & Bloomingdale Corridor: No evening, early morning and weekend HARTline service for those high underemployment areas in the vicinity of the Providence and Bloomingdale Corridors.

Gunn to Ehrlich: No early morning and weekend HARTline service for those high underemployment areas along and in the vicinity of Ehrlich Rd and Gunn Highway.

Sun City: No early morning and weekend HARTline service for those high underemployment areas in the Sun City area.

Palm River & 78th St.: No weekend HARTline service for those high underemployment areas along and in the vicinity of Palm River and 78th Street.

US-92 to Highway 574: No early morning HARTline service for those high underemployment areas in the corridor between US-92 and SR-574 that lies in an area from US-301 to Parsons Rd.

North of Skipper: No early morning HARTline service for those high underemployment areas to the north of Skipper Rd.

Memorial and Countryway: No early morning HARTline service for those high underemployment areas along and in the vicinity of Memorial Hwy and Countryway Development.

Sligh & Boulevard: No early morning HARTline service for those high underemployment areas along and in the vicinity of Sligh Ave and Boulevard North.

The initial methodology for analyzing the data sets included using the threshold of \$12,000 per year for the annual household income. This value was based upon the threshold for median family income adopted within the HARTline's Transportation Plan. This value was revised during the analysis phase to reflect the acceptable amount used as part of other census related studies. The minimum level for median poverty level household income was changed to \$9.62 per hour or approximately \$20,000 annually, a living wage for a household of one adult and 2 children.

B-3 "No Evening/Weekend Bus to School"

Hillsborough County Employment and Training Centers not within ½ mile of evening and weekend HARTline routes, and establishments in job training and education trades not within ¼ mile of evening and weekend HARTline routes.

Plant City: No evening or weekend service east of Forbes Rd.

Northdale: Several job-training centers north of Linebaugh, east and west of Dale Mabry not served in evenings or on weekends nor with daily routes available.

Brandon Area: No HARTline service for those job training centers along Kingsway Rd. & Lithia-Pinecrest Rd., daily route along Parsons Rd.

U.S.-41: Job training centers north of Fletcher in the U.S.-41 corridor not served in evenings or on weekends. Daily route available up to Bearss.

Westshore Area: Cluster of job training centers west of Memorial in the I-275 corridor vicinity not served in evenings or on weekends

Initially a 1-mile buffer was placed around each site to reflect the maximum tolerable distance that an individual would walk to a transit stop. This distance was determined to be excessive when output data was compared to published studies on transit and human behavior patterns. Buffer distances were reduced to ¼ mile for most situations with the exception of large employers (over 200 employees) and job training centers where the buffer was reduced to ½ mile.

C. Multiple Trip Problem Areas

C-1 "Can't Walk to Child Care from Home"

WAGES and ETD clients not within a ¼ mile walking radius of child care centers and child care homes, and Census block groups with median income less than \$20,000/year with no child care centers/ child care homes.

Plant City: Not well served, several child-care facilities in Plant City but only a few matching up within ¼ mile of an underemployment area.

Ruskin Area: Not well served, several child-care facilities but only a few matching up within ¼ mile of an underemployment area along SR-674.

Bearss & Bruce B. Downs: Concentration of Underemployment areas but with a minimal amount of child-care facilities within these areas.

Riverview Area: Concentration of WAGES clients not served by child-care facilities.

Brandon Area: Concentration of WAGES clients not served by child-care facilities.

C-2 "Child Care Centers Close to Work"

Employers in Hospitality, Medical & Assisted Living, Manufacturing, Transportation & Storage, Wholesale, Retail, Mail Order and Direct Mail Trades; if greater than 200 employees, child care centers/ homes are within ½ mile; if 50-200 employees, child care centers/ homes are within ¼ mile.

Downtown Tampa

St. Joseph's Hospital area
Hyde Park area/ Kennedy Blvd corridor east of Dale Mabry
Gandy Blvd corridor west of Dale Mabry
Westshore
Rocky Point
Hillsborough Ave east of I-275
Dale Mabry corridor, Busch Blvd to Hillsborough Ave
USF area
Brandon Hospital area
Plant City

C-3 "No Bus Close to Child Care"

Child care centers with a capacity of 20 or more children not within ¼ mile walking radius of regular daily HARTline routes.

Plant City: Not served, one route on M.L.K. but only out to Forbes Rd.

Brandon Area: No HARTline service for those child-care facilities along Kingsway Rd. & Lithia-Pinecrest Rd., daily route along Parsons Rd.

Gibsonton/Riverview: Several facilities with no service along Balm – Riverview Rd.

Northdale: Several child-care facilities north of Gunn Hwy, west of Dale Mabry not with daily routes.

Dale Mabry: High capacity child-care facilities lie from Waters Ave to south of Hillsborough, routes are on Gunn Hwy, Waters & Armenia. No service on Dale Mabry.

Bruce B. Downs: High capacity child-care facilities north of Bearss, no service north of Fletcher Ave.

C-4 "Child Care Transportation as a Solution"

WAGES and ETD clients not within a ¼ mile walking radius of regular daily HARTline routes, and Census block groups with median income less than \$20,000/year not touching regular daily HARTline routes; BUT that DO fall within 3 miles of child care centers that provide transportation to and from home (or within 5 miles of two farther-traveling centers).

Plant City: Not served, one route on M.L.K. but only out to Forbes Rd concentration of underemployment areas that lie within the Plant City transportation service area.

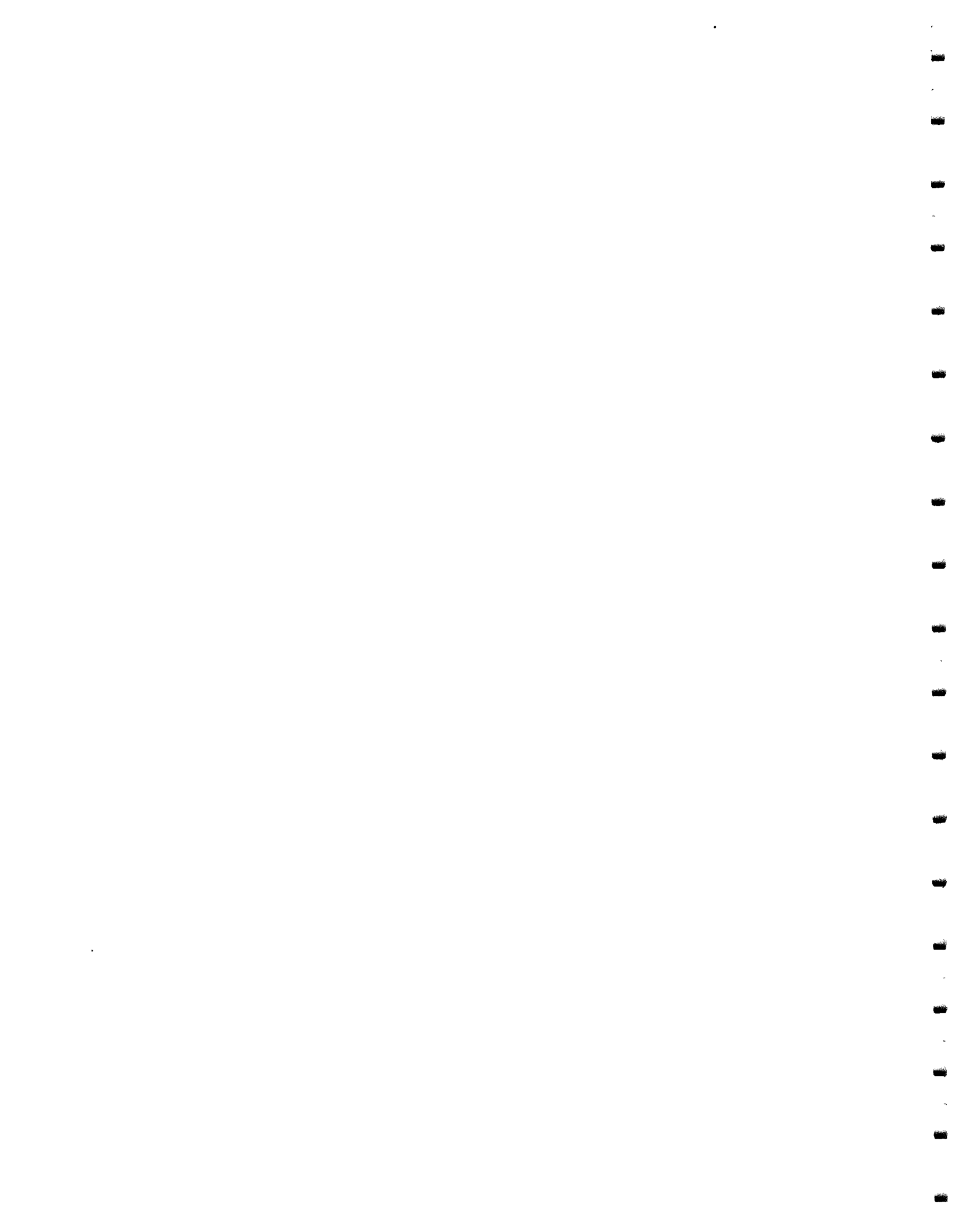
Gibsonton/Riverview: Several underemployment areas with no service along Balm – Riverview Rd and lying outside transportation service areas.

Ruskin Area: Not well served, several underemployment areas but only a few lying within the transportation service area along SR-674.

Northdale: Several underemployment areas north of Gunn Hwy, west of Dale Mabry not with daily routes and outside child-care transportation service areas.

The initial methodology for analyzing the data sets included using the threshold of \$12,000 per year for the annual household income. This value was based upon the threshold for median family income adopted within the HARTline's Transportation Plan. This value was revised during the analysis phase to reflect the acceptable amount used as part of other census related studies. The minimum level for median poverty level household income was changed to \$9.62 per hour or approximately \$20,000 annually for a household of one adult and 2 children.

Initially a 1-mile buffer was placed around each site to reflect the maximum tolerable distance that an individual would walk to a transit stop. This distance was determined to be excessive when output data was compared to published studies on transit and human behavior patterns. Buffer distances were reduced to ¼ mile for most situations with the exception of large employers (over 200 employees) and job training centers where the buffer was reduced to ½ mile.



HILLSBOROUGH COUNTY

A. SPATIAL MISMATCH

MAP A-1

No Bus Close to Home

Areas of High Un/Underemployment that are Not/Not Well Served by Regular HARTline Routes

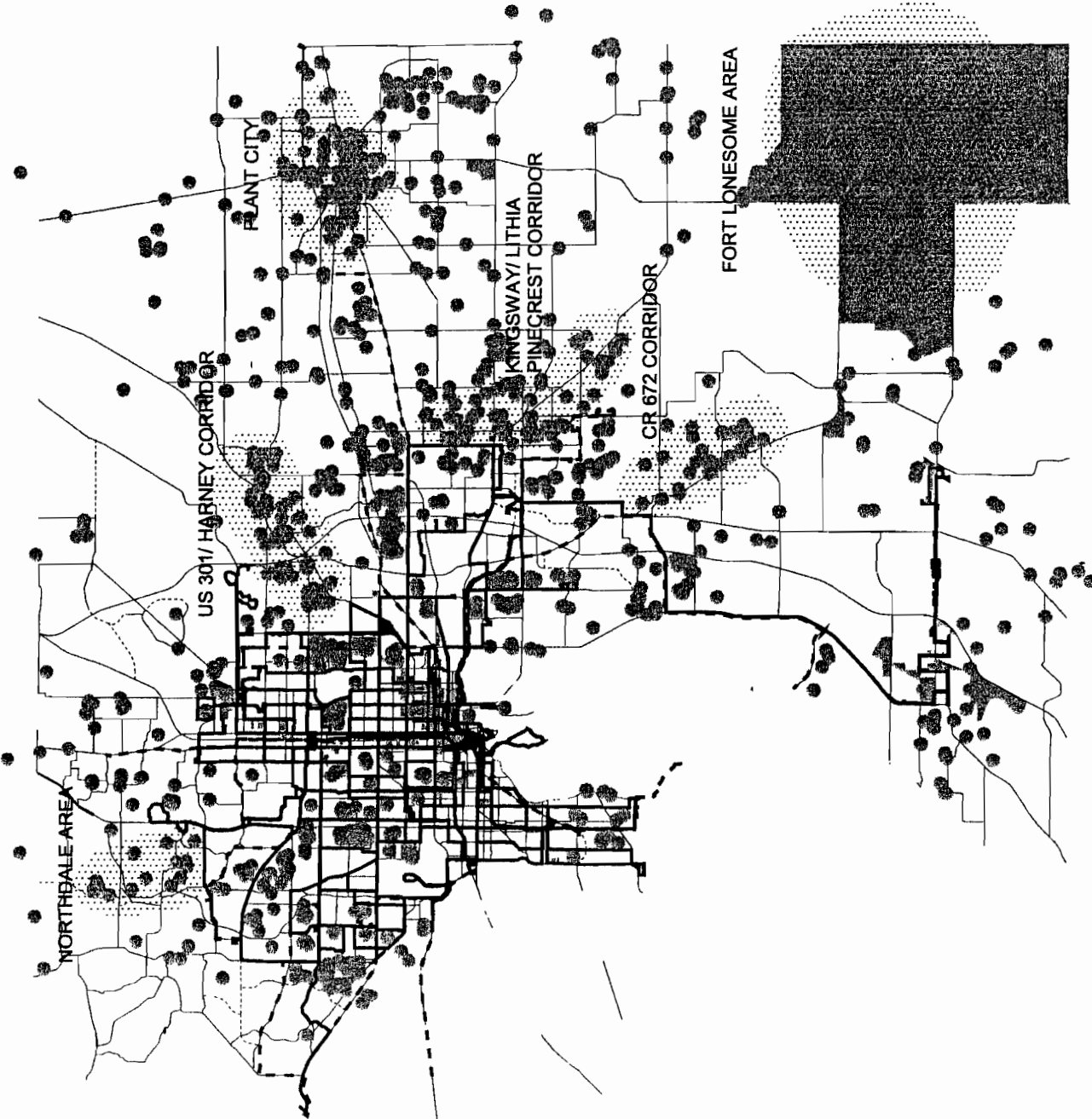
- Clusters**
- Population Clusters
 - High Un/Underemployment Clusters
 - WAGES Clusters Not Well Served by HART Routes
 - WAGES Clusters Not Well Served by HART Routes
 - Household Income of 20,000 or Less Not/Not Well Served by HART Routes
 - HART Routes
 - Local
 - Express
 - Express Bay
 - Major Routes
 - Future
 - Existing

Notes: Median Household Income Polygons Were First Queried by Household Amounts in Order to Capture Polygons that had in Excess of 29 Households. Then the Polygons were Queried by a Median Household Income of \$20,000 Dollars or Less. All Layers Involved in this Query were then Spatially Queried using the Regular HARTline Routes that Occurred During the Day. Clusters of like areas were then identified and digitized to show spatial relationships.

Source: Center for Urban Transportation Research, Hillsborough County City-County Planning Commission, Hillsborough County Information & Technology Services.

20000 0 20000 40000 Feet

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HILLSBOROUGH COUNTY

A. SPATIAL MISMATCH

MAP A-2

No Bus Close to Job

Employment Clusters that are Not/Not Well Served by Regular HARTLine Routes

Legend:
Employment Clusters that are Not/Not Well Served by Regular HARTLine Routes
Regular HARTLine Routes
Major Roadway
Water Body
County Boundary
City Boundary

Notes: SIC Areas include all areas that are identified by an SIC Code that was selected for the type of services provided.
RIMOD = Retail, Mail Order, and Distribution.
MTSW = Manufacturing, Transportation & Storage, and Wholesale.
HMAL = Hospitality, Medical, and Assisted Living.
WAGES Employers are Registered that they Employ (Work and Gain Economic Self-Sufficiency) WAGES Clients.
Known Job Growth Locations were identified from Listings for DRI's and Vested Properties.
All Areas for these Categories were then Queried Spatially by Regular HARTLine Routes. Clusters of like areas were then identified and digitized to show spatial relationships.

Source: Center for Urban Transportation Research, Florida Department of Transportation March 2000. Hillsborough County Departments of Economic Development and Planning & Growth Management.

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HILLSBOROUGH COUNTY

A SPATIAL MISMATCH

MAP A-3

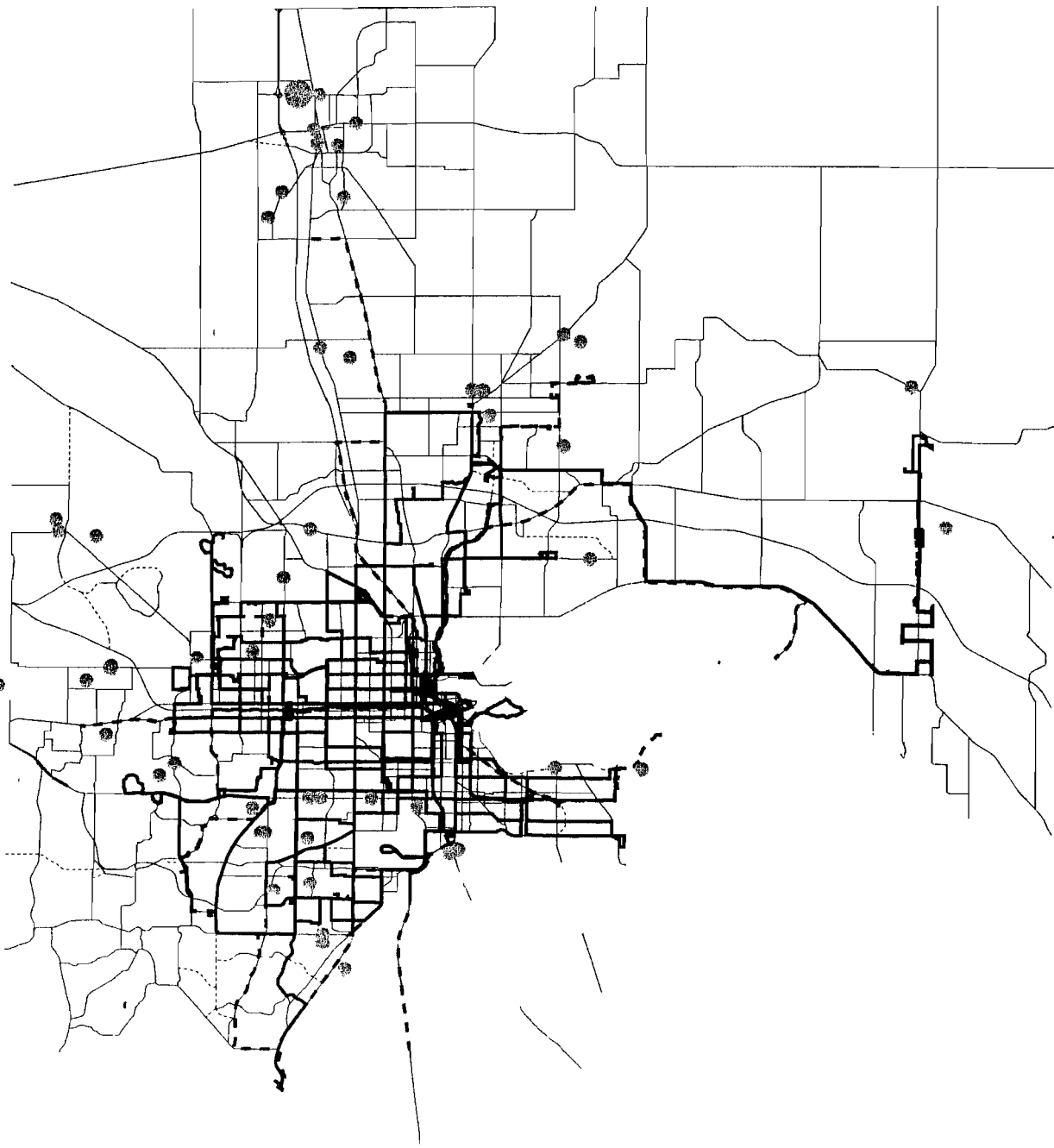
No Bus Close to School

Job Training Centers that are
Not/Not Well Served by Regular
HARTline Routes

2000 1:25,000 Scale around Hillsborough County Employment & Training Centers Not/Not Well Served by Regular HART Routes
2000 1:25,000 Scale around Job Training Centers Identified by SIC Codes Not/Not Well Served by Regular HART Routes
Legend
HART Routes
Job Training Centers
Not/Not Well Served by Regular HART Routes
Not/Not Well Served by Regular HART Routes
Not/Not Well Served by Regular HART Routes

Notes: Hillsborough County Employment and Training Centers (as of June 1999).
Job Training and Educational Institutions based upon SIC Codes Denoting Types of Business.

Source: Hillsborough County Information & Technology Services. Florida Department of Transportation March 2000.



HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

MAP B-1
 Subsection A
 No Evening Bus to Job Site

Identify Clusters of Employers Operating Evening Shifts that are Not/Not Well Served by HARTline Routes Operating in the Evening

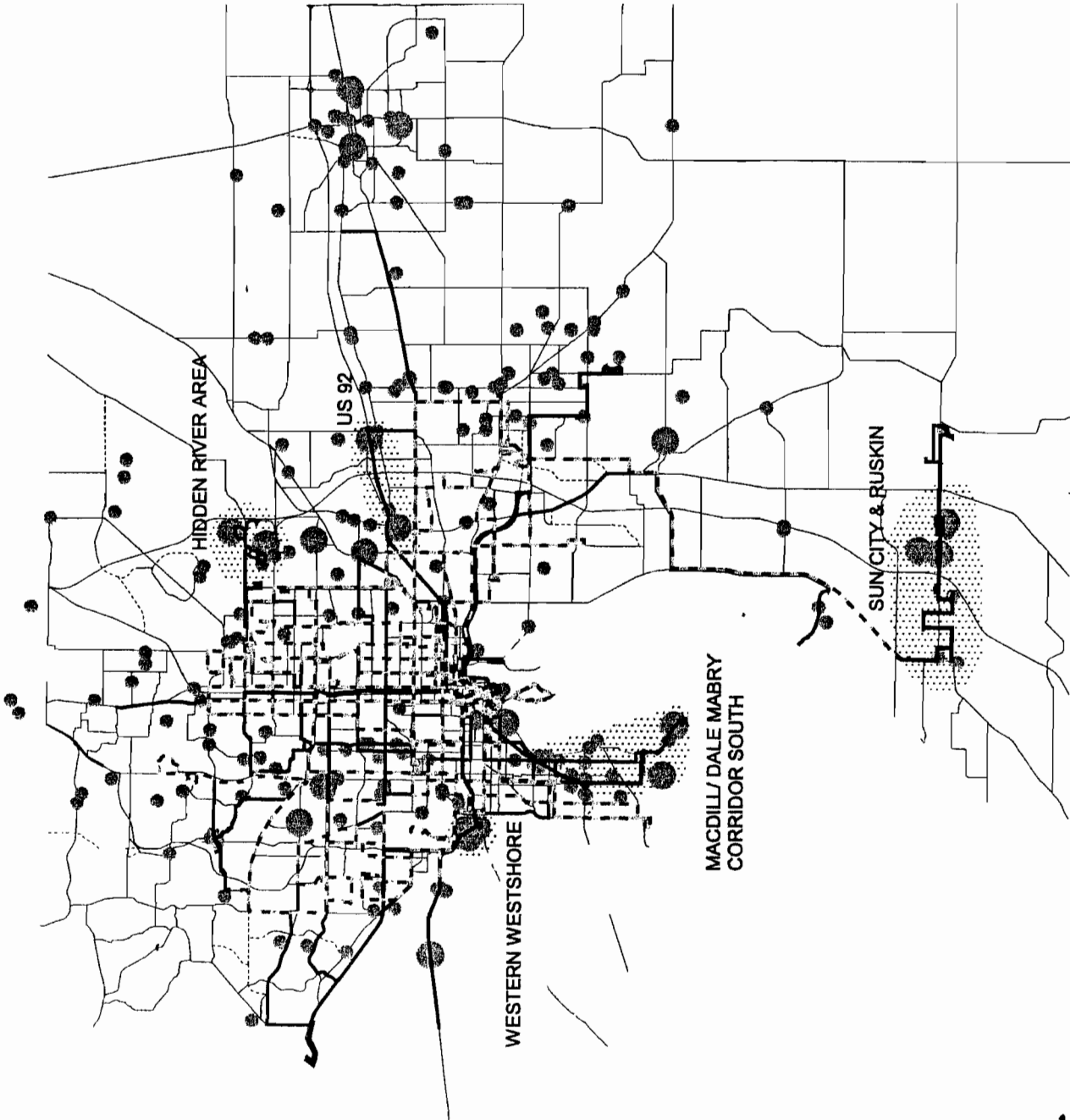
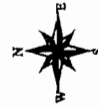
Clustering of Employers
 HARTline Routes Operating in the Evening
 HARTline Routes
 US 92
 US 19
 US 301
 US 41
 US 44
 US 48
 US 50
 US 52
 US 54
 US 56
 US 58
 US 60
 US 62
 US 64
 US 66
 US 68
 US 70
 US 72
 US 74
 US 76
 US 78
 US 80
 US 82
 US 84
 US 86
 US 88
 US 90
 US 92
 US 94
 US 96
 US 98
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 US 154
 US 156
 US 158
 US 160
 US 162
 US 164
 US 166
 US 168
 US 170
 US 172
 US 174
 US 176
 US 178
 US 180
 US 182
 US 184
 US 186
 US 188
 US 190
 US 192
 US 194
 US 196
 US 198
 US 200

Notes: SIC Areas include all areas that are identified by an SIC Code that was selected for the Type of Services Provided.
 H/MAL = Hospitality, Medical, and Assisted Living.
 BACS (Bay Area Commuter Services) Registered People.
 Child Care Registered Job Sites.
 All Areas for these categories were then Queried Spatially by Evening HARTline Routes. Clusters of like areas were then identified and digitized to show spatial relationships.

Source: Hillsborough County Information & Technology Services. Florida Department of Transportation March 2000. Bay Area Commuter Services. Child Care Resource and Referral.



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HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

MAP B-1 Subsection B

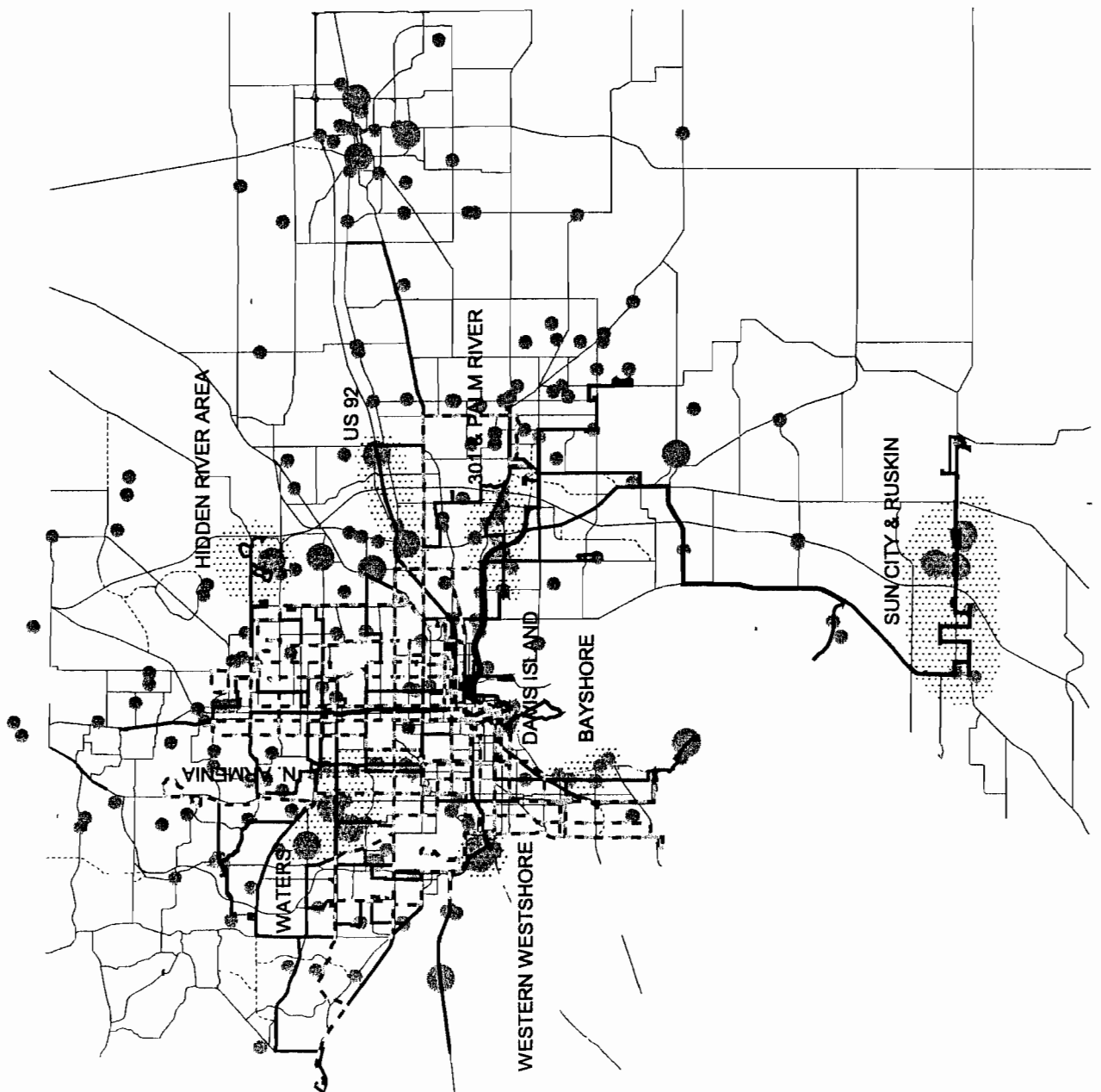
No Weekend Bus to Job Site

Identify Clusters of Employers Operating Weekend Shifts that are Not/Not Well Served by HARTline Routes Operating on the Weekend

- Job Clusters
- HART Routes Weekdays (Dashed Routes Operate on the Weekdays)
- HART Routes Weekends
- Light Rail
- Major Road
- SIC Identified Areas of Employment in "Entry Level" Industries Not/Not Well Served by Weekend HART Routes
- Tampa Bay
- Major Highway
- Existing

Notes: SIC Areas include all Areas that are identified by an SIC Code that was Selected for the Type of Services Provided. HIMAL = Hospitality, Medical, and Assisted Living. All Areas for these categories were then Queried Spatially by Weekend HARTline Routes. Clusters of like areas were then identified and digitized to show spatial relationships.

Sources: Hillsborough County Information & Technology Services. Florida Department of Transportation March 2000.



HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

MAP B-1 Subsection C No Early Morning Bus to Job Site

Identify Clusters of Employers Operating Early Morning Shifts that are Not/Not Well Served by HARTline Routes Operating on the Early Morning

Clusters
● No Clusters
○ No Early Morning (Dashed Route Operate in the Early Morning)
○ Local
○ HARTline Routes
○ Areas of Employment in "Early Lane" (includes Not/Not Well Served by HARTline Routes)
○ 1/2 Mile Buffer Around BACS Early Morning Clusters Not/Not Well Served by HARTline Routes
○ Tampa Bay
○ Metro
○ Existing

Note: SIC Areas include all Areas that are Identified by an SIC Code that was Selected for the Type of Services Provided.

HIMAL = Hospitality, Medical, and Assisted Living
BACS (Bay Area Commuter Services) Registered People.

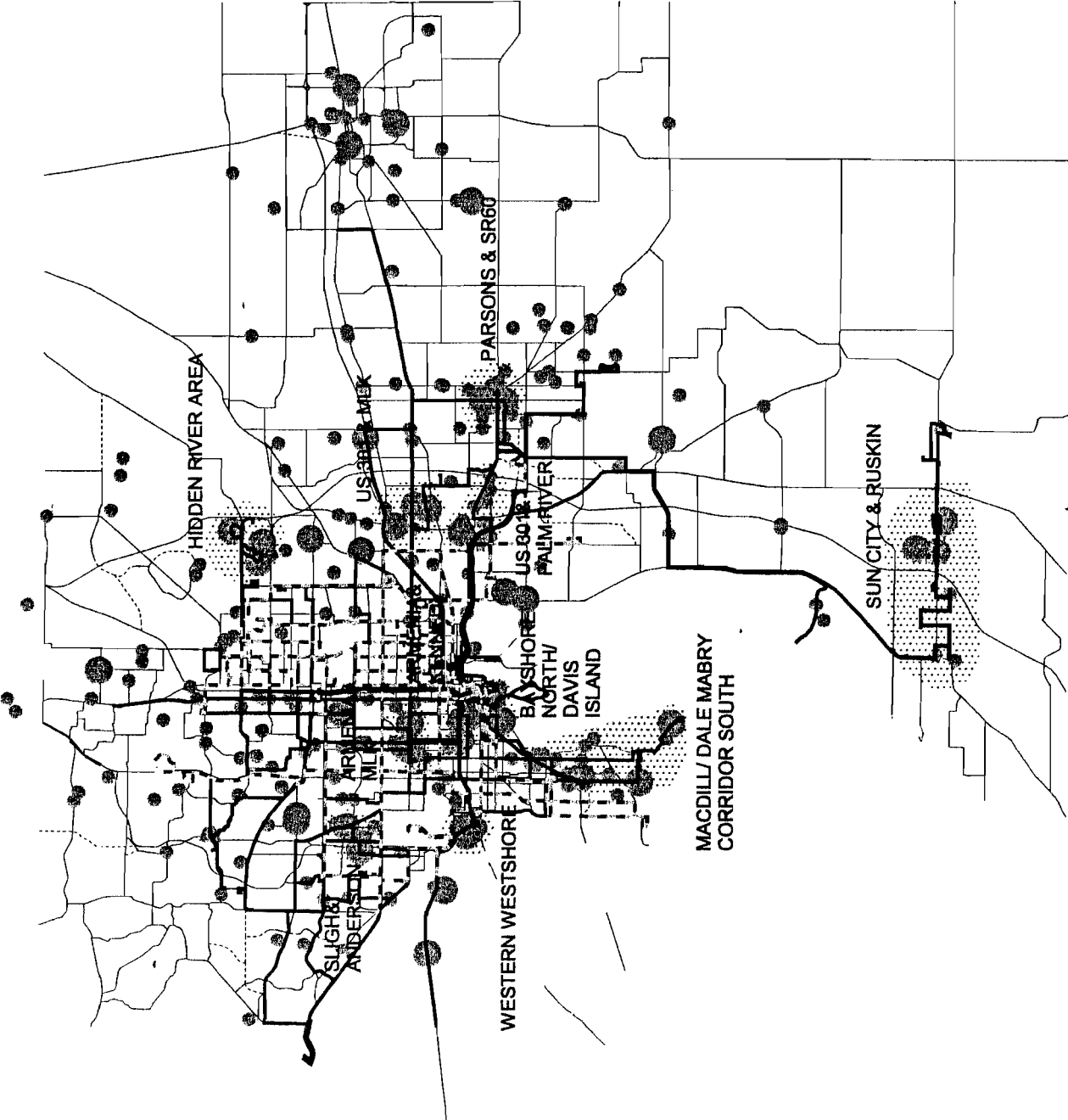
All Areas for these categories were then Queried Spatially by Early Morning HARTline Routes. Clusters of like areas were then identified and digitized to show spatial relationships.

Sources: Hillsborough County Information & Technology Services. Florida Department of Transportation March 2000. Bay Area Commuter Services.

20000 0 20000 40000 Feet



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HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

MAP B-2 Subsection A No Evening Bus Home

Areas of High Un/Underemployment
that are Not/Not Well Served by
Evening HARTline Routes

- Clusters**
- Population Clusters
 - HART Routes Operating at other 10pm
 - HART Routes
 - Household Income of 20000 or Less Not/Not Well Served by Evening HART Routes
 - Household Income of 20000 or Less Not/Not Well Served by Evening HARTline Routes
 - 1/4 Mile Buffer of ETD Clients Not/Not Well Served by Evening HARTline Routes
 - 1/4 Mile Buffer of WAGES Clients Not/Not Well Served by Evening HARTline Routes
 - Employment Map
 - Major Roads
 - Future
 - Existing

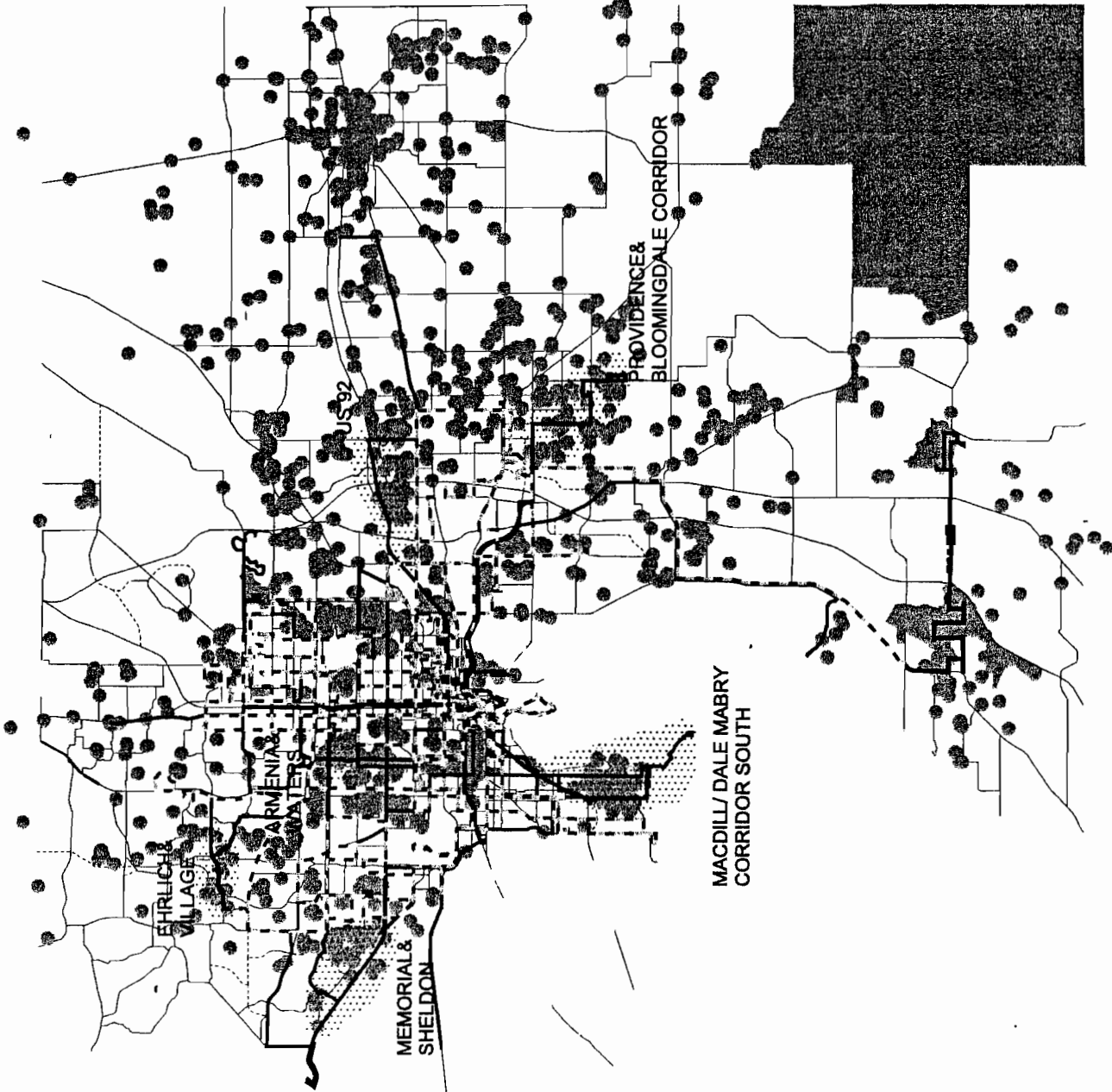
Notes: Median Household Income Polygons Were First Queried by Household Amounts in Order to Capture Polygons that had in Excess of 29 Households. Then the Polygons were Queried by a Median Household Income of \$20,000 Dollars or Less. All Layers Involved in this Query were then Spatially Queried using the HARTline Routes that Occurred During the Evening. Clusters of like areas were then identified and digitized to show spatial relationships.

Sources: Center for Urban Transportation Research, Hillsborough County City-County Planning Commission, Hillsborough County Information & Technology Services.

20000 0 20000 40000 Feet



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HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

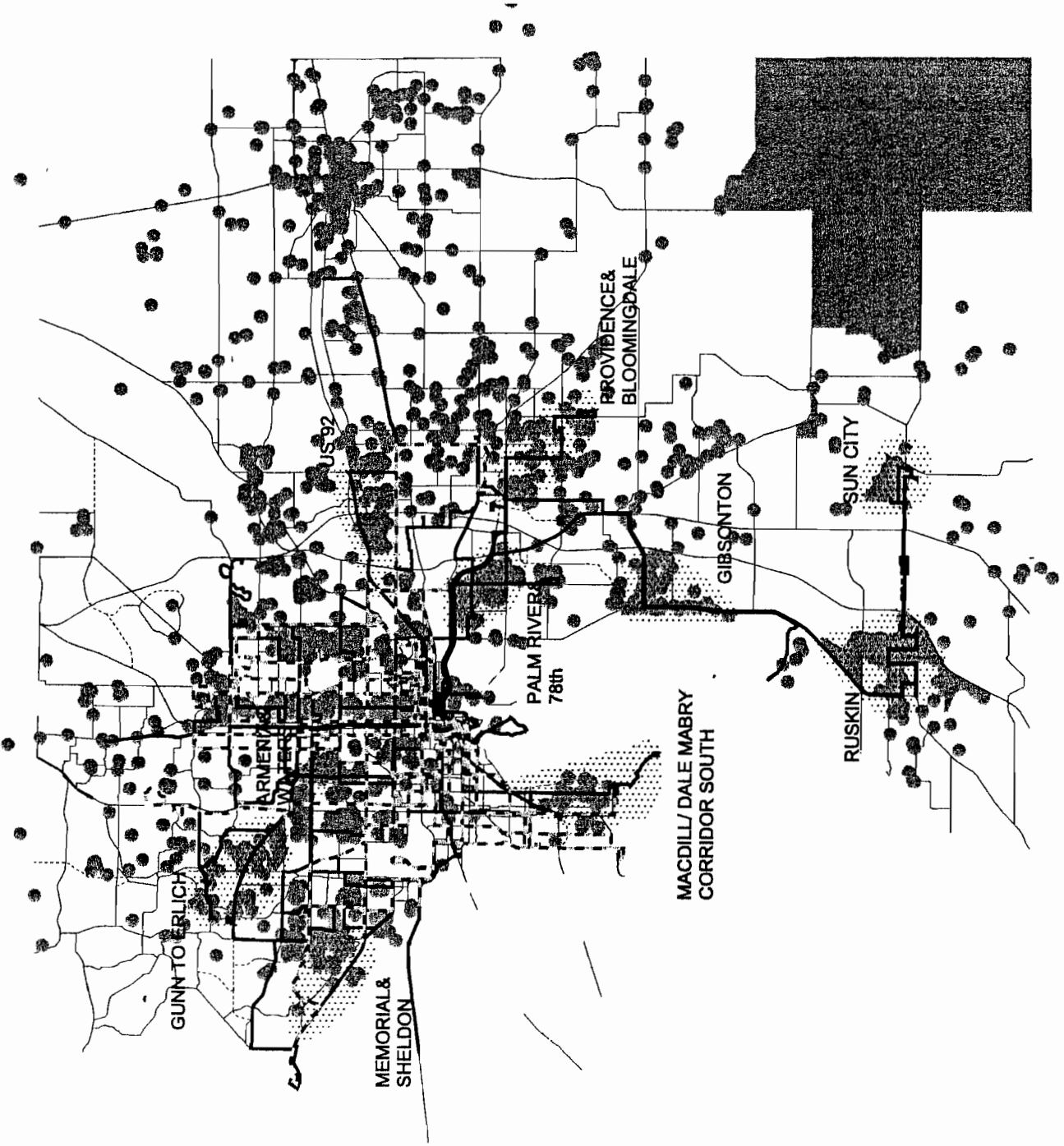
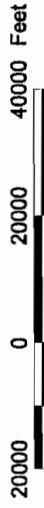
MAP B-2 Subsection B No Weekend Bus Home

Areas of High Un/Underemployment that are Not/Not Well Served by Weekend HARTLine Routes

Clusters
 ... Population Clusters
 - - - HART Route Weekend (Closed Routes Operate on the Weekend)
 Local
 ... Local Routes
 ... Household Income of 20000 or Less (Not/Not Well Served by Weekend HART Route)
 ... 1/4 Mile Buffer of ETD Clients Not/Not Well Served by Weekend HARTLine Routes
 ... 1/4 Mile Buffer of WAGES Clients Not/Not Well Served by Weekend HARTLine Routes
 Major
 ... Major Arterials
 ... Existing

Notes: Median Household Income Polygons Were First Queried by Household Amounts in Order to Capture Polygons that had in Excess of 29 Households. Then the Polygons were Queried by a Median Household Income of \$20,000 Dollars or Less. All Layers Involved in this Query were then Spatially Queried using the HARTLine Routes that Occurred During the Weekend. Clusters of like areas were then identified and digitized to show spatial relationships.

Source: Center for Urban Transportation Research, Hillsborough County City-County Planning Commission, Hillsborough County Information & Technology Services.



HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

MAP B-2

Subsection C

No Early Morning Bus Home

Areas of High Un/Underemployment that are Not/Not Well Served by Early Morning HARTLine Routes

Cluster
Consideration Cluster
HART Route Early Morning (Dashed Routes Operate in the Early Morning)
Local
HART Routes
Areas of 20000 or Less Median Household Income
1/4 Mile Buffer of ETO Census Not/Not Well Served by Early Morning HARTLine Routes
1/4 Mile Buffer of WAGES Census Not/Not Well Served by Early Morning HARTLine Routes
Tempo Stay
Major Road
Future
Existing

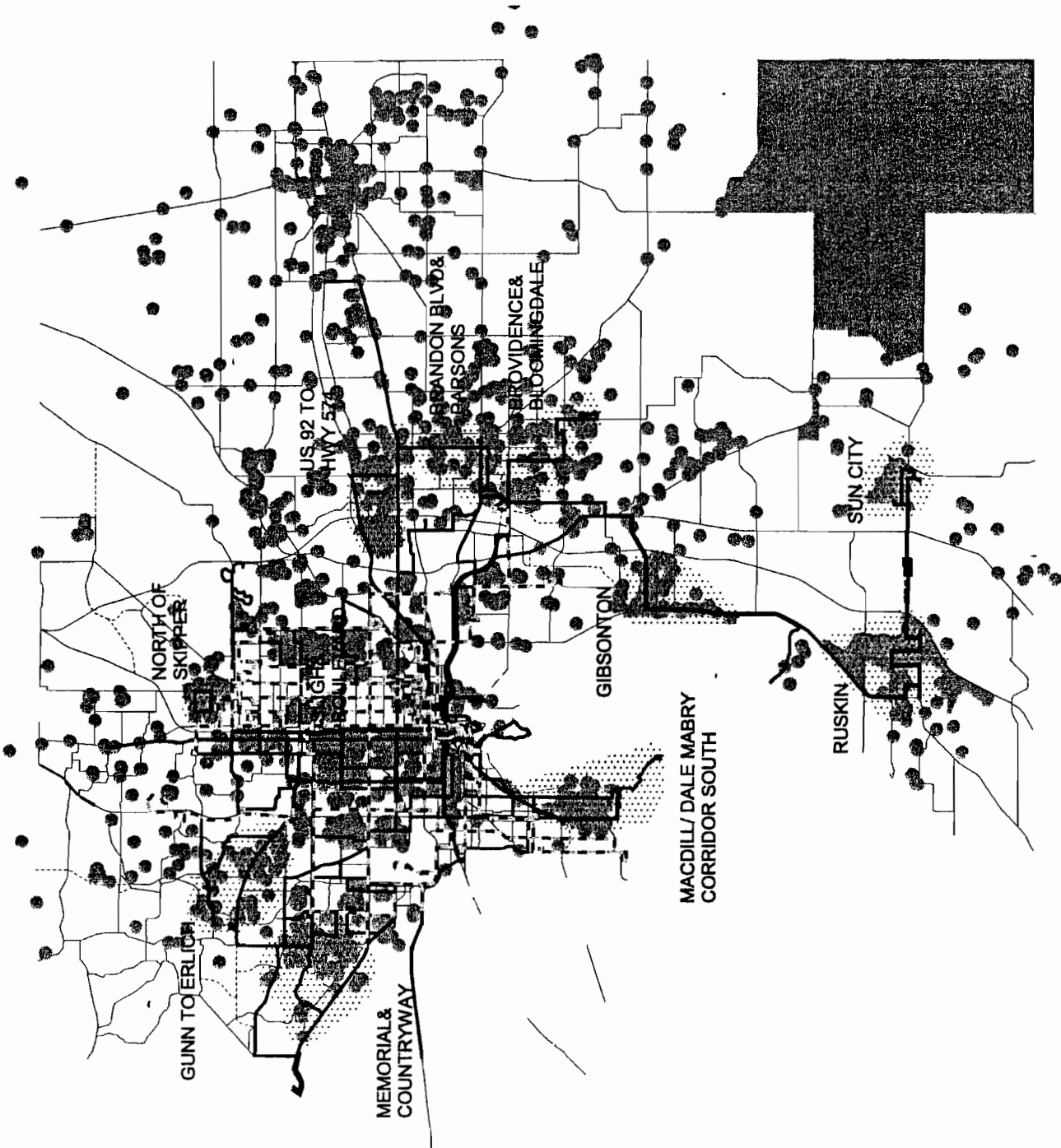
Notes: Median Household Income Polygons Were First Queried by Household Amounts in Order to Capture Polygons that had in Excess of 29 Households. Then the Polygons were Queried by a Median Household Income of \$20,000 Dollars or Less. All Layers Involved in this Query were then Spatially Queried using the HARTLine Routes that Occurred During the Early Morning. Clusters of like areas were then identified and digitized to show spatial relationships.

Source: Center for Urban Transportation Research, Hillsborough County City-County Planning Commission, Hillsborough County Information & Technology Services.

20000 0 20000 40000 Feet



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HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

MAP B-3 Subsection A No Evening Bus to School

Areas of Job Training
that are Not/Not Well Served by
Evening HARTline Routes

HARTline Evening (Current Routes Operate in the Evening)
HARTline
Job Training Centers (as of June 1999)
SIC Codes Denoting Types of Business
All Layers Involved in this Query were then
Spatially Queried using the HARTline Routes
that Occurred During the Evening

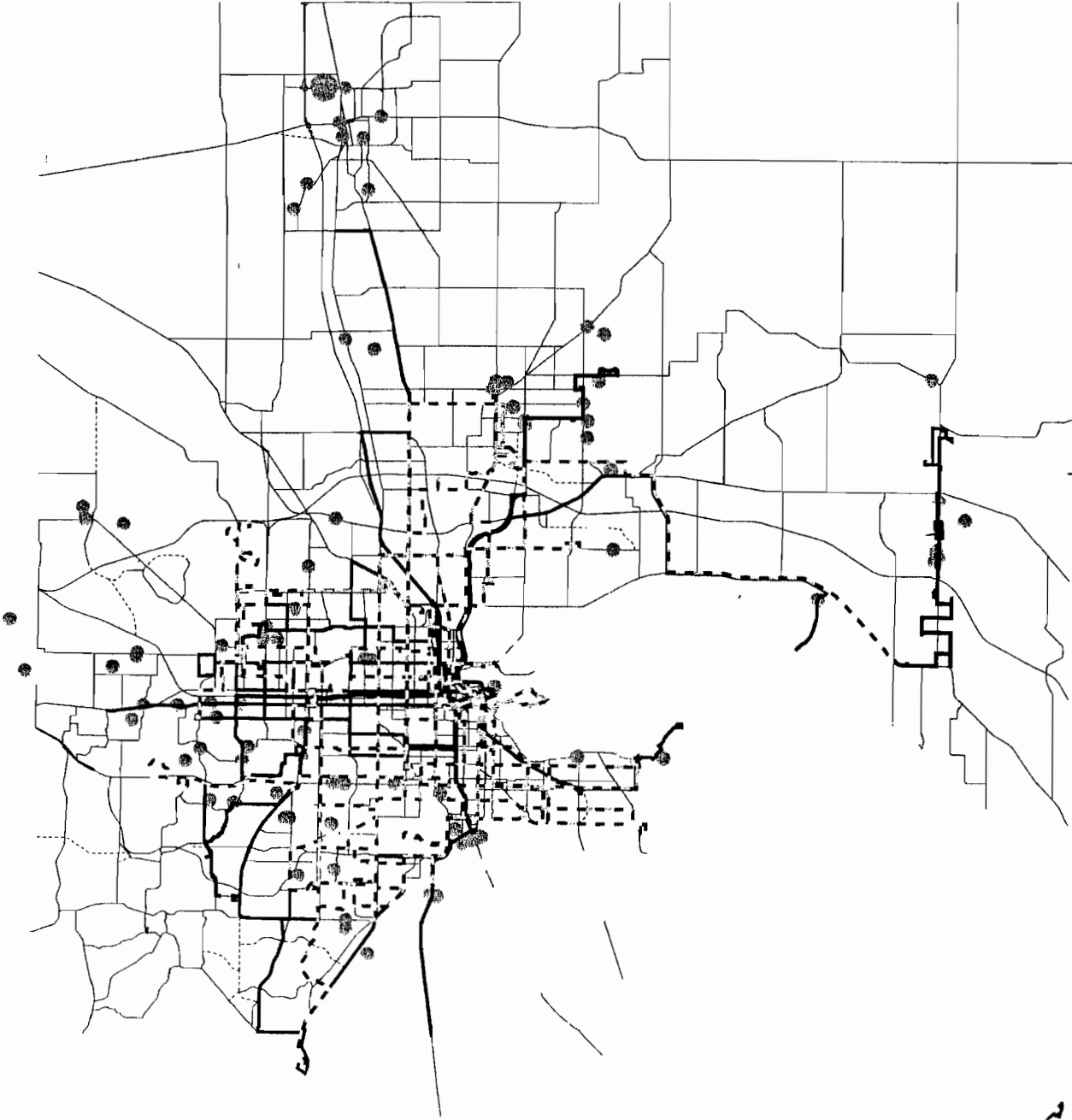
Notes: Hillsborough County Employment and Training Centers (as of June 1999)
Job Training and Educational Institutions based upon SIC Codes Denoting Types of Business.
All Layers Involved in this Query were then Spatially Queried using the HARTline Routes that Occurred During the Evening.

Source: Hillsborough County Information & Technology Services, Florida Department of Transportation March 2000.

20000 0 20000 40000 Feet



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HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

MAP B-3

Subsection B

No Weekend Bus to School

Areas of Job Training
that are Not/Not Well Served by
Weekend HARTLine Routes

HART Line Weekend (Shaded) Route Options on the Weekend
HART Routes
Job Training Centers (as of June 1999)
SIC Codes Denoting Types of Business
All Layers Involved in this Query were then
Spatially Queried using the HARTLine Routes
that Occurred During the Weekend

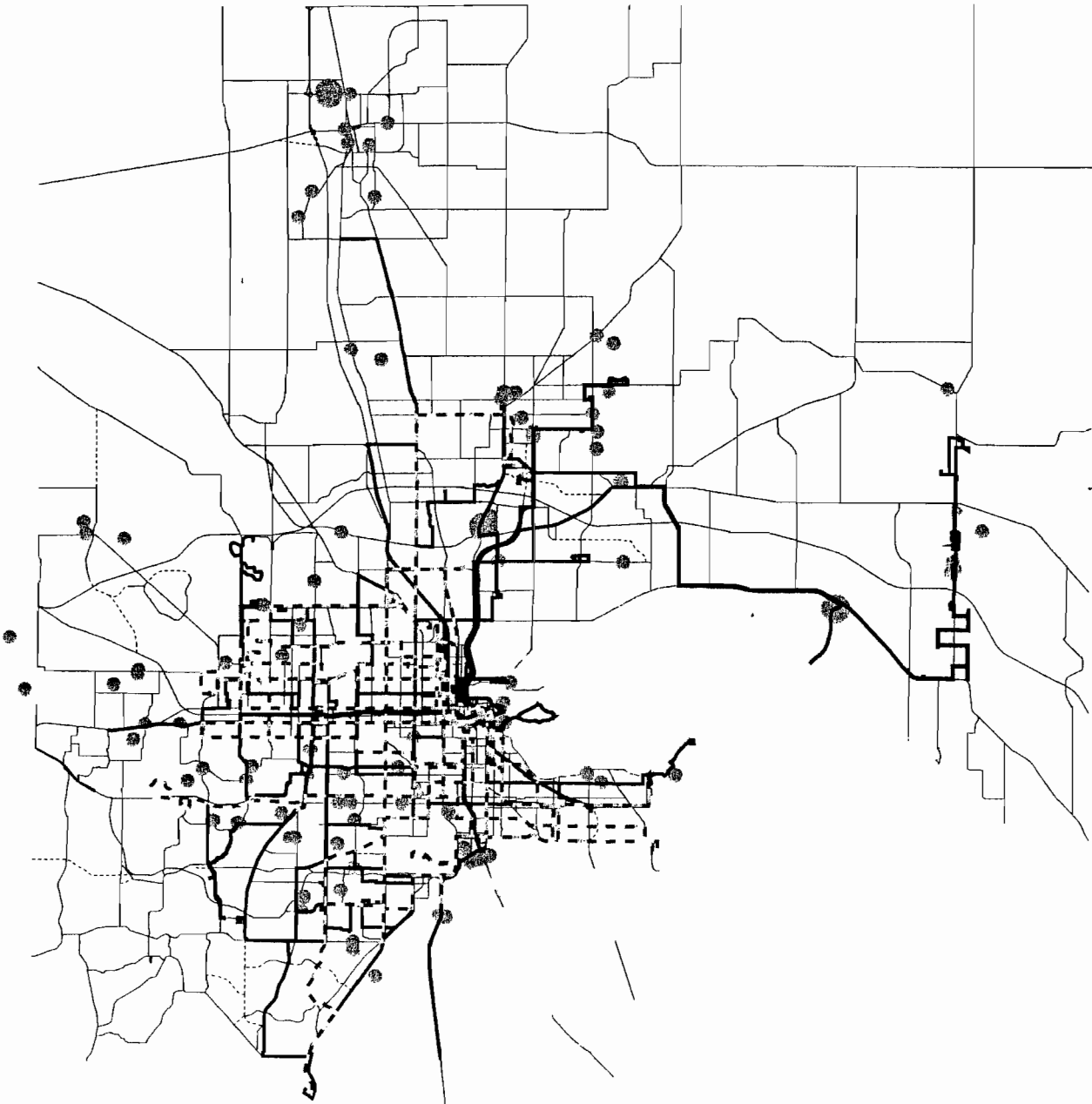
Notes: Hillsborough County Employment and Training Centers (as of June 1999).
Job Training and Educational Institutions based upon SIC Codes Denoting Types of Business.
All Layers Involved in this Query were then Spatially Queried using the HARTLine Routes that Occurred During the Weekend.

Source: Hillsborough County Information & Technology Services. Florida Department of Transportation March 2000.

20000 0 20000 40000 Feet



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HILLSBOROUGH COUNTY

C. Multiple Trips

MAP C-1 Subsection A Can't Walk to Child Care from Home

Areas of High Un/Underemployment
that are Not Within 1/4 Mile Walking
Radius of Child Care Centers

Child Care Centers
Household Income of 20000 or Less Not/Not Well Served by Child Care Centers
1/4 Mile Buffer of WAGES Clients Not/Not Well Served by Child Care Centers
1/4 Mile Buffer of ETD Clients Not/Not Well Served by Child Care Centers
Tampa Bay
Major Roads
Future
Existing

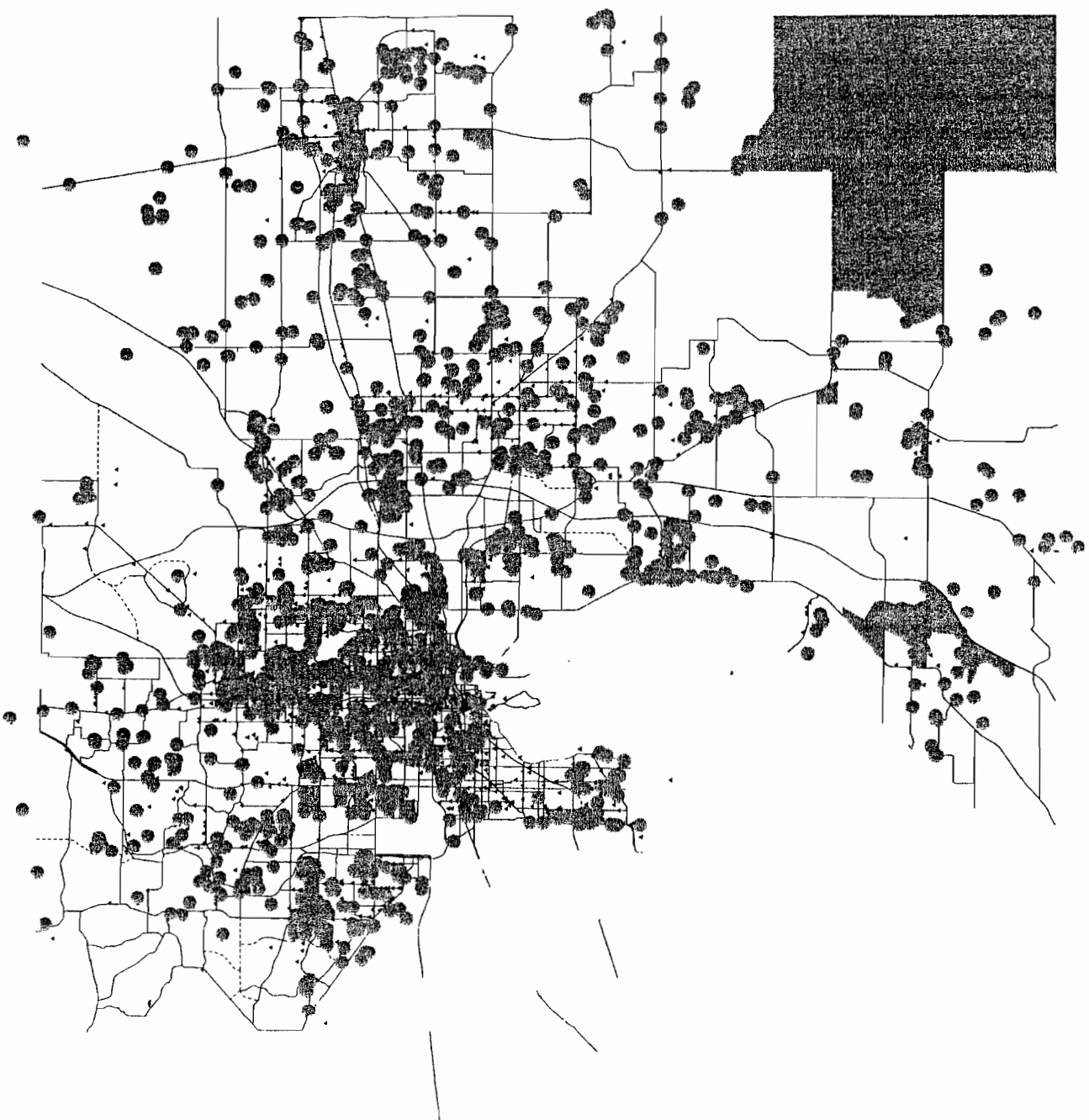
Notes: Median Household Income Polygons
Were First Queried by Household Amounts in
Order to Capture Polygons that had in Excess
of 29 Households. Then the Polygons were
Queried by a Median Household Income of
\$20,000 Dollars or Less. All Layers Involved
in this Query were then Spatially Queried using the
Child Care Centers Data.

Source: Hillsborough County Child Care
Resource and Referral, Center for Urban
Transportation Research, Hillsborough County
City-County Planning Commission, Hillsborough
County Information & Technology Services.

20000 0 20000 40000 Feet



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HILLSBOROUGH COUNTY

C. Multiple Trips

MAP C-1 Subsection B Can't Walk to Child Care from Home

Areas of High Un/Underemployment
that are Not Within 1/4 Mile Walking
Radius of Child Care Homes

- Family Child Care Homes
- Household Income of 20000 or Less Not/Not Walk Served by Child Care Homes
- 1/4 Mile Buffer of WAGES Clients Not/Not Walk Served by Child Care Homes
- 1/4 Mile Buffer of ETD Clients Not/Not Walk Served by Child Care Homes
- Tampa Bay
- Major Roads
- Future
- Existing

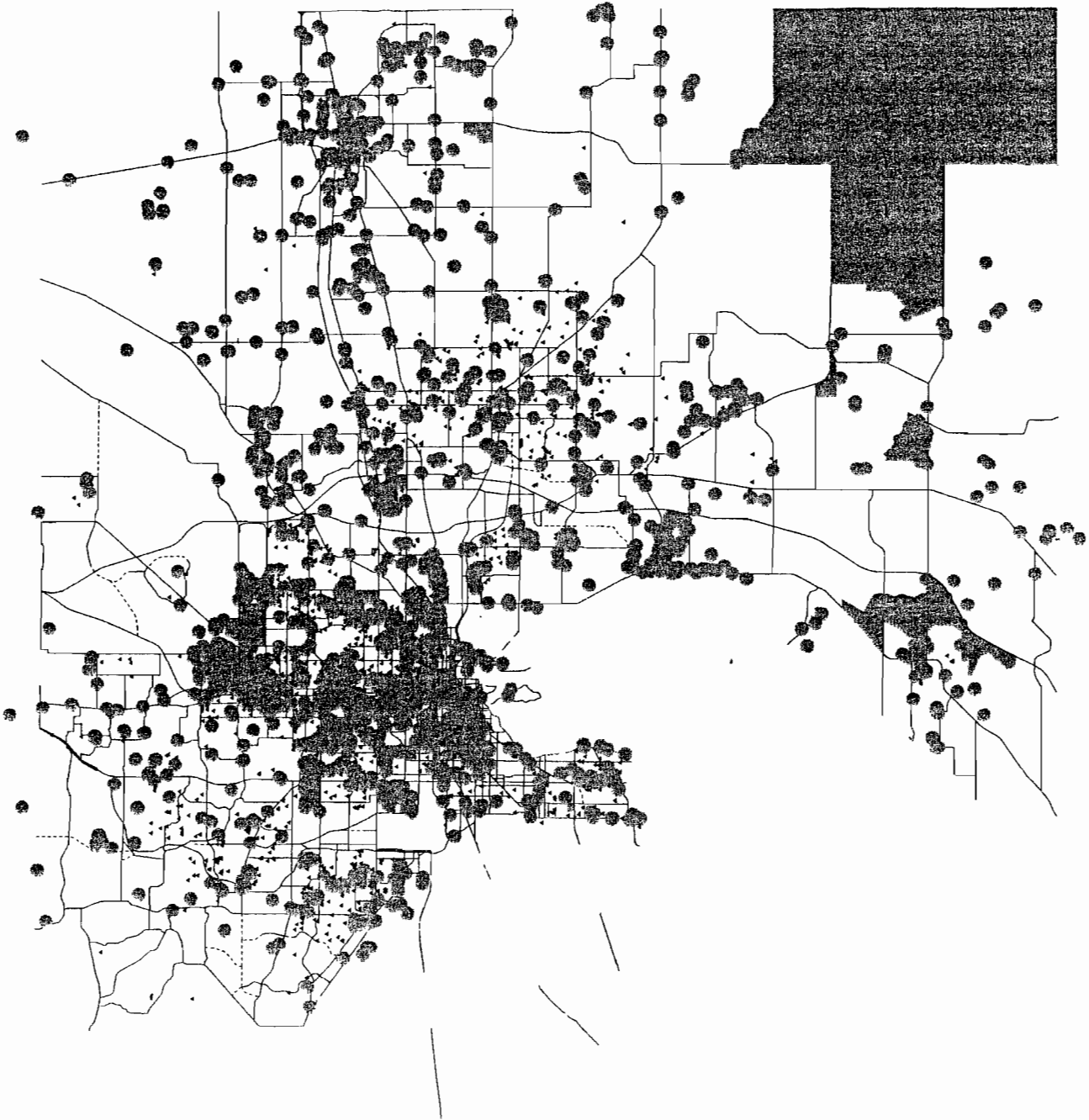
Notes: Median Household Income Polygons
Were First Queried by Household Amounts in
Order to Capture Polygons that had in Excess
of 29 Households. Then the Polygons were
Queried by a Median Household Income of
\$20,000 Dollars or Less. All Layers Involved
in this Query were then Spatially Queried using the
Child Care Homes Data.

Source: Hillsborough County Child Care
Resource and Referral, Center for Urban
Transportation Research, Hillsborough County
City-County Planning Commission, Hillsborough
County Information & Technology Services.

20000 0 20000 40000 Feet



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HILLSBOROUGH COUNTY

C. Multiple Trips MAP C-2 Subsection A Child Care Centers Close to Work

Employment Clusters that are
Served by Child Care Centers

A. Child Care Centers
WATER (Blue line)
MAJOR ROAD (Thick black line)
ROAD (Thin black line)
RAILROAD (Dashed black line)
WATERWAY (Wavy black line)
RAILROAD (Dashed black line)
BOUNDARY (Dotted black line)
WATERWAY (Wavy black line)
RAILROAD (Dashed black line)
BOUNDARY (Dotted black line)

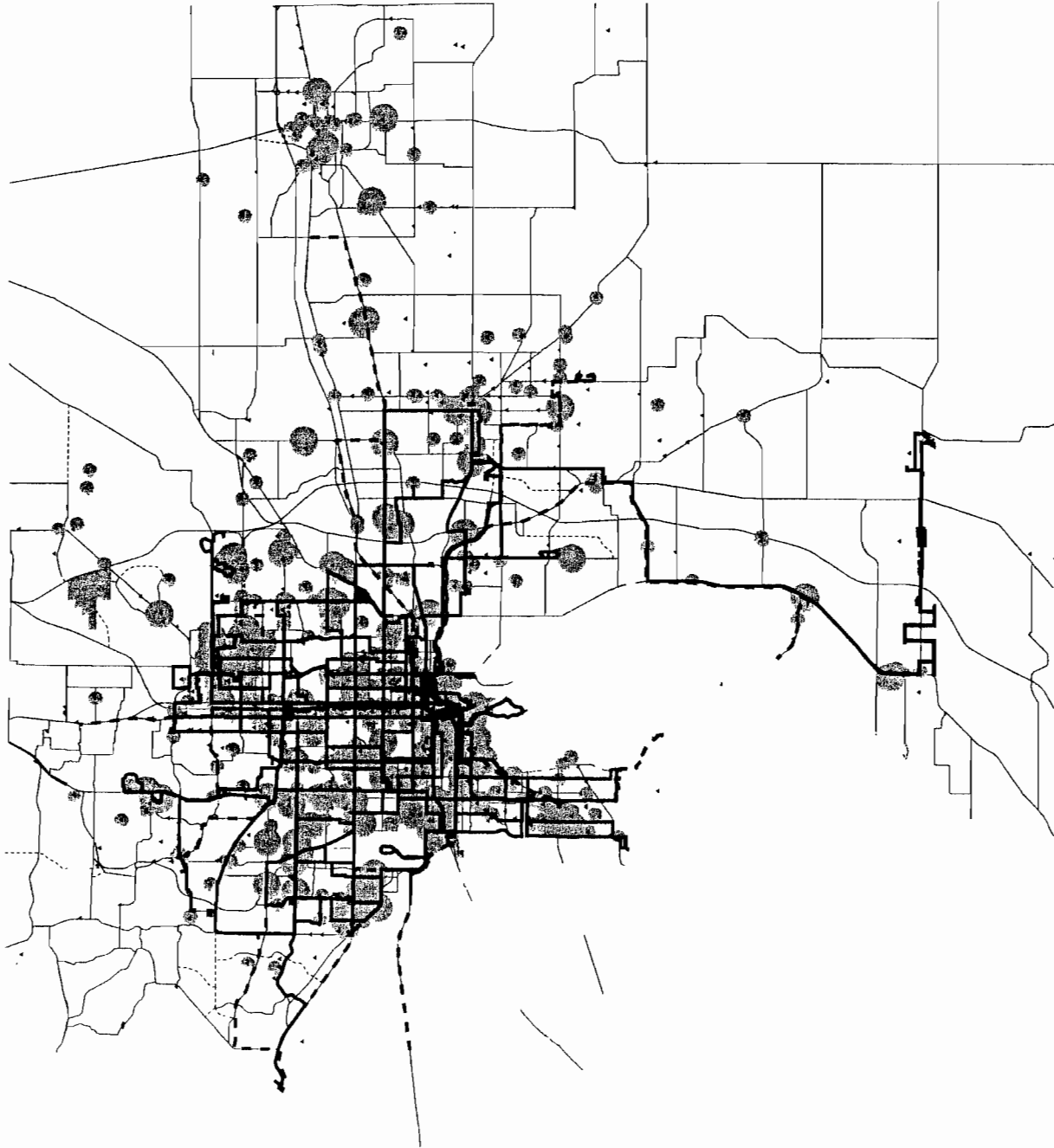
Notes: SIC Areas include all Areas that are identified by an SIC Code that was Selected for the Type of Services Provided.
RMOD = Retail, Mail Order, and Distribution.
MTSW = Manufacturing, Transportation & Storage, and Wholesale.
HMAL = Hospitality, Medical, and Assisted Living.
WAGES Employers are Registered that they Employ (Work and Gain Economic Self-Sufficiency) **WAGES** Clients.
 All Areas for these categories were then Queried Spatially by Child Care Centers Data.

Source: Center for Urban Transportation Research, Florida Department of Transportation March 2000, Hillsborough County Child Care Resource and Referral.

20000 0 20000 40000 Feet



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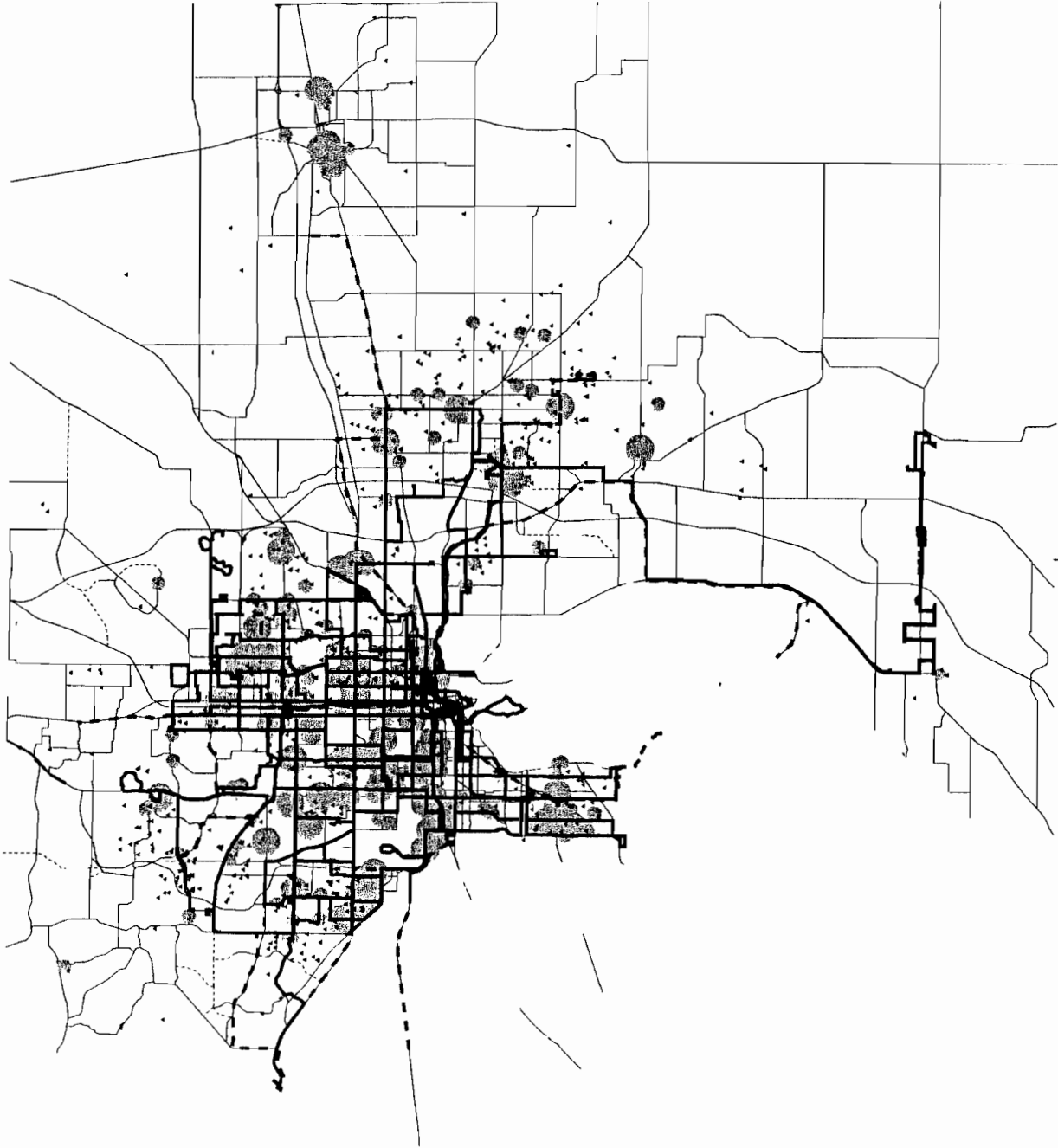


HILLSBOROUGH COUNTY

C. Multiple Trips

**MAP C-2
Subsection B
Child Care Homes
Close to Work**

Employment Clusters that are Served by Child Care Homes



A Family Child Care Homes
 MART Stations
 Expressways
 Major Roadways
 Railroads
 1000' Buffer of Growth Areas Served by Child Care Homes
 2000' Buffer of WAGES Employers Served by Child Care Homes
 2000' Buffer of WAGES Employers Served by Child Care Homes

Notes: SIC Areas include all Areas that are identified by an SIC Code that was Selected for the Type of Services Provided.
 RIMOD = Retail, Mail Order, and Distribution
 MTSW = Manufacturing, Transportation & Storage, and Wholesale.
 HIMAL = Hospitality, Medical, and Assisted Living
 WAGES Employers are Registered that they Employ (Work and Gain Economic Self-Sufficiency) WAGES Clients.
 All Areas for these categories were then Queried Spatially by Child Care Homes Data.

Source: Center for Urban Transportation Research, Florida Department of Transportation March 2000. Hillsborough County Child Care Resource and Referral.



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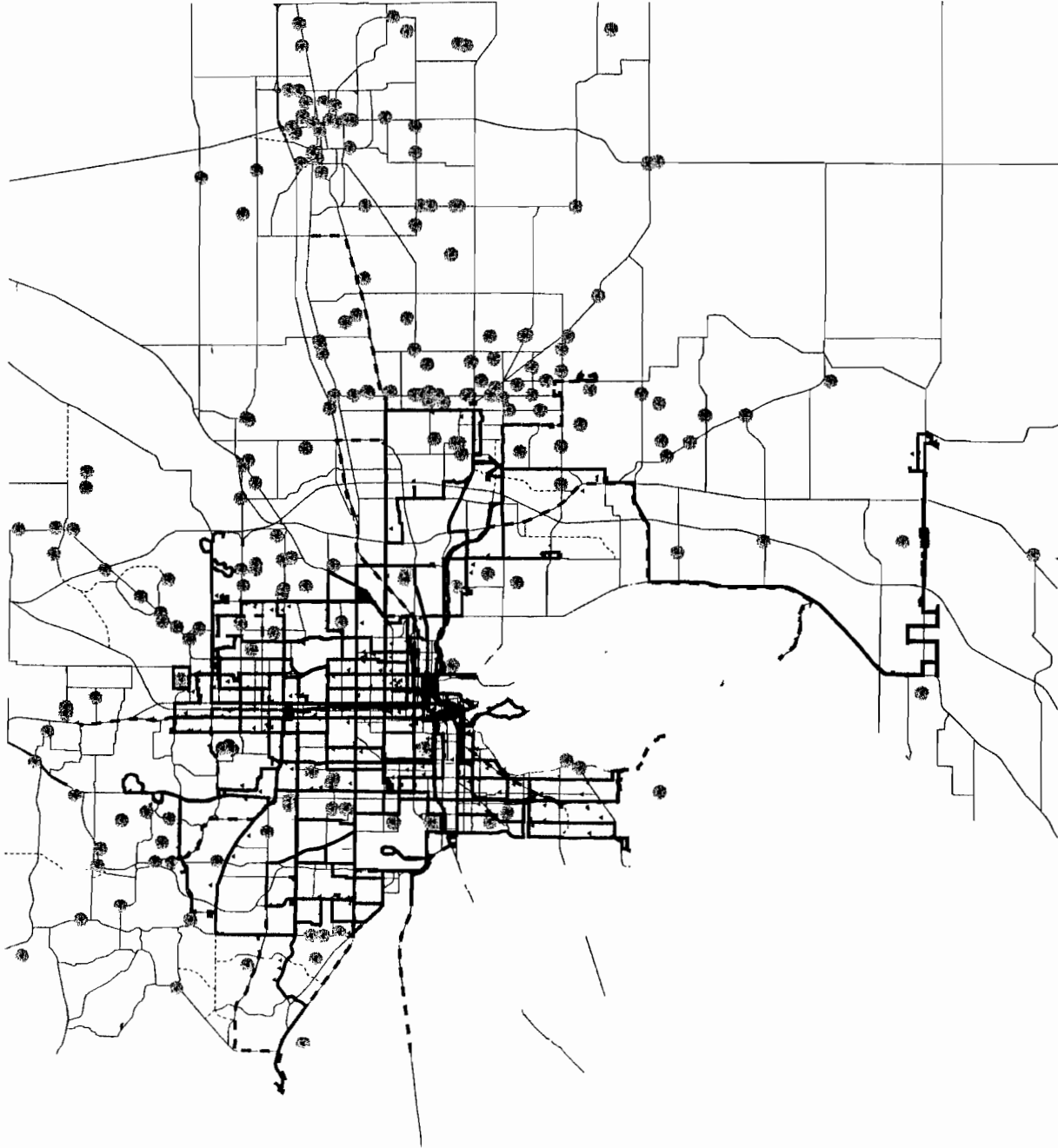
HILLSBOROUGH COUNTY

C. Multiple Trips

MAP C-3

No Bus Close to Child Care

Child Care Centers with a Capacity of 20 or More that are Not/Not Well Served by Regular HARTLine Routes



HART Line
Express Routes
Express Routes that have a Capacity Greater Than 20
HART Line Routes that have a Capacity Greater Than 20
HART Line Routes that have a Capacity Greater Than 20
HART Line Routes that have a Capacity Greater Than 20
HART Line Routes that have a Capacity Greater Than 20
HART Line Routes that have a Capacity Greater Than 20
HART Line Routes that have a Capacity Greater Than 20

Notes: Child Care Centers with a Capacity of 20 or Greater. No Child Care Homes had a Capacity Greater than 20 so only the Centers were Queried. All Layers Involved in this Query were then Spatially Queried using the HARTLine Routes that Occured Regularly During the Day.

Sources: Hillsborough County Child Care Resource and Referral



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HILLSBOROUGH COUNTY

C. Multiple Trips

MAP C-4

Child Care Transportation as a Solution

Areas of High Un/Underemployment
that are Not/Not Well Served by
Regular HARTline Routes but are
Served by Child Care Transportation Areas

HART Routes
X Local
X Express
X Transportation Area
2000-2010 Census Tract Not Served by HART Routes but Served by Child Care Transportation Areas
2000-2010 Census Tract Well Served by HART Routes but Not Served by Child Care Transportation Areas
2000-2010 Census Tract Not Served by HART Routes and Not Served by Child Care Transportation Areas
2000-2010 Census Tract Well Served by HART Routes and Well Served by Child Care Transportation Areas
Map: Travis By
X Parks
X Existing

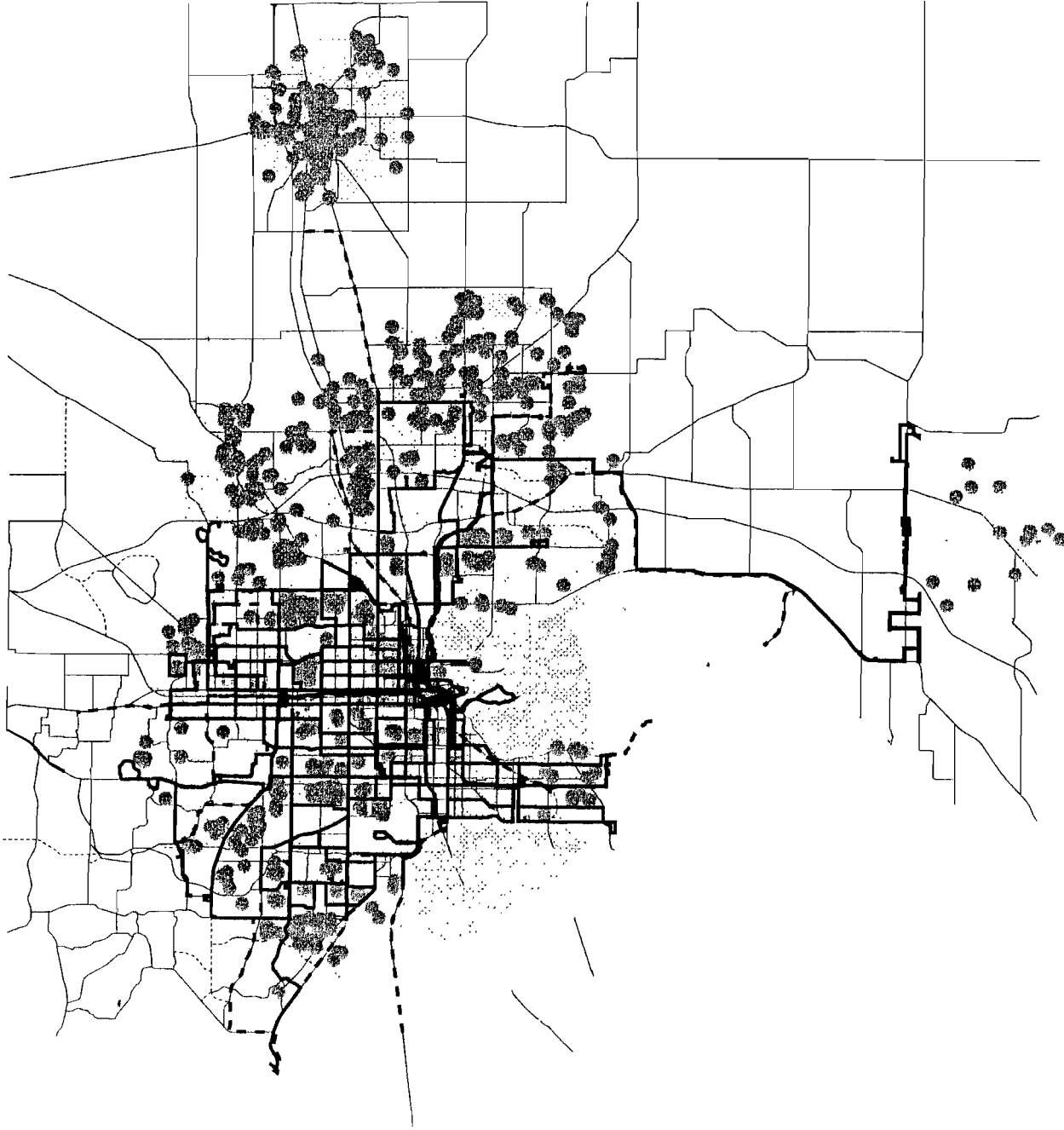
Notes: Median Household Income Polygons
Were First Queried by Household Amounts In
Order to Capture Polygons that had in Excess
of 29 Households. Then the Polygons were
Queried by a Median Household Income of
\$20,000 Dollars or Less. All Layers Involved
in this Query were then Spatially Queried using the
Regular HARTline Routes that Occurred During
the Day. Finally the Layers were then Spatially
Queried by the Child Care Transportation Areas.

Source: Hillsborough County Child Care
Resource and Referral, Center for Urban
Transportation Research, Hillsborough County
City-County Planning Commission, Hillsborough
County Information & Technology Services.

20000 0 20000 40000 Feet



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APPENDIX (C):
Community Involvement Meetings

HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION

JOB ACCESS AND REVERSE COMMUTE PLAN

JULY 14, 1999 AT 3:00 PM

AGENDA

- I. CALL TO ORDER
- II. INTRODUCTIONS
- III. BACKGROUND OF JOB ACCESS AND REVERSE
COMMUTE PLAN/GRANT
- IV. INTEREST/NEED IN DEVELOPING A JOB ACCESS
AND REVERSE COMMUTE PLAN
- V. WHO SHOULD BE INVOLVED?
- VI. REVIEW OUTLINE OF PROPOSED PLAN
- VII. DATA AVAILABLE AND OTHER EXISTING EFFORTS
- VIII. COMMITMENT OF INTERESTED AGENCIES
(funding, staff time, data, etc.)
- IX. NEXT STEP



Sign-In Sheet

<u>Name</u>	<u>Representing</u>	<u>Phone</u>
Beth Malaby	Hillsb. MPO	272-5940
✓ Catherine Sugg	WAGES	930-7455
✓ Martin Catala	CUTR	974-9791
✓ Laura Lachance	CUTR	974-9793
✓ Edgar Martinez	Hills. Co. Spec. Transp.	276-2999
RICH CLARENDON	MPO	272-5940
✓ EIDA LOPEZ	HART - wpeze@hartline.org	223-6831
MARK HUDSON		
M P Stephens	WAGES	930-7455
✓ Sarah Noyle	BALS	282-2467



Metropolitan
Planning
Organization

Hillsborough County
Metropolitan Planning
Organization
P.O. Box 1110
601 E. Kennedy, 18th
Floor
Tampa, FL 33601-1110
813/272-5940
FAX NO: 813/272-6258
FAX NO: 813/272-6255
www.plancom.org

The Hillsborough County MPO

Invites you to attend a

Jobs Access Plan Workshop

Friday, September 17, 8:00am-Noon
Center for Urban Transportation Research

Transportation is not the only barrier to getting a job, but it can be a significant one!

Job sites are scattered, people who need work the most don't always have access to a car, bus service may not be available for early, late, or weekend shifts, and child care and other support services may not be nearby.

Are you involved in . . .

- Helping place people in jobs?
- Recruiting for service, industrial, entry-level or non-technical positions?
- Addressing the child care needs of parents entering the workforce?
- Addressing other needs of the underemployed?
- Providing transportation?

*Please join us to discuss creating
a comprehensive, multi-modal transportation plan
for Hillsborough County
to connect people with jobs!*

HOW TO GET THERE: The Center for Urban Transportation Research (building "CUT" on the enclosed map) is located on the University of South Florida campus, three miles east of I-275 on Fowler Ave. Pick up a parking pass for \$2 at the drive-through pavilion (building "CIC") on the right just inside the main entrance, and park in lots 24A, B, or C. Or catch HARTline routes 5 or 6 to the campus (call 254-HART for a schedule and map.) Persons in need of special accommodations should contact Beth Malaby at 272-5940 at least three working days before the workshop.

The Hillsborough Metropolitan Planning Organization is a transportation planning & policy-making board representing the local governments and transportation authorities of Hillsborough County.



Metropolitan
Planning
Organization

Hillsborough County Jobs Access Plan
Kick-Off Workshop

Friday, September 17, 1999, 8:00am-Noon
Center for Urban Transportation Research, Room 102

I. Introduction and General Purpose of Meeting (8:00-8:10)

II. What are we trying to create? (8:10-8:25)

Hillsborough MPO: Mark Hudson, Beth Malaby

II. Better Define the Problem (8:25-9:35)

A. Introduction: The jobs access problem in Hillsborough County

B. Presentations

Getting WAGES Recipients to Work

Hillsborough WAGES: Catherine Sugg

The Scope of the Problem from Employers' Perspectives:

Transportation as an Obstacle in Filling Entry-Level and Service Jobs

United Cab: Nancy Castellano and/or Victor DiMiao

Late-shift Transportation: An Initiative for Downtown Hotels

Tampa Downtown Partnership: Phyllis Pacyna

C. Break-Out Discussion Groups

III. Identifying Data Needs and Sources (9:35-10:25)

A. Introduction: How do we get a more comprehensive sense of the home-to-work transportation gaps in Hillsborough County?

B. Presentations

Hillsborough County Pockets of Poverty and Areas of Job Growth

The Planning Commission: Jim Hosler

Mobility Needs of WAGES Clients in Hillsborough County

Center for Urban Transportation Research: Martin Catala

Transportation Disadvantaged Trip-Making in Hillsborough Co.

Hillsborough County Specialized Transportation: Edgar Martinez

C. Break-Out Discussion Groups

BREAK (10:25-10:40)

IV. Identifying Funding Needs and Sources (10:40-11:30)

A. Introduction: Once the transportation gaps have been identified, how to implement solutions?

B. Presentations

The FTA Jobs Access/ Reverse Commute Grant
Hillsborough Area Regional Transit: Elba Lopez

The Tri-County Transportation Initiative
Pinellas County Planning: David McDonald

Participation by Employers: The Tropical Sportswear Case
Bay Area Commuter Services: Sarah Noyle

C. Break-Out Discussion Groups

V. Conclusions (11:30-12:00)

A. Summary of Discussion Group Conclusions

B. Next steps.

JOB ACCESS WORKSHOP
SEPTEMBER 17, 1999

PLEASE PRINT CLEARLY

NAME

ADDRESS/ORGANIZATION

MARK HUDSON

Hills. Co. MPO

Martin Catalá

CUTR

Denise Giarrusso

Div. of Vocational Rehab.

John Brauner

" " " "

NANCY ANDERSON

HCP5

Sarah Woyle

BACS

Elba Lopez

HART

Cindy Bailey

Northside

CAROLE SHAFNER

CEBHN / ACTS

Phyllis Pacywa

TAMPA DOWNTOWN PARTNERSHIP

Jewell Fenler

WAGES / City of Tampa

Zina Henshaw

Goodwill Industries Suncoast

Nancy VanGennip

Goodwill Ind.

GENE GARDNER

HILLSBOROUGH CO CIVIL SERVICE BOARD

Sheryl Beeson

Tampa Lighthouse # Blind

Angel Washup (Washington)

The Center for Women

JOB ACCESS WORKSHOP
SEPTEMBER 17, 1999

PLEASE PRINT CLEARLY

NAME

ADDRESS/ORGANIZATION

✓ Rick Clarendon	Hills. Co. MPO
✓ Edgar Martinez	Hills. Co. Specialized Transportation
✓ Beth Malaby	Hills. Co. MPO
✓ Lee Ann Brumble 930.7499	Div. Voc. Rehab
✓ Jean Davie 7494	Div Voc Rehab
✓ Betty Belnavis 330 7491	St. Joseph Tampa Children/Healthy Fam.
✓ Linda Breen	Bay area legal services
✓ Bill Herring	Hills Co. ETD
✓ Peter Lupia	CUTR
✓ Domilco Heredia	child abuse council.
✓ Jeanie Satchel	IVART
✓ DAVID McDONALD	PIVOTALS CO. MPO
✓ M.L. Stephens	WAGES Coalition of Hills. Co.
✓ Catherine Sugg	WAGES Coalition of Hills. Co.
✓ Jan Smith	The Centre for Women
✓ VICTOR DiMAIO	GULF COAST TRANSPORTATION

JOB ACCESS WORKSHOP
SEPTEMBER 17, 1999

PLEASE PRINT CLEARLY

NAME

ADDRESS/ORGANIZATION

Maria Cristina Montenegro

Hispanic Services Council

Jim McDaniel

City of Plant City

Naimy Dieguez

Lutheran Services

Karen Smith

Hillsborough Co. Specialized Transportation

Alba Vidal

Lutheran Services

Gertrudis Rivera

Lutheran Services

DEBRA GUEST

DEVELOPMENTAL SVCS

Nancy Castellano

Gulf Coast Transportation

Hillsborough County Jobs Access Plan Kick-Off Workshop

Friday, September 17, 1999, 8:00am-Noon
Center for Urban Transportation Research, Room 102

Attendees

Edgar Martínez, Karen Smith- Hillsborough Specialized Transportation; Lee Ann Brumble, Jean Davis, Denise Giarrusso, John Brenner – Div. Of Vocational Rehabilitation; Betty Belnavis – St. Joseph Tampa Children/ Healthy Families; Linda Breen – Bay Area Legal Services; Bill Herrig – Hillsborough Employment and Training; Peter Lupia, Martin Catala – Center for Urban Transportation Research; Domilco Heredia – Child Abuse Council; Jeannie Satchel, Elba Lopez – HARTline; David McDonald – Pinellas MPO; Catherine Sugg, Melissa Stephens – Hillsborough WAGES; Jan Smith, Angel Washington – The Centre for Women; Victor DiMaio, Nancy Castellano – Gulf Coast Transportation; Maria Cristina Montenegro – Hispanic Services Council; Jim McDaniel – City of Plant City; Naimy Dieguez, Alba Vidal, Gertrudis Rivero – Lutheran Services; Debra Guest – Developmental Services; Nancy Anderson – HCPS; Sarah Noyle – Bay Area Commuter Services; Cindy Bailey – Northside; Carole Shafner – Agency for Community Treatment Services; Phyllis Pacyna – Tampa Downtown Partnership; Jeannette Fenton – City of Tampa; Lisa Henshaw, Nancy VanGemp – Goodwill Suncoast; Gene Gardner – Hillsborough Civil Service Board; Sheryl Brown – Tampa Lighthouse for the Blind; Rich Clarendon, Mark Hudson, and Beth Malaby – Hillsborough MPO

Discussion Summary

I. Better Define the Problem

- The geographic aspect of the problem
- The temporal aspect of the problem
- The problem of multiple trips

Problems with transit in Hillsborough County:

- Lack of access (Plant City)
- Limited access (North of Sunset, Lutz, South County, Brandon, Hunters Green, Tampa Palms)
- Trip length: time to travel, number of transfers, transfer wait time
- Span of service hours (shift workers are needed in downtown area, b.b. downs area and along dale mabry)
- Also need transportation during weekends and nights
- Multiple trips-- child care/school drop-offs, regular trips to Medicare or Social Security (difficult to coordinate complex trips; day care needs to be close to home; need for multiple day cares is an issue; high price for complex trips is an issue)
- Families must be able to trust whatever company is transporting kids. (Vehicles and drivers identified with colors, for ex.)
- Disabled access—getting to the route

- Only 20% of county land area on bus route.
 - In rural areas, can be a two mile walk to the nearest road.
 - Safety/ security issues getting to & waiting for the bus.
 - Problems with existing door-to-door service: client must be ready 1 ½ hour before pick-up, may not get to work on time, ride may leave without them.
 - Funding cuts for HARTline
 - People who want transit can't get to the polls to vote!
 - Need for building political/community support
 - Problem of lack of interest from employers
-
- Explore alternate transit solutions—small buses, computer dispatched—are there clusters or small groups with specific needs?
 - Explore integrating child care and transportation with employment at job fairs.
 - Explore employers providing vans for pick up/ drop off work trips.
 - Explore service to one-stop centers—try to consolidate trip destinations: shopping, daycare, social services.

Job locations: Hidden River, Telecom Park, Sabal Park, Nutmeg Park, Crescent Park, USF/Fletcher, New Tampa, Westshore, Rocky Point, I-75 Corridor, I-4 Corridor, Oldsmar, Downtown Tampa, B.B. Downs area, all areas

Population: Thonotosassa, Seffner, parts of Tampa, Apollo Beach, Ruskin, Wimauma, Seffner, Plant City, Brandon, Balm, Mango, Lutz, Dover, central Tampa, University community area

- CDBG target areas (Progress Village, Gibsonton, Wimauma, Dover, USF, Causeway, Orient Park, and Lincoln Park & Madison Park in Plant City)
- Hope 6 areas (College Hill)
- In general, areas that are close to the city, but in the county (ex. Palm River).

II. Identifying Data Needs and Sources

For what aspects of the problem do we have pretty good data?

- Population information
- Income data from Census info
- WAGES (1,800 clients)
- Planning Commission (general demographic information)
- Community Transportation Coordinator (24,000 clients) – could provide geographic location of the population of disabled and senior citizens.
- Center for Urban Transportation Research – has mapped WAGES clients.
- Hillsborough Area Regional Transit
- Temporary Aid to Needy Families
- WIA/Hillsborough County Employment (1,000 clients)

What data do we still lack?

- Information on the disabled, seniors, the working poor or low income

- Employment information, including work shift times, types of industries, geographic locations of jobs. (Talk to employment counselors.)
- Location of volunteer work sites.
- Training/education: where are courses offered and at what times? (Check with Goodwill and the Workforce Development Board.)
- Number and location of the working poor. (Check the geographic distribution of the lowest income percentile. How has this changed over time?)
- Employment densities

Are there any groups that might already have collected such data?

- community development department
 - department of labor
 - social service groups
 - health department
 - department of community affairs
 - BACS carpool/GRH registry
 - vehicle registration
 - use one-stop centers for data collection
- Involve clients/ community as source of information
 - Ask about barriers to transportation and employment: vo-tech schools, WAGES vocational rehab, Jobs & Benefits Development Services, Division of Blind Services.
 - Talk to job coaches at Hills. Assoc. of Retarded Citizens (HARC) Ind., United Cerebral Palsy, McDonald Training Center, Abilities of Florida Inc., Goodwill
 - Similar information is needed for Community Development Block Grants. Talk to jurisdictions that have put CDBG applications together, such as Hillsborough County Department of Social Services.
 - Ask about what employers are looking for in employees: Chambers/Mayor Alliance
 - Ask about hours of employment: Hyatt, Marriott, Colonial Penn, hospital food service

III. Identifying Funding Needs and Sources

What groups are providing transportation already?

(Employers)

- Downtown hotels
- Industrial employers
- Oldsmar industrial park
- MacDill AFB
- Temp agencies?

(Social Service Agencies) Note: any proposed transit service must serve the agency's clients if the agency is to participate in funding it!

- Div. of Vocational Rehabilitation

- Div. of Blind Services
- WAGES
- Homeless Recovery Program
- Workforce Development Board

(Other)

- Hunger Coalition
- Rural Social Services Partnership Transportation Committee
- Day care providers with transportation services
- Church groups with transportation services

What governmental funds are available for transportation?

- Social services provide temporary transportation assistance
- Former high speed rail funds
- Share-A-Van (Transportation Disadvantaged Trust Fund)
- FTA Jobs Access/Reverse Commute Grant (Note: grant requires a match, and no federal dollars can be used, except for WAGES dollars.)
- ADA (transportation services required under the Americans with Disabilities Act)
- Community Development Block Grants
- Cities/County (ex. Community Investment Tax)
- School Board

How can a comprehensive jobs access plan for Hillsborough County integrate the varied sources of funds?

- Local match for federal funds.
- Letters of support (needed from both public & private sector).
- Central database or website/ information clearinghouse, in Spanish as well as English.
- Explore a rideshare matching database for more than just work trips.
- Coordinate services, develop political and even financial support through non-traditional groups, such as business associations, neighborhood associations, managers of commercial or even residential properties.
- Integrate the many small pockets of funds for specific kinds of transportation into a larger system that people can depend on and trust. This will require a lot of coordination among agencies!
- Collect more information from employers in job cluster areas, including work shift times, salary ranges, position types, concern about recruiting employees, willingness to participate in employee transportation solutions.
- Collect more information on non-WAGES working poor.
 - CDBG target areas as potential transportation target areas
 - Use one-stop centers to reach target population
- Create an inventory of available transportation services
- Work towards establishing a collaborative of transportation providers. Goal: a comprehensive transportation service that people can access for a variety of needs.

Jobs Access Plan

10.28.99

<u>Name</u>	<u>Organization</u>	<u>Phone #</u>
Beth Malaby	Hillsb. MPO	272-5940
Martin Catala	CUTR	974-9791 Fax 974-516
Rob Cursey	Dames & Moore	387-7881
Catherine King	WAGES	930-7455
Gloria Anthony	G.TCC	276-9414
Max Selko	Workforce Board	635-8075 Fax 635-8085
Tim McDaniel	City of Plant City	757-9155
Laura Luchance	CUTR	974-9793
Vancy Van Gennip	Goodwill WAGES	626-7396 Fax 626-7394
MARK HUDSON	Hills Co. MAP	272-5940
Egor Martiver	Hills Co. Spec. Plans	276-2995
S. Noyle	BACS	282-2467
Bruce Register	Hills City Econ. Dev.	272-6217
John Ocasima	Hills City Econ Dev	272-6212
Rich Clarendon	MPO	272-5940
Victor O'Maw	Gulf Coast Transportation	251-3107
Nancy Castellano	" " "	"
Diana Carey	HART	223-6831
Phyllis Thompson	TDP	209-1328



GLORIA ANTHONY
COMMUNITY DEVELOPMENT DIRECTOR

Post Office Box 420 813.276.9414
Tampa, FL 33601-0420 Fax: 813.223.7899
SunTrust Financial Centre 401 E Jackson St., Ste. 2100 Tampa, FL 33601
www.tampachamber.com
tampachamber@tampachamber.com

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Job Access and Reverse Commute Plan

Components of the Plan?

- Identify the geographic distributions of welfare recipients and low income people.
- Identify the geographic distributions of employment centers and related activities.
- Identify existing public, private, non-profit and human service transportation.
- Identify transportation gaps between the geographic distributions of people and employment, which are not currently served by transportation services.
- Identify activities and projects to address gaps in transportation services.
- Priority order for funding and implementation of activities and projects identified.

**Steering Committee
Hillsborough County Jobs Access Plan**

October 28, 1999, 2pm
County Center, 13th floor

Attendees

Martin Catala-CUTR, Rob Cursey-Dames & Moore, Catherine Sugg-WAGES, Gloria Anthony-Chamber, Max Selko-Workforce Board, Jim McDaniel-Plant City, Laura Lachance-CUTR, Nancy VanGemp-Goodwill, Mark Hudson-MPO, Edgar Martinez-Specialized Trans., Sarah Noyle-BACS, Bruce Register-Econ. Devmt., John Dausman-Econ. Devemt., Rich Clarendon-MPO, Victor DiMaio-United Cab, Nancy Castellano-United Cab, Diana Carsey-HART, Phyllis Pacyna-Downtown Partnership, Beth Malaby-MPO

Meeting Notes

The committee considered questions such as:

- What is a Jobs Access Plan and why is one necessary?
- What should the Jobs Access Plan for Hillsborough County consist of?
- In creating a scope of work for the Jobs Access Plan, under limited budget conditions, what planning tasks are highest priority?

What is a Jobs Access Plan and why is one necessary?

- There was much discussion of the types of problems that a Jobs Access Plan should address. The guidelines in the federal Jobs Access/ Reverse Commute grant program emphasize the problem of spatial mismatch – that is, that areas of job growth are not close to areas of underemployment. The original concept of the federal program is to fund transit services that connect these two types of areas. But the problem of getting people to work may be more complex than the spatial mismatch issue alone. Members of the committee have heard from employers as well as job-seekers that temporal mismatch is also an issue (transit is not available for early, late, and weekend work shifts), and multiple trips are a concern as well (for example, having to go to a day care before and after each work shift).
- Some committee members emphasized that transportation is only one of the components of the larger problem of helping the unemployed to obtain work. Transportation must always be coordinated with job training, child care, job placement services, and so on.

What should the Jobs Access Plan for Hillsborough County consist of?

- The committee heard that jobs in Hillsborough County are clustered in several locations. This is fortunate in that destinations are more easily served by transit when they are clustered. This suggests a jobs access solution of providing transit from job clusters out to the neighborhoods that surround them. This solution can be marketed to job-seekers in the neighborhoods that are served, but employers cannot show preference in hiring residents of a particular area.
- Several committee members recommended that the plan serve the working poor and the disabled as well as WAGES participants.
- The committee expressed a need for a committee mission statement and/or a stated purpose of the Jobs Access Plan.
- The committee also discussed the membership of the committee. Concerns were raised about the lack of representation of employers, who will be a critical component of Hillsborough's Jobs Access Plan. MPO staff reported that human resource professionals were invited to attend, but did not. The committee suggested inviting representatives of local human resources associations, or even making presentations at the regularly scheduled meetings of human resources associations. The committee also expressed an interest in meeting with/hearing from human resource staff from hotels, call centers, hospitals and residential care facilities.

In creating a scope of work for the Jobs Access Plan, under limited budget conditions, what planning tasks are the highest priority?

- Committee members pointed out that much data has already been collected, and data-gathering efforts should not be duplicated. The group suggested some additional data sources, including:
 - The Tampa Chamber's recent member survey on business' transportation needs;
 - Plant City's survey of employers' transportation needs;
 - the MPO's Community Transportation Coordinator survey;
 - HART's database of service requests.
- The planning process will require working with potential users of the jobs access program (job-seekers, employers), gathering data on their needs and tailoring solutions to meet their requirements. This is likely to be time and resource intensive, and it will be important to carefully target our efforts.

In focusing on employers, we might narrow the pool of potential employers to those located in the five largest job centers in Hillsborough County, and then out of those select only employers with a certain number of entry-level positions they are always trying to fill. The five major employment areas were discussed as being: Westshore/north of airport, downtown, Brandon, I-75 corridor north, and Oldsmar. We might also narrow our focus to employers who have multiple problems—for example, those that have parking shortages, late/early/weekend shifts, and a lot of entry-level positions.

- HARTline sets a high priority on serving the existing transit service area. This suggests placing more emphasis on the problem of transportation to early, late, and weekend work shifts than on the problem of transportation to outlying areas.
- A post-implementation evaluation component will be needed for the jobs access program. Evaluation might include data such as the amount of increased ridership on public transportation facilities or the number of positions employers are able to fill as a result of this program.

Next Meeting Date

The WAGES coalition volunteered to host the next meeting. It was scheduled for Friday, December 3, at 2pm.



Metropolitan Planning Organization

MEMORANDUM

DATE: November 24, 1999
TO: Jobs Access Plan Steering Committee
FROM: Beth Malaby, Senior Planner
RE: Meeting Reminder

Commissioner Richard Glorioso
Chairman

Commissioner Ben Wacksman
Vice Chairman

Mayor Fran Barford
City of Temple Terrace

Commissioner Pat Frank
Hillsborough County

Commissioner Richard Glorioso
City of Plant City

Mayor Dick A. Greco
City of Tampa

Councilman Shawn Harrison
City of Tampa

Monroe Mack
Expressway Authority

Commissioner Jim Norman
Hillsborough County

Councilwoman Linda Saul-Sena
City of Tampa

Ed Turanchik
HARTline

Commissioner Ben Wacksman
Hillsborough County

Louis E. Miller (Ex-Officio)
Hillsborough Co. Aviation Authority

George Williamson (Ex-Officio)
Tampa Port Authority

Christine Malzone (Ex-Officio)
The Planning Commission

Kenneth A. Hartmann, P.E. (Ex-Officio)
FDOT District Seven

Lucilla L. Ayer, AICP
Executive Director

Hillsborough County
Metropolitan Planning Organization
P.O. Box 1110
601 E. Kennedy, 18th Floor
Tampa, Florida 33601-1110
813/272-5940
FAX NO: 813/272-6258
FAX NO: 813/272-6255
www.plancom.org

The next meeting of the Hillsborough County Jobs Access Plan Steering Committee will be held Friday, December 3, at 2 pm, at the Tampa Employment Services Center (TESC).

TESC is located at the intersection of Florida and Busch Blvd, just west of I-275. Come in the main entrance and inquire at the security desk for the Innovation Room.

Enclosed please find:

- Agenda for Dec. 3 meeting
Notes from the Oct. 28 meeting
Notes from the Sept. 17 Jobs Access workshop
A revised list of data needs for possible inclusion in the scope of work
A list of steering committee members. (Please contact me with corrections.)
An article from the Journal of the American Planning Association.

AGENDA

**HILLSBOROUGH JOBS ACCESS PLAN
STEERING COMMITTEE
MEETING OF FRIDAY, DECEMBER 3, 1999
2:00 PM**

MEETING LOCATION

**Innovation Room
Tampa Employment Services Center (TESC)
9215 North Florida Ave
Tampa, FL
Phone (813) 930-7455**

- I. CALL TO ORDER AND INTRODUCTIONS
- II. COMMITTEE MISSION STATEMENT
- III. JOBS ACCESS DATA NEEDS
- IV. DRAFT SCOPE OF WORK
- V. OTHER BUSINESS
- VI. ADJOURNMENT

Jobs Access Plan Steering Committee
Meeting of 12/3/99

<u>Name</u>	<u>Representing</u>	<u>Phone / Fax</u>
Rich Clarendon	MPO Staff	272-5940 / 272-6258
Jim McDaniel	City of Plant City	757-9155 / 757-9161
DANA CALVIN	WAGES	757-1680 / 707 8527
Beth Malaby	MPO staff	
MARK HUDSON	MPO STAFF	272-5940
MARIAN ANSE	FDOT	975-6405 975-6443
EIDA LOPEZ	HART	223-6831 ext. 107
SARAH NOYLE	BACS	813) 282-2427
Ellen Donegan	Columbia Staffing	(813) 622-7755
SUSAN PAGLINO	HYATT REGENCY TAMPA	(813) 222-4922
RENATE HARTMAN	SNELLING PERSONNEL	(813) 222-4921 (Fax) (813) 877-4300
ANNE MARIE Campbell	HR-Hills. Cty - County Administrator	(813) 877-5854 (813) 360-7163 (813) 276-2997

**Hillsborough Co. Jobs Access Plan
Steering Committee**

Mission Statement - DRAFT

Through collaboration among transportation providers, human service agencies, employers, local governments, and affected communities and individuals, develop a plan to improve transportation services in urban, suburban, and rural areas that increases welfare recipients' and low-income individuals' access to employment opportunities.

Data Needs

0. **Job Seekers.** Identify areas of un/underemployment, using Census income data (geographic distribution of lowest income percentile and/or populations under 1989 poverty level) CDBG area information, locations of CTC and WAGES clients, WIA data (Hillsborough County Employment).

Possible additional tasks

- 0-1. Identify areas of un/underemployment that are not served and not well served by regular HARTline routes during the day.
1. **Jobs.** Locate major employers and clusters of employers with an on-going need to fill industrial, service, and entry-level positions. Locate job training centers and identify the hours courses are offered. Information may be available from the Department of Labor (Jobs & Benefits, Development Services), local community development departments, Goodwill/WAGES employment counselors, the McDonald Training Center, the Workforce Development Board, vo-tech school placement offices, the Tampa Chamber's recent membership survey, and Plant City's upcoming business survey.

Possible additional tasks

- 1-2. Identify those employment areas which are within commutable distance of un/underemployment areas.
- 1-3. Identify those employment areas which have early, late, and weekend work shifts.
- 1-4. Collect data on the existing entry-level staff of employers in target areas. Map the locations of these employees' homes, by employee work shift. Identify any clusters.
- 1-5. Assess interest level of existing employees in vanpooling
- 1-6. Survey employers - perhaps through Chambers, industrial parks, etc. - regarding interest in cooperating with each other to assist employees with transportation.
- 1-7. Explore the feasibility of consolidating trips with on-site/nearby services in employer focus groups.
2. **Child Care.** Locate day care providers that accept Title XX, differentiating by capacity. Locate sick child care centers.

Possible additional tasks

- 2-1. Develop transportation solutions with a focus group of day care providers.
3. **Transportation.** Inventory existing transportation services in Hillsborough County, including routes, stops, times available, costs to users, and any restrictions on user eligibility. Collect information on services provided by day care providers

and not-for-profit agencies as well as public transportation providers. Identify known service gaps that relate to jobs access, drawing from existing data sources such as HART's database of service requests, and the MPO's CTC survey.

Possible additional tasks

- 3-1. Identify the most feasible opportunities for making connections between employment areas and areas of un/underemployment not well served by regular HARTline routes during the day, using minor modifications to existing HART service. Consider such factors as existing HART express routes, local routes, and transfer centers.
 - 3-2. Develop new vanpool routes, in partnership with users. Routes should complement any other transportation services available.
 - 3-3. In partnership with interested employers, develop shuttle routes to areas of un/underemployment that are not served and not well served by regular HARTline routes during the day. Shuttle routes should coordinate with and supplement other transit services.
 - 3-4. Identify HARTline routes that serve employment areas with early, late, and weekend work shifts. Identify unserved areas and shifts.
 - 3-5. Identify the most feasible opportunities for making connections between areas of early/late work shifts and areas of un/underemployment, using minor modifications to existing HART service. Consider such factors as extending the hours of existing HART routes and utilizing HART transfer centers.
 - 3-6. Identify van lease and shuttle service options available to employers, including maintenance and insurance expenses.
 - 3-7. Analyze existing public transit services available 6-9am and 2:30-6pm (perhaps with a map of routes available in each hour increment), identifying stops and hubs that provide access to critical destinations. Compare to the locations of day care providers, employment centers and un/underemployment areas.
4. **Coordination.** Coordinate any new transportation services with existing services, such as by coordinating pick-up/drop-off locations and funding mechanisms.

Possible additional tasks

- 4-1. Assess transportation providers' interest in cooperating to develop a shared information clearinghouse and/or single point of contact for information on transportation services. Create a list of feasible next steps.
5. **Funding.** Identify funding sources for new and expanded services (both stand-alone and as match for grants).

Possible additional tasks

- 5-1. Identify incentives/incentive mechanisms for employer participation.

- 5-2. Identify existing funding sources for child transportation, and the requirements of those sources.
 - 5-3. Identify incentives/incentive mechanisms for day care provider participation
-
- 6. ***Reality Check.*** Survey potential clientele: would you use this service if available? Survey Human Resources experts regarding their company's and/or industry's needs and requirements.
 - 7. ***Evaluation.*** After implementation of new jobs access services, evaluate the services' impact. For example, how many positions were employers able to fill as a result of these services? How has transit ridership been affected?

Hillsborough Co. Jobs Access Plan Scope of Work

DRAFT

TASK 1 Data Collection

In consultation with the appropriate stakeholders, identify the geographic and temporal distribution of welfare recipients and low-income people, employment and training opportunities and related activities, and existing transportation options (public, private, non-profit and human service) in Hillsborough County.

Distribution of Data Collection Resources:

- ___% Jobs research.
- ___% Job seekers research.
- ___% Existing transportation services research.
- ___% Child care research.
- 100% of resources

TASK 2 Problem Analysis

In consultation with the appropriate stakeholders, identify employment opportunity areas and hours that are not currently served by transportation services. Identify other transportation limitations. Rank the severity of problems in Hillsborough County with respect to one another.

Distribution of Problem Analysis Resources:

- ___% The problem of transportation to outlying areas.
- ___% The problem of early, late, and weekend work shifts.
- ___% The problem of multiple trips.
- ___% Prioritization of problems.
- 100% of resources.

TASK 3 Strategy Development

In consultation with the appropriate stakeholders, develop strategies, activities and projects to address the identified transportation needs.

Distribution of Strategy Development Resources:

- ___% Identification of strategies to address high-priority problems
- ___% Work with users and user groups (job-seekers, employers, child care providers if applicable, etc.) to flesh out details of strategies (costs, providers, locations and times of service, etc.).
- ___% Coordination of proposed services/ service improvements with each other and with existing services.
- ___% Identification of implementers and funding sources.
- 100% of resources

TASK 4 Evaluation

Consult with existing and/or prospective users of Jobs Access transportation services. Identify problems and remedies and recommend corrective measures.

Conclusion: Presentation to Steering Committee.

Distribution of Evaluation Resources:

- ___% Pre-Implementation "reality check": will the proposed services be valued and well used?
- ___% Post-Implementation evaluation of the services' impact.
- 100% of resources

OVERALL DISTRIBUTION OF RESOURCES FOR JOBS ACCESS PLAN SCOPE OF WORK

- ___% Task 1: Data Collection
- ___% Task 2: Problem Analysis
- ___% Task 3: Strategy Development
- ___% Task 4: Evaluation



Metropolitan
Planning
Organization

MEMORANDUM

DATE: December 10, 1999
TO: Jobs Access Plan Steering Committee
FROM: Beth Malaby, Senior Planner *BM*
RE: Meeting Announcement

Commissioner Richard Glorioso
Chairman

Commissioner Ben Wacksman
Vice Chairman

Mayor Fran Barford
City of Temple Terrace

Commissioner Pat Frank
Hillsborough County

Commissioner Richard Glorioso
City of Plant City

Mayor Dick A. Greco
City of Tampa

Councilman Shawn Harrison
City of Tampa

Monroe Mack
Expressway Authority

Commissioner Jim Norman
Hillsborough County

Councilwoman Linda Saul-Sena
City of Tampa

Ed Turanchik
HARTline

Commissioner Ben Wacksman
Hillsborough County

Louis E. Miller (Ex-Officio)
Hillsborough Co. Aviation Authority

George Williamson (Ex-Officio)
Tampa Port Authority

Christine Malzone (Ex-Officio)
The Planning Commission

Kenneth A. Hartmann, P.E. (Ex-Officio)
FDOT District Seven

Lucilla L. Ayer, AICP
Executive Director

The next meeting of the Hillsborough County Jobs Access Plan Steering Committee will be held:

Thursday, January 6
2 - 4 pm
Downtown Tampa Hyatt.

Please plan to attend. We will meet with the consultant and discuss the tasks to be undertaken during the next six months. Tasks include research, problem analysis, developing strategies!

The Hyatt is located at the corner of Franklin Street Mall and Jackson Street. Valet parking is available for \$7. Less expensive parking is available at the Fort Brooke Garage, a block south of the Hyatt. Enter Fort Brooke on Whiting Street, just east of Franklin Street Mall.

Enclosed/Following please find results of the December 3 committee activities:

- Mission statement as adopted
- Committee priorities regarding the Data Needs list
- Committee priorities regarding the apportionment of resources over the plan scope of work

Again, please contact me with any corrections to the updated list of steering committee members.

Hillsborough County
Metropolitan Planning Organization
P.O. Box 1110
601 E. Kennedy, 18th Floor
Tampa, Florida 33601-1110
813/272-5940
FAX NO: 813/272-6258
FAX NO: 813/272-6255
www.plancom.org

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Metropolitan
Planning
Organization

HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION

MEETING REMINDER

Jobs Access Plan Steering Committee

Final Scope of Work

*We will meet with the consultant
who will be doing the research and legwork to develop the Jobs Access Plan.*

*Committee member comments at this meeting
will finalize the detailed list of tasks
the consultant will undertake through June.*

JANUARY 6, 1999 (THURSDAY)
2:00 P.M.

DOWNTOWN TAMPA HYATT
TAMPA ST. & JACKSON ST.

Park in Fort Brooke Garage
(entrance on Whiting Street,
one block south of the Hyatt).

Questions? Call Beth Malaby at 272-5940.

JOBS ACCESS PLAN STEERING COMMITTEE MEETING
JANUARY 6, 2000
SIGN-IN SHEET

PLEASE PRINT CLEARLY

<u>NAME</u>	<u>ORGANIZATION</u>
Laura Lachance	CUTA USF
BETSY DRAKE	PARTNERS IN CARE, CHILD CARE SERVICES + Referral ^{part of} _{SS-12}
DONNA MORRISON	CENTRAL PET
Rob Cursey	Dames & Moore
BOB KRASNICIKI	HALEy VETERANS' HOSPITAL
SUSAN PAGLINO	HYATT REGENCY TAMPA
ROGER PAVLIK	Tal County Business Park
Elton Lopez	HARTLINE
Rick Clarendon	Hills. Co. MPO
BOB MORRISON	HILLS. Co HOTEL + MOTEL ASSOC.
PHYLLIS FACINIA	TAMPA DOWNTOWN PARTNERSHIP
VICTOR DiMAIO	GULF COAST TRANSPORTATION / ^{UNITE.} _{CAB}

Hillsborough Co. Jobs Access Plan
Steering Committee

Mission Statement

Public and private partners will develop a plan to provide and expand transportation services that increase access to training and employment opportunities for transit dependent individuals.

Adopted December 3, 1999

Data Needs

Items shown in bold italics were identified by the committee as topics of particular interest.

0. **Job Seekers.** Identify areas of un/underemployment, using Census income data (geographic distribution of lowest income percentile and/or populations under 1989 poverty level) CDBG area information, locations of CTC and WAGES clients, WIA data (Hillsborough County Employment).

Possible additional tasks

- 0-1. *Identify areas of un/underemployment that are not served and not well served by regular HARTline routes during the day.*
1. **Jobs.** Locate major employers and clusters of employers with an on-going need to fill industrial, service, and entry-level positions. Locate job training centers and identify the hours courses are offered. Information may be available from the Department of Labor (Jobs & Benefits, Development Services), local community development departments, Goodwill/WAGES employment counselors, the McDonald Training Center, the Workforce Development Board, vo-tech school placement offices, the Tampa Chamber's recent membership survey, and Plant City's upcoming business survey.

Possible additional tasks

- 1-2. Identify those employment areas which are within commutable distance of un/underemployment areas.
 - 1-3. *Identify those employment areas which have early, late, and weekend work shifts.*
 - 1-4. Collect data on the existing entry-level staff of employers in target areas. Map the locations of these employees' homes, by employee work shift. Identify any clusters.
 - 1-5. Assess interest level of existing employees in vanpooling
 - 1-6. Survey employers – perhaps through Chambers, industrial parks, etc. – regarding interest in cooperating with each other to assist employees with transportation.
 - 1-7. Explore the feasibility of consolidating trips with on-site/nearby services in employer focus groups.
2. **Child Care.** Locate day care providers that accept Title XX, differentiating by capacity. Locate sick child care centers.

Possible additional tasks

- 2-1. Develop transportation solutions with a focus group of day care providers.
3. **Transportation.** Inventory existing transportation services in Hillsborough County, including routes, stops, times available, costs to users, and any restrictions on user eligibility. Collect information on services provided by day care providers, not-for-profit agencies, *churches, neighborhoods, and car dealers* as well as public transportation providers. Identify known service gaps that relate to jobs access, drawing from existing data sources such as HART's database of service requests, and the MPO's CTC survey.

Possible additional tasks

- 3-1. *Identify the most feasible opportunities for making connections between employment areas and areas of un/underemployment not well served by regular HARTline routes during the day, using minor modifications to existing HART service. Consider such factors as existing HART express routes, local routes, and transfer centers.*
 - 3-2. Develop new vanpool routes, in partnership with users. Routes should complement any other transportation services available.
 - 3-3. *In partnership with interested employers, develop shuttle routes to areas of un/underemployment that are not served and not well served by regular HARTline routes during the day. Shuttle routes should coordinate with and supplement other transit services.*
 - 3-4. *Identify HARTline routes that serve employment areas with early, late, and weekend work shifts. Identify unserved areas and shifts.*
 - 3-5. Identify the most feasible opportunities for making connections between areas of early/late work shifts and areas of un/underemployment, using minor modifications to existing HART service. Consider such factors as extending the hours of existing HART routes and utilizing HART transfer centers.
 - 3-6. Identify van lease and shuttle service options available to employers, including maintenance and insurance expenses.
 - 3-7. Analyze existing public transit services available 6-9am and 2:30-6pm (perhaps with a map of routes available in each hour increment), identifying stops and hubs that provide access to critical destinations. Compare to the locations of day care providers, employment centers and un/underemployment areas.
4. **Coordination.** Coordinate any new transportation services with existing services, such as by coordinating pick-up/drop-off locations and funding mechanisms.

Possible additional tasks

4-1. *Assess transportation providers' interest in cooperating to develop a shared information clearinghouse and/or single point of contact for information on transportation services. Create a list of feasible next steps.*

5. **Funding.** Identify funding sources for new and expanded services (both stand-alone and as match for grants).

Possible additional tasks

5-1. *Identify incentives/incentive mechanisms for employer participation.*

5-2. Identify existing funding sources for child transportation, and the requirements of those sources.

5-3. Identify incentives/incentive mechanisms for day care provider participation

6. **Reality Check.** Survey potential clientele: would you use this service if available? Survey Human Resources experts regarding their company's and/or industry's needs and requirements.

7. **Evaluation.** After implementation of new jobs access services, evaluate the services' impact. For example, how many positions were employers able to fill as a result of these services? How has transit ridership been affected?

Hillsborough Co. Jobs Access Plan Scope of Work

DRAFT

Items shown in bold italics are based on the committee's input.

TASK 1 Data Collection

In consultation with the appropriate stakeholders, identify the geographic and temporal distribution of welfare recipients and low-income people, employment and training opportunities and related activities, and existing transportation options (public, private, non-profit and human service) in Hillsborough County.

Distribution of Data Collection Resources:

- 21%** Jobs research.
- 33%** Job seekers research.
- 25%** Existing transportation services research.
- 21%** Child care research.
- 100% of resources

TASK 2 Problem Analysis

In consultation with the appropriate stakeholders, identify employment opportunity areas and hours that are not currently served by transportation services. Identify other transportation limitations. Rank the severity of problems in Hillsborough County with respect to one another.

Distribution of Problem Analysis Resources:

- 25%** The problem of transportation to outlying areas.
- 41%** The problem of early, late, and weekend work shifts.
- 22%** The problem of multiple trips.
- 12%** Prioritization of problems.
- 100% of resources.

One committee member suggested that the problem of multiple trips may be the most difficult to address, and perhaps should have the most resources.

TASK 3 Strategy Development

In consultation with the appropriate stakeholders, develop strategies, activities and projects to address the identified transportation needs.

Distribution of Strategy Development Resources:

- 26% Identification of strategies to address high-priority problems
Must include working with users.
- 33% Work with users and user groups (job-seekers, employers, child care providers if applicable, etc.) to flesh out details of strategies (costs, providers, locations and times of service, etc.).
- 22% Coordination of proposed services/ service improvements with each other and with existing services.
- 19% Identification of implementers and funding sources.
- 100% of resources

TASK 4 Evaluation

Consult with existing and/or prospective users of Jobs Access transportation services. Identify problems and remedies and recommend corrective measures.

Distribution of Evaluation Resources:

- 85% Pre-Implementation "reality check": will the proposed services be valued and well used?
- 15% Post-Implementation evaluation of the services' impact.
- 100% of resources
- Need a "reality check" with users at each stage.*

OVERALL DISTRIBUTION OF RESOURCES FOR JOBS ACCESS PLAN-SCOPE OF WORK

- 18% Task 1: Data Collection
 - 26% Task 2: Problem Analysis
 - 41% Task 3: Strategy Development
 - 15% Task 4: Evaluation
 - 100 % of resources
-



Metropolitan
Planning
Organization

MEMORANDUM

DATE: February 22, 2000
TO: Jobs Access Plan Steering Committee
FROM: Beth Malaby, Senior Planner
RE: Meeting Announcement

The next meeting of the Hillsborough County Jobs Access Plan Steering Committee will be held:

Thursday, March 2
2 - 4 pm
Planning Commission Board Room
County Center, 18th Floor
601 E. Kennedy Blvd.

Hourly parking is located in the County Center building itself (enter on Pierce Street) and at the City parking lot adjacent to the Commuter Center two blocks west (enter on Jackson Street or Kennedy Blvd.) Parking is also available for a flat rate of \$3, three blocks south of County Center (enter on Morgan Street).

Enclosed please find:

- Agenda
- Final Scope of Work
(per 1/6/00 committee revisions)
- Proposed meeting schedule
- Steering Committee distribution list

Again, please contact me with any corrections to the steering committee distribution list.

Commissioner Richard Glorioso
Chairman

Commissioner Ben Wacksman
Vice Chairman

Mayor Fran Barford
City of Temple Terrace

Commissioner Pat Frank
Hillsborough County

Commissioner Richard Glorioso
City of Plant City

Mayor Dick A. Greco
City of Tampa

Councilman Shawn Harrison
City of Tampa

Monroe Mack
Expressway Authority

Commissioner Jim Norman
Hillsborough County

Councilwoman Linda Saul-Sena
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Ed Turanchik
HARTline

Commissioner Ben Wacksman
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Hillsborough Co. Aviation Authority

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www.plancom.org

HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION

JOBS ACCESS PLAN STEERING COMMITTEE

MEETING OF MARCH 2, 2000 (THURSDAY) AT 2:00 P.M.

HILLSBOROUGH COUNTY CENTER BUILDING
18th FLOOR MEETING ROOM
601 E KENNEDY BLVD.

AGENDA

- I. CALL TO ORDER AND INTRODUCTIONS
- II. STATUS REPORT
 - A. Scope of Work - as finalized after last committee meeting.
 - B. Review of Task 1 Accomplishments - data compiled and mapped.
- III. ACTION ITEMS
 - A. Establish ranking system for problems that will be identified.
- V. OTHER BUSINESS
- VI. ADJOURNMENT

JOBS ACCESS
3/2/00

COMMITTEE
2 PM

Name

Organization

Sarah Kyle

BACS

Bob Harvey

BACS

BETSY DRAKE

SDHC/ECLA PARTNERS IN CARE, CCRP

Donna Morrison

Central Pet - Tampa

Edna Lopez

HART

Paul V. St.

Spec. Transp

Jim McDaniel

City of Plant City

RICH CLARENDON

Hills. Co. MPO

Rob Cursey

Dames & Moore

Phyllis Payne

TDPTMO

VICTOR RUAZ D'AMADIO

CHIC COAST TRANSPORTATION / UNITS
CAE

Gloria Anthony

Renate Hartman

Marina Harkness

Marian Ange

Ellen Donegan?

Hillsborough County Jobs Access Plan

MAPS

A. Population to Be Served

1. 1997 median household income by Census block group
2. 1997 Census block groups with median income \$10,700 or less
3. Enterprise Communities and Empowerment Zones
4. Distribution of WAGES clients
5. Distribution of Specialized Transportation clients by zip code
6. Distribution of Employment & Training Dept. clients

B. Jobs and Job Training

1. 1995 Employment density by Census tract
2. 2020 projected employment density by Census tract
3. BACS clients' employers- early morning shifts
4. BACS clients' employers- evening shifts
5. BACS clients' employers- graveyard shifts
6. Distribution of WAGES employers
7. Location of job training centers
8. Chamber member businesses that typically have entry-level jobs by zip code
9. Developments of Regional Impact and major vested projects, non-residential

C. Child Care

1. Distribution of child care providers, with centers for sick child care

D. Transportation Services

1. HART routes by headway – AM Peak
2. HART routes by headway – Mid-day
3. HART routes by headway – PM Peak
4. HART routes by headway – Evening
5. HART routes by headway – Saturday
6. HART routes by headway – Sunday
7. Early morning HART routes
8. Evening HART routes
9. Late night HART routes
10. Child care facilities that provide transportation to/from home

HILLSBOROUGH COUNTY JOBS ACCESS PLAN

Ranking the Problems

Which do we tackle first? Factors to consider

CATEGORY	FACTOR
A. Feasibility of solving this problem	1. Distance of trip
	2. Geographic concentration of users
	3. Feasibility from rider's perspective
	4. Feasibility from employer's perspective
	5.
	6.
	7.
B. Costs of solving this problem	1. Monetary: Cost per rider
	2. Non-monetary: Resources shifted away from other problems
	3.
	4.
	5.
	6.
	7.
C. Benefits of solving this problem	1. Number of people who will benefit
	2. Number of jobs that might be filled
	3. Employers with chronic vacancies
	4.
	5.
	6.
	7.
D. Other:	1.
	2.

Rank the Categories

A
B
C
D
E
F

100%

Rank Category A Factors

1
2
3
4
5
6
7
8
9
10

100%

Rank Category B Factors

1
2
3
4
5
6
7
8
9
10

100%

Rank Category C Factors

1
2
3
4
5
6
7
8
9
10

100%

HILLSBOROUGH COUNTY JOBS ACCESS PLAN

Meeting Notes 3/2/00

Notes on the finalized scope of work:

The data collection phase includes only compiling data that's already been collected by other agencies, not generating new data.

Partners in Care's child care data was incorporated into the scope.

"Reality Check" activities are included in every phase, and will rely strongly on support from steering committee members, in setting up discussion groups, interview sessions, surveys, etc. with employees, human resource professionals, clients, or others.

BACS is interviewing staff members at WAGES one-stop centers regarding transportation needs, and will make the information they collect available for the Jobs Access problem analysis phase.

Committee comments on the maps:

- Census block groups' median household income: There are areas of extreme poverty in Drew Park, Warehouse District, east of downtown, and possibly in Thonotosassa area (double-check location). Don't show Census block groups with zero households.
- Employment & Training Dept. clients could include WAGES clients, but also people who have graduated from WAGES or are just working poor. Hillsborough County Specialized Transportation clients can represent the disabled population.
- Cite data source on maps.
- 1995 highest density job areas are Westshore, Downtown, and around St. Joseph's Hospital.
- Chamber of Commerce members don't well represent some business types. A better data set identifying the locations of various types of businesses, and including number of jobs, might be obtained from the library, through Standard & Poor.
- Show HART express routes differently from local routes.
- HART early-morning routes should be those that start 4:30-5:00 am.

- Child care center map should identify those that provide evening care (closing after 7pm). Family child care homes should also be mapped. Partners in Care will provide data.
- Gulf Coast transportation provided a flyer showing the route and schedule of the new downtown hotel employee shuttle.

Criteria for Ranking Jobs Access Problems
(Committee brainstorm session results)

A. Feasibility of Solving the Problem

1. Distance of trip
2. Geographic concentration of people and jobs
3. Feasibility from the rider's perspective
4. Feasibility from the employer's perspective
5. Trip length - time
6. Reliability
7. Employers are willing to participate financially
8. Employers can be flexible
9. Child care available

B. Costs of Solving the Problem

1. Cost per rider, unsubsidized
2. Resources shifted away from other problems
3. Cost to the rider (may be subsidized)
4. Impact on employer
5. Total cost

C. Benefits of Solving the Problem

1. Number of people who will benefit
2. Number of jobs that could be filled
3. Employers with chronic vacancies
4. Jobs have upward mobility
5. Job desirability (better shifts available, for ex.)
6. Training slots that could be filled

Next Meeting **APRIL 27** (Not April 20), 2-4 pm
 Bay Area Commuter Services
 Austin Center West, Suite 704
 1408 North Westshore Blvd.



**Metropolitan
Planning
Organization**

MEMORANDUM

DATE: April 12, 2000
 TO: Jobs Access Plan Steering Committee
 FROM: Beth Malaby, Senior Planner **EM**
 RE: Federal Grant

Commissioner Richard Glorioso
Chairman

Commissioner Ben Wacksman
Vice Chairman

Mayor Fran Barford
City of Temple Terrace

Commissioner Pat Frank
Hillsborough County

Commissioner Richard Glorioso
City of Plant City

Mayor Dick A. Greco
City of Tampa

Councilman Shawn Harrison
City of Tampa

Monroe Mack
Expressway Authority

Commissioner Jim Norman
Hillsborough County

Councilwoman Linda Saul-Sena
City of Tampa

Ed Turanchik
HARTline

Commissioner Ben Wacksman
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Louis E. Miller (Ex-Officio)
Hillsborough Co. Aviation Authority

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Kenneth A. Hartmann, P.E. (Ex-Officio)
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FAX NO: 813/272-6255
www.plancom.org

As you may remember from our committee meetings, one of the potential funding sources for transit improvements to access jobs is a Federal Transit Administration grant program called "Job Access and Reverse Commute" (JARC).

In March, a notice was published that the federal government is now accepting applications for this year's round of JARC projects. One of the major requirements is that candidate projects must be included "an area-wide Job Access & Reverse Commute Plan."

Hillsborough Area Regional Transit will be developing and submitting an application, to fund improvements such as expanded evening service, better service in the University area, and a range of mini-bus/van options. HART staff indicate they intend to draw on the Jobs Access Plan data our committee has developed, and the problem analysis we are conducting.

My agency, the MPO, must designate a single applicant from this area for the JARC grant. I need to know from you as soon as possible if any of your organizations intend to pursue this grant.

Applications are due to the Federal Transit Administration by May 9. If the MPO must consider competing applicants from this area, a decision must be made at the May 2 MPO Board meeting.

PLEASE NOTIFY ME BY THE END OF THE DAY FRIDAY, APRIL 14 IF YOU INTEND TO PURSUE A JARC GRANT.

Thanks for your interest and cooperation.

HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION

JOBS ACCESS PLAN STEERING COMMITTEE

MEETING OF APRIL 27, 2000 (THURSDAY) AT 2:00 P.M.

Bay Area Commuter Services Conference Room*
Austin Center West, Suite 704
1408 North Westshore Blvd.

AGENDA

- I. CALL TO ORDER AND INTRODUCTIONS
- II. STATUS REPORTS
 - A. Refinements to Task 1, Data Collection– per committee comments
 - B. Work completed for Task 2, Problem Analysis
- III. ACTION ITEMS
 - A. Review prioritization of problems. (This prioritization is based on criteria brainstormed at the last committee meeting.)
 - B. Discuss criteria for prioritizing solution strategies.
 - C. "Reality Check" activities
 - D. FTA grant application – Letters of support needed!
- V. OTHER BUSINESS
- VI. ADJOURNMENT

* The Bay Area Commuter Services office, in the Austin Center West complex, is located a few blocks north of I-275 on Westshore Boulevard. Free parking is available around the rear of the building on the top floor of the parking ramp.

HILLSBOROUGH COUNTY
JOBS ACCESS PLAN STEERING COMMITTEE

FAX/ E-MAIL DISTRIBUTION LIST

03/29/2000

Member	Alternate	Organization	Phone	Fax	E-mail
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Transportation

Rich Clarendon	Mark Hudson	MPO	272-5940	272-6258	ciarendr or hudsonm@plancom.org
✓ Elba Lopez	Jeannie Satchel	HARTline	223-6831	223-7976	lopeze@hartline.org
Sarah Noyle	Jan Davis <i>his Downey</i>	BACS	282-8200	282-8700	bacs3@atlantic.com
Edgar Martinez	Karen Smith	Hills. Co. Spec. Transp.	276-2999		martineze@hillsboroughcounty.org
Nancy Castellano	Vic DiMaio	United Cab	251-3107	254-7902	
Marian Ange	George Boyle	FDOT	975-6405	975-6443	
✓ Phil Winters	Chris Hagelin	CUTR	974-9811	974-5168	winters or hagelin@cutr.eng.usf.edu
Joel Peach	Warren Clark	Cars for Success	247-8489	994-7336	Carsforsuccess@cs.com <i>E-mail preferred.</i>

Human Services

Bob Downey	Catherine Sugg	BACS (for WAGES)	930-7582	930-7850	csugg@intnet.net
Kris Hilyer	Lisa Henshaw	Goodwill (for WAGES)	727-523-1512	727-568-0201	
	Dana Calvin	Goodwill Industries	757-1680	707-8527	
Trina Golden	Leslie King	Jobworks	727-523-1212	727-577-2749	
✓ Max Selko <i>(Barbara Escobio)</i>		Hills. Co. Workforce Bd.	635-8077	635-8085	
Ted Hull		Dept. Labor & Employmt.	871-7190	871-7161	
Marina Harkness		Dept. Children & Families	554-2276	873-4714	
Betsy Drake		Partners In Care	744-8941	744-8954	

Local Governments & Neighborhoods

Jeannette Fenton		COT Bus. & Comty. Svcs.	274-7959	274-7927	
Ned Baier		Hills. Co. Transportation	272-5849	985-4335	baiere@hillsboroughcounty.org
✓ Bruce Register		Hills. Co. Econ. Devmt.	272-6217		registerb@hillsboroughcounty.org
✓ Jim McDaniel		Plant City	757-9155	757-9161	jmcdaniel@ci.plant-city.fl.us
Sheila Wade		Robles Park	274-8350, 7483		

Business

Gloria Anthony		Tampa Chamber	276-9414	223-7899	ganthony@tampachamber.com
Phyllis Pacyna		Tampa Downtown Part.	221-3686	229-1328	ppacyna@tpadowntown.com
✓ Renate Hartman	Marilaine Sheldon	Snelling Personnel	877-4300	877-5854	renaeh or marilaines@snellingtampa.com
Barbara Johnson		Custom Cable	612-5009	621-5185	
Donna Morrison		Central Pet Supply	889-7161	975-0755	
Susan Paglino		Hyatt Regency Tampa	222-4922	222-4921	
Ellen Donegan		Columbia Staffing	622-7755	621-8751	
Anne Marie Campbell		Hillsb. Co. Human Res.	360-7163	276-2197	campbella@hillsboroughcounty.org
Roger Pavlik		Tri-County Business Park	855-4486	855-3292	
Karen Gard		Busch Gardens	987-5026	987-5374	
Bob Krasnicki	Donald Monahan	Haley Veterans Hospital	903-4844	979-3667	
Bob Morrison		Hillsb. Hotel/Motel Assn.	980-3445	988-7773	morrasso@gte.net <i>E-mail preferred.</i>

Project Team

✓ Beth Malaby		MPO	272-5940	272-6258	malabye@plancom.org
✓ Rob Cursey	DEE STEVENS	Dames & Moore	875-1115	874-7424	
Martin Catala	Laura Lachance	CUTR	974-9791	974-5168	catala or lachance@cutr.eng.usf.edu

Ian Watson *Dames & Moore* *932-8739*

Suggested Additions to the Distribution List

Robin Miller		Fingerhut	903-4400	903-4410	
Robert Henderson		USAA	615-5702	615-5451?	
Richard Stailey		Westshore Wyndham			
Maritza Riqueley	Steve Bromberg	Host Marriott	396-3977		
Mary Poole		USF Human Resources	974-5712		

FIRST SCREENING

Problem Characteristics

Size of Client Population (larger=less target)	Geographic Concentration of Clients (more=dense/less=dispersed)	Number of Jobs (larger=less target)	Geographic Concentration of Jobs (more=dense/less=dispersed)	Child Care Availability (within walking distance of home=not)	TOTAL
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Problem Areas

Spatial Mismatch

1	No Bus Close to Home								
	Plant City	2	2	2	2	2	2	2	10
	Brandon Area	2	2	2	2	1	2	2	9
	Gibsonton/Riverview	1	1	1	2	1	1	1	6
	Ruskin Area	1	2	2	2	2	1	1	8
	Veterans Expressway/Dale Mabry	2	2	2	2	2	2	2	10
	U.S. 301	2	1	1	2	2	2	2	8
2	No Bus Close to Work								
	Plant City	2	2	2	2	2	2	2	10
	Bruce B Downs	2	2	1	1	1	1	1	7
	U.S. 301/Harney	1	1	2	2	2	1	1	7
	Dale Mabry	2	2	2	2	2	1	1	9
	U.S. 41/Riverview	1	2	1	1	1	1	1	6
3	No Bus Close to School								
	Plant City	2	2	2	2	2	2	2	10
	Dale Mabry	1	2	2	2	2	2	2	9

Temporal Mismatch

1	No Evening / Early Morning / Weekend Bus to Job Site								
	Plant City (Evening, Weekend & Early Morning)	2	2	2	2	2	1	1	9
	Bruce B Downs (Evening, Weekend & Early Morning)	2	2	1	1	1	1	1	7
	Brandon Area (Evening, Weekend & Early Morning)	2	2	2	1	2	2	2	9
	U.S. 301/Harney (Evening, Weekend & Early Morning)	1	2	2	2	2	2	2	9
	U.S. 41/Riverview (Evening, Weekend & Early Morning)	1	1	2	2	2	1	1	7
	Ruskin Area (Evening, Weekend & Early Morning)	1	1	2	2	2	2	2	8
2	No Evening / Early Morning / Weekend Bus Home								
	Plant City (Evening, Weekend & Early Morning)	2	2	2	2	2	2	2	10
	Brandon Area (Evening, Weekend & Early Morning)	2	2	2	1	2	2	2	9
	Gibsonton/Riverview (Evening, Weekend & Early Morning)	1	1	1	2	1	1	1	6
	Ruskin Area (Evening, Weekend & Early Morning)	1	1	2	2	1	1	1	7
	Veterans Expressway/Dale Mabry (Evening, Weekend & Early Morning)	2	2	2	2	2	2	2	10
	U.S. 301 (Evening, Weekend & Early Morning)	1	1	1	1	1	1	1	5
3	No Evening / Weekend Bus to School								
	Plant City (Evening, Weekend & Early Morning)	2	2	1	1	2	2	2	8
	Northdale (Evening, Weekend & Early Morning)	1	1	2	2	2	2	2	8
	Brandon Area (Evening, Weekend & Early Morning)	2	2	2	2	2	2	2	10
	U.S. 41 (Evening & Weekend)	1	1	2	2	2	1	1	7
	Westshore Area (Evening, Weekend & Early Morning)	1	1	2	2	2	1	1	7

Multiple Trip Problem Areas

1	Can I Walk to Child Care From Home								
	Plant City	2	2	2	2	2	2	2	10
	Ruskin Area	1	1	2	2	2	2	2	8
	Bears & Bruce B. Downs	2	2	1	1	2	1	1	8
	Riverview Area	2	2	2	1	1	1	1	8
	Brandon Area	2	2	2	1	1	1	1	8
2	No Bus Close to Child Care								
	Plant City	1	2	2	2	2	2	2	9
	Brandon Area	2	2	2	1	2	2	2	9
	Gibsonton/Riverview	1	1	1	2	1	1	1	6
	Northdale	2	2	1	2	2	2	2	9
	Dale Mabry	2	2	2	2	2	2	2	10
	Bruce B. Downs	1	1	1	2	2	2	2	7

less of a problem

LEGEND

High Priority = 2
Low Priority = 1

High Priority Problem Areas

Plant City

No Bus Close to Home	10
No Bus Close to Work	10
No Bus Close to School	10
No Evening/Early Morning/Weekend Bus to Work	9
No Evening/Early Morning/Weekend Bus Home	10
No Evening/Weekend Bus to School	8
Can't Walk to Child Care from Home	10
No Bus Close to Child Care	9

Dale Mabry and Veterans Expressway/Dale Mabry

No Bus Close to Home	10
No Bus Close to Work	9
No Bus Close to School	9
No Evening/Early Morning/Weekend Bus Home	10
No Bus Close to Child Care	

Brandon Area

No Bus Close to Home	9
No Evening/Early Morning/Weekend Bus to Work	9
No Evening/Early Morning/Weekend Bus Home	9
No Evening/Weekend Bus to School	10
No Bus Close to Child Care	9
Can't Walk to Child Care from Home	8

US 301/ Harney, and US 301

No Evening/Early Morning/Weekend Bus to Work	9
No Bus Close to Home	8

Northdale

No Bus Close to Child Care	9
No Evening/Weekend Bus to School	8

Ruskin Area

No Bus Close to Home	8
No Evening/Early Morning/Weekend Bus to Work	8
Can't Walk to Child Care from Home	8

Bearss & Bruce B. Downs

Can't Walk to Child Care from Home	8
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Riverview Area

Can't Walk to Child Care from Home	8
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Metropolitan
Planning
Organization

MEMORANDUM

DATE: June 2, 2000
TO: Jobs Access Plan Steering Committee
FROM: Beth Malaby, Senior Planner *EM*
RE: Meeting Announcement

Commissioner Richard Glorioso
Chairman

Commissioner Ben Wacksman
Vice Chairman

Mayor Fran Barford
City of Temple Terrace

Kimberlee DeBosier
Expressway Authority

Commissioner Richard Glorioso
City of Plant City

Mayor Dick A. Greco
City of Tampa

Councilman Shawn Harrison
City of Tampa

Commissioner Chris Hart
Hillsborough County

Councilwoman Linda Saul-Sena
City of Tampa

Commissioner Thomas Scott
Hillsborough County

Ed Turanchik
HARTline

Commissioner Ben Wacksman
Hillsborough County

Louis E. Miller (Ex-Officio)
Hillsborough Co. Aviation Authority

George Williamson (Ex-Officio)
Tampa Port Authority

Dottie Berger (Ex-Officio)
The Planning Commission

Kenneth A. Hartmann, P.E. (Ex-Officio)
FDOT, District Seven

Lucilla L. Ayer, AICP
Executive Director

Hillsborough County
Metropolitan Planning Organization
P.O. Box 1110
601 E. Kennedy, 18th Floor
Tampa, Florida 33601-1110
813/272-5940
FAX NO: 813/301-7172
FAX NO: 813/272-6258
FAX NO: 813/272-6255
<http://www.plancom.org>

The *second-to-last* meeting of the Hillsborough County
Jobs Access Plan Steering Committee will be held:

Thursday, June 8
2 - 4 pm
Center for Urban Transportation Research (CUTR)
USF Campus

CUTR staff have been researching strategies used across the country!

Please join us to discuss CUTR's findings,
and which strategies would be best for our local problems.

WE NEED YOU to help develop implementation plans
and build local partnerships!

Our final meeting is coming up soon on July 13.

A meeting agenda will be distributed by fax July 7. Copies will also
be available at the meeting.

Directions: From I-275, take Fowler Ave east to the main entrance to
USF campus. On campus, turn left at the first stoplight. Go over a
speed bump and turn right at the first street. CUTR is immediately on
your right, behind the trailers. Park in the lot on the left. Be sure to
purchase a \$2 visitors parking permit from the vending machine at the
lot entrance.

LLA:L:\TRAN_MPO\PROJECTS\JOBS_ACCESS_PLAN\6-8 MAIL-OUT.DOC

Cooperative Comprehensive Multi-Modal Transportation Planning for
the Local Governments and Transportation Agencies in Hillsborough County, Florida

HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
JOBS ACCESS PLAN STEERING COMMITTEE
MEETING OF JUNE 8, 2000 (THURSDAY) AT 2:00 P.M.

Center for Urban Transportation Research*
University of South Florida, Tampa

AGENDA

- I. CALL TO ORDER AND INTRODUCTIONS
- II. STATUS REPORTS
 - A. Refinements to Task 3, Problem Analysis (Malaby)
 - B. Work completed for Task 4, Strategy Development (Lachance)
 - 1. Overview of strategies
 - 2. Applying strategies to Hillsborough County
- III. ACTION ITEMS
 - A. Plan focus groups for strategy refinement.
 - B. Review focus group questions.
- V. OTHER BUSINESS
- VI. ADJOURNMENT

* The Center for Urban Transportation Research is located on the USF campus. From I-275, take Fowler Ave east to the main entrance to USF. On campus, turn left at the first stoplight. Go over a speed bump and turn right at the first street. CUTR is immediately on your right, behind the trailers. Park in the lot on the left. *Be sure to purchase a \$2 visitors parking permit from the vending machine at the lot entrance.*

**HILLSBOROUGH COUNTY
JOBS ACCESS PLAN STEERING COMMITTEE**

COMMITTEE MEETING 6/8/00

06/07/2000

Member	Alternate	Organization	Phone	Fax	E-mail
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Transportation

Rich Clarendon	Mark Hudson	MPO	272-5940	272-6258	clarendr or hudsonm@plancom.org
✓ Elba Lopez	Jeannie Satchel	HARTline	223-6831	223-7976	lopeze@hartline.org
✓ Sarah Noyle	Bob Downey	BACS <i>W. A. New Pugh</i>	282-8200	282-8700	bacs3@atlantic.com
Edgar Martinez	Karen Smith	Hills. Co. Spec. Transp.	276-2999		martineze@hillsboroughcounty.org
Nancy Castellano	Vic DiMaio	United Cab	251-3107	254-7902	
Marian Ange	George Boyle	FDOT	975-6405	975-6443	
✓ Phil Winters	✓ Chris Hagelin	CUTR <i>Ch. Hagelin</i>	974-9811	974-5168	winters or hagelin@cutr.eng.usf.edu
Joel Peach	Warren Clark	Cars for Success	247-8489	994-7336	Carsforsuccess@cs.com <i>E-mail preferred.</i>

Human Services

Catherine Sugg	Melissa Stephens	WAGES	930-7582	930-7850	csugg@intnet.net
Kris Hilyer	Lisa Henshaw	Goodwill (for WAGES)	727-523-1512	727-568-0201	
	Dana Calvin	Goodwill Industries	757-1680	707-8527	
Trina Golden	Leslie King	Jobworks	727-523-1212	727-577-2749	
Max Selko	Barbara Escobio	Hills. Co. Workforce Bd.	635-8077	635-8085	
Ted Hull		Dept. Labor & Employmt.	871-7190	871-7161	
Marina Harkness		Dept. Children & Families	554-2276	873-4714	<i>moved to SDHC -</i>
Betsy Drake	<i>BD</i>	Partners In Care	744-8941	744-8954	<i>Elizabeth. DRAKE@SDHC.KIL.FL.US</i>

Local Governments & Neighborhoods

Jeannette Fenton		COT Bus. & Comty. Svcs.	274-7959	274-7927	
Ned Baier		Hills. Co. Transportation	272-5849	985-4335	baiere@hillsboroughcounty.org
Bruce Register		Hills. Co. Econ. Devmt.	272-6217		registerb@hillsboroughcounty.org
Jim McDaniel		Plant City	757-9155	757-9161	jmcdaniel@ci.plant-city.fl.us
Sheila Wade		Robles Park	274-8350, 7483		

Business

Gloria Anthony		Tampa Chamber	276-9414	223-7899	ganthony@tampachamber.com
Phyllis Pacyna		Tampa Downtown Part.	221-3686	229-1328	ppacyna@tpadowntown.com
✓ Renate Hartman	Marilaine Sheldon	Snelling Personnel	877-4300	877-5854	renae or marilaines@snellingtampa.com
Barbara Johnson		Custom Cable	612-5009	621-5185	
Donna Morrison		Central Pet Supply	889-7161	975-0755	
Susan Paglino		Hyatt Regency Tampa	222-4922	222-4921	
Ellen Donegan		Columbia Staffing	622-7755	621-8751	
Anne Marie Campbell		Hillsb. Co. Human Res.	360-7163	276-2197	campbella@hillsboroughcounty.org
Roger Pavlik		Tri-County Business Park	855-4486	855-3292	
Karen Gard		Busch Gardens	987-5026	987-5374	
Bob Krasnicki	Donald Monahan	Haley Veterans Hospital	903-4844	979-3667	
Bob Morrison		Hillsb. Hotel/Motel Assn.	980-3445	988-7773	morrasso@gte.net <i>E-mail preferred.</i>

Project Team

✓ Beth Malaby		MPO	272-5940	272-6258	malabye@plancom.org
✓ Rob Cursey	<i>Rob Cursey</i>	Dames & Moore	875-1115	874-7424	
✓ Laura Lachance	Martin Catala	CUTR	974-9791	974-5168	catala or lachance@cutr.eng.usf.edu

★ US 41

★ Hidden River

**Hillsborough County Jobs Access Plan
Discussion Guide
Potential Employers**

1. **Do you have any problems recruiting employees?** *qualified employees?*
 - For what positions?
 - For what shifts?
 - How many people in each shift?
 - What is the wage level of the positions having trouble filling?
 - Do you know why you are having problems recruiting?
Problems with turnover? (turnover percentage)
2. **If transportation is a problem, have you done anything to address the problem?**
 - Coordinate carpools?
 - Subsidize transit passes?
 - Make available information about transportation options?
 - Coordinate work hours with transit schedule?
 - Other strategies?
3. **How much farther would you be willing to go to solve transportation problems for employees/potential employees?**
 - Partner with other businesses?
 - Subsidize transportation?
 - Coordinate transportation?

4. *Sense of productivity /
business value in
planning for transportation*

* Betsy - Helen x. 277

* Manly

**Hillsborough County Jobs Access Plan
Discussion Guide
Potential Employees**

1. **How far/ how long are you willing to travel for a job?**
 - For minimum wage?
 - For \$10.00/hour?

2. **Childcare**
 - Do you prefer childcare close to home or close to work?
 - How do you get you child/children to childcare now?

3. **Do have problems finding transportation to get to work? (now, past, future)**
 - What are your problems?
 - Is it due to the time of your shift?
 - Is it due to where you live?
 - Is it due to where the jobs are located?

4 How do you get around? (in general)

contact:
Haugrett - Manly - get from Woodrow
temporal mismatch issues

N. Fla. - Betsy has contact
multiple trip issues

HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION

MEETING REMINDER

Jobs Access Plan
Steering Committee

Final Meeting

*Review the consultant's recommendations
and discuss next steps.*

JULY 13, 2000 (THURSDAY)
2:00 P.M.

COUNTY CENTER
601 E. Kennedy Blvd.

13TH FLOOR CONFERENCE ROOM

The entrance to the County Center parking garage is on
Pierce Street, the east side of the building.

Questions? Call Beth Malaby at 272-5940.

HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
JOBS ACCESS PLAN STEERING COMMITTEE
MEETING OF JULY 13, 2000 (THURSDAY) AT 2:00 P.M.

County Center, 601 E. Kennedy Blvd.
13th Floor Conference Room

AGENDA

- I. CALL TO ORDER AND INTRODUCTIONS
- II. STATUS REPORTS
 - A. Task 4, Strategy Development
 - 1. Refinements to *Identification of Strategies*
 - 2. Interviews conducted for *Perception of Needs*
 - 3. Suggested Strategies for Spatial Mismatch clusters
- III. ACTION ITEMS
 - A. Review format of final recommendations.
 - B. Set schedule for recommending MPO approval of plan.
- V. OTHER BUSINESS
- VI. ADJOURNMENT

HILLSBOROUGH COUNTY
JOBS ACCESS PLAN STEERING COMMITTEE

7.13.00 Sign-1

FAX/ E-MAIL DISTRIBUTION LIST

06/02/2000

Member	Alternate	Organization	Phone	Fax	E-mail
<u>Transportation</u>					
Pich Clarendon	Mark Hudson	MPO	272-5940	272-6258	clarendr or hudsonm@plancom.org
Elba Lopez	Jeannie Satchel	HARTLINE	223-6831	223-7976	lopeze@hartline.org
Sarah Noyle	Bob Downey	BACS	282-8200	282-8700	bacs3@atlantic.com
Edgar Martinez	Karen Smith	Hills. Co. Spec. Transp.	276-2999		martineze@hillsboroughcounty.org
Nancy Castellano	Vic DiMaio	United Cab	251-3107	254-7902	254-0226
Marian Ange	George Boyle	FDOT	975-6405	975-6443	
Phil Winters	Chris Hagelin	CUTR	974-9811	974-5168	winters or hagelin@cutr.eng.usf.edu
Joel Peach	Warren Clark	Cars for Success	247-8489	994-7336	Carsforsuccess@cs.com E-mail pref.

Present

<u>Human Services</u>					
Catherine Sugg	Melissa Stephens	WAGES	930-7582	930-7850	csugg@intnet.net
Kris Hilyer	Lisa Henshaw	Goodwill (for WAGES)	727-523-1512	727-568-0201	
	Dana Calvin	Goodwill Industries	757-1680	707-8527	
Trina Golden	Leslie King	Jobworks	727-523-1212	727-577-2749	
Max Selko	Barbara Escobio	Hills. Co. Workforce Bd.	635-8077	635-8085	
Ted Hull		Dept. Labor & Employmt.	871-7190	871-7161	
Marina Harkness		Dept. Children & Families	554-2276	873-4714	
Betsy Drake		Partners In Care	744-8941	744-8954	Elizabeth. DRAKE @SUNL.K.L. FL US

CS

EB

<u>Local Governments & Neighborhoods</u>					
Jeannette Fenton		COT Bus. & Comty. Svcs.	274-7959	274-7927	
Ned Baier		Hills. Co. Transportation	272-5849	985-4335	baiere@hillsboroughcounty.org
Bruce Register		Hills. Co. Econ. Devmt.	272-6217		registerb@hillsboroughcounty.org
Jim McDaniel		Plant City	757-9155	757-9161	jmcdaniel@ci.plant-city.fl.us
Sheila Wade		Robles Park	274-8350, 7483		

<u>Business</u>					
Gloria Anthony		Tampa Chamber	276-9414	223-7899	ganthony@tampachamber.com
Phyllis Pacyna		Tampa Downtown Part.	221-3686	229-1328	ppacyna@tpadowntown.com
Renate Hartman	Marilaine Sheldon	Snelling Personnel	877-4300	877-5854	renaeh or marilaines@snellingtampa.
Barbara Johnson		Custom Cable	612-5009	621-5185	
Donna Morrison		Central Pet Supply	889-7161	975-0755	
Susan Paglino		Hyatt Regency Tampa	222-4922	222-4921	
Ellen Donegan		Columbia Staffing	622-7755	621-8751	
Anne Marie Campbell		Hillsb. Co. Human Res.	360-7163	276-2197	campbella@hillsboroughcounty.org
Roger Pavlik		Tri-County Business Park	855-4486	855-3292	
Karen Gard		Busch Gardens	987-5026	987-5374	
Bob Krasnicki	Donald Monahan	Haley Veterans Hospital	903-4844	979-3667	
Bob Morrison		Hillsb. Hotel/Motel Assn.	980-3445	988-7773	morrasso@gte.net E-mail preferred.

KB

<u>Project Team</u>					
Beth Malaby		MPO	272-5940	272-6258	malabye@plancom.org
Rob Cursey		Dames & Moore	875-1115	874-7424	
Laura Lachance	Martin Catala	CUTR	974-9791	974-5168	catala or lachance@cutr.eng.usf.edu

*EM
RCC
JK*

JEFF STEVENS *DAMES MOORE*



Metropolitan
Planning
Organization

AGENDA

HILLSBOROUGH JOBS ACCESS PLAN
STEERING COMMITTEE
MEETING OF THURSDAY, SEPTEMBER 14, 2000
2:00 PM

Commissioner Richard Glorioso
Chairman

Commissioner Ben Wacksman
Vice Chairman

Mayor Fran Barford
City of Temple Terrace

Kimberlee DeBosier
Expressway Authority

Commissioner Richard Glorioso
City of Plant City

Mayor Dick A. Greco
City of Tampa

Councilman Shawn Harrison
City of Tampa

Commissioner Chris Hart
Hillsborough County

Councilwoman Linda Saul-Sena
City of Tampa

Commissioner Thomas Scott
Hillsborough County

Ed Turanchik
HARTline

Commissioner Ben Wacksman
Hillsborough County

Louis E. Miller (Ex-Officio)
Hillsborough Co. Aviation Authority

George Williamson (Ex-Officio)
Tampa Port Authority

Dottie Berger (Ex-Officio)
The Planning Commission

Kenneth A. Hartmann, P.E. (Ex-Officio)
FDOT, District Seven

Lucilla L. Ayer, AICP
Executive Director

Hillsborough County
Metropolitan Planning Organization
P.O. Box 1110
801 E. Kennedy, 18th Floor
Tampa, Florida 33601-1110
813/272-5940
FAX NO: 813/301-7172
FAX NO: 813/272-6258
FAX NO: 813/272-6255
<http://www.plancom.org>

MEETING LOCATION

Bausch & Lomb*
8500 Hidden River Pkwy
Tampa, FL
Host Phone (813) 975-7298

- I. CALL TO ORDER & INTRODUCTIONS
- II. REVIEW PLAN RECOMMENDATIONS
- III. RECOMMENDATION TO MPO RE: PLAN ADOPTION
- IV. J.A.R.C. GRANT 2001
- V. FUTURE MEETINGS?
- VI. OTHER BUSINESS
- VII. ADJOURN & REFRESHMENTS

* Directions: Bausch & Lomb is located just west of I-75 at Fletcher Avenue. From Fletcher, turn north on Hidden River Parkway. Pass the Bausch & Lomb facility, including the driveway just on the far side of the building. Take the next left. Go all the way to the back. Park in the rear. We will meet outside the entrance so that we can all pass the security desk together. If you come late, buzz the receptionist and let her know you are attending a meeting organized by Rick Motley of Bausch & Lomb Human Resources.

Meeting of September 14, 2000

HILLSBOROUGH COUNTY
JOBS ACCESS PLAN STEERING COMMITTEE

FAX/ E-MAIL DISTRIBUTION LIST

09/08/2000

Member	Alternate	Organization	Phone	Fax	E-mail
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Transportation

✓ Rich Clarendon	Mark Hudson	MPO	272-5940	272-6258	clarendr or hudsonm@plancom.org
✓ Elba Lopez	Jeannie Satchel	HARTline	223-6831	223-7976	lopeze@hartline.org
Sarah Noyle		Bay Area Commuter Svcs.	282-8200	282-8700	bacs3@atlantic.com
Edgar Martinez	Karen Smith	Hills. Co. Spec. Transp.	276-2999		martineze@hillsboroughcounty.org
Nancy Castellano		United Cab	251-3107	254-7902	
✓ Marian Ange	George Boyle	FDOT District 7	975-6405	975-6443	marian.ange@dot.state.fl.us
✓ Phil Winters	✓ Chris Hagelin	Center for Urban Transport	974-9811	974-5168	winters or hagelin@cutr.eng.usf.edu
Joel Peach	Warren Clark	Cars for Success	247-8489	994-7336	Carsforsuccess@cs.com E-mail preferred.

Human Services

✓ Catherine Sugg	Melissa Stephens	WAGES	930-7582	930-7850	csugg@intnet.net
Kris Hilyer	Lisa Henshaw	Goodwill Industries	727-523-1512	727-568-0201	
	Dana Calvin	Goodwill Industries	757-1680	707-8527	
✓ Max Selko	Barbara Escobio	Hills. Co. Workforce Bd.	635-8077	635-8085	
(Marina Harkness)		Dept. Children & Families	554-2276	873-4714	
Betsy Drake		Partners In Care	744-8941	744-8954	HN7923@handsnet.org
Mark Dufva		YMCA Comty. Outreach	224-9622		

Local Governments & Neighborhoods

Jeannette Fenton		COT Bus. & Comty. Svcs.	274-7959	274-7927	jeannette.fenton@ci.tamp.fl.us
Ned Baier		Hills. Co. Transportation	272-5849	985-4335	baiere@hillsboroughcounty.org
Bruce Register		Hills. Co. Econ. Devmt.	272-6217		registerb@hillsboroughcounty.org
✓ Jim McDaniel		Plant City	659-4209	757-9161 659-4206	jmcdaniel@ci.plant-city.fl.us

Business

Gloria Anthony		Tampa Chamber	276-9414	223-7899	ganthony@tampachamber.com
Phyllis Pacyna		Tampa Downtown Part.	221-3686	229-1328	ppacyna@tpadowntown.com
Renate Hartman	Marilaine Sheldon	Snelling Personnel	877-4300	877-5854	renaeh or marilaines@snellingtampa.com
Donna Morrison		Central Pet Supply	889-7161	975-0755	
Susan Paglino		Hyatt Regency Tampa	222-4922	222-4921	
Ellen Donegan		Columbia Staffing	622-7755	621-8751	
Anne Marie Campbell		Hillsb. Co. Human Res.	360-7163	276-2197	campbella@hillsboroughcounty.org
Roger Pavlik		Tri-County Business Park	855-4486	855-3292	
✓ Karen Gard		Busch Gardens	987-5026	987-5374	
Bob Krasnicki	Donald Monahan	Haley Veterans Hospital	903-4844	979-3667	
Bob Morrison		Hillsb. Hotel/Motel Assn.	980-3445	988-7773	morrasso@gte.net E-mail preferred.
✓ Rick Motley		Bausch & Lomb	975-7298		

Project Team

✓ Beth Malaby		MPO	272-5940	272-6258	malabye@plancom.org
✓ Rob Cursey	ARFF STEVENS	Dames & Moore	875-1115	874-7424	
✓ Laura Lachance		CUTR	974-9791	974-5168	lachance@cutr.eng.usf.edu

Invited To Participate

Robin Miller		Fingerhut	903-4400	903-4410	
Robert Henderson		USAA	615-5702	615-5451?	
Richard Staley		Westshore Wyndham			
Maritza Riqueley	Steve Bromberg	Host Marriott	396-3977		
Mary Poole		USF Human Resources	974-5712		
✓ Trina Golden	Leslie King	Jobworks	727-523-1212	727-577-2749	
Ted Hull		Dept. Labor & Employmt.	871-7190	871-7161	
Barbara Johnson		Custom Cable	612-5009	621-5185	

SHEREE FINLEY

GOODWILL

