Regional Jobs Access Plan

APPENDICES
HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION

REGIONAL JOBS ACCESS PLAN

APPENDIX (A):
DATA COLLECTION MAPS AND DOCUMENTATION

APPENDIX (B):
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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-1 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

Metropolitan Planning Organization
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.

Metropolitan Planning Organization
HILLSBOROUGH COUNTY

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

- Tampa Bay
- Major Roads
- Future
- Existing

Hillsborough County Specialized Transportation Clients
- 4 - 21 People
- 22 - 40 People
- 41 - 70 People
- 71 - 204 People
- 205 - 355 People

Source: Hillsborough County Specialized Transportation

20000 0 20000 40000 Feet

Metropolitan Planning Organization
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

Source: Hillsborough County Information &
Technology Services

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

20000 0 20000 40000 Feet

Metropolitan Planning Organization
HILLSBOROUGH COUNTY

B. JOBS AND JOB TRAINING

MAP B-1
Job Clusters
1990 Census Tracts with Employment Figures Projected to 1995

- Tampa Bay Employment for 1995 by Census Tract
- 1 - 0 Std. Dev. (0-2020 Jobs)
- 0 - 1 Std. Dev. (2020-5420 Jobs)
- 1 - 2 Std. Dev. (5420-8820 Jobs)
- 2 - 3 Std. Dev. (8820-12210 Jobs)
- > 3 Std. Dev. (12210-34910 Jobs)

Major Roads
Future
Existing

Source: Hillsborough County City/County Planning Commission

Metropolitan Planning Organization
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
- Major Roads
- Future
- Existing
- Tampa Bay

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

Metropolitan Planning Organization
HILLSBOROUGH COUNTY

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
Future
Existing
Tampa Bay

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

Metropolitan Planning Organization
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.

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

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

Metropolitan Planning Organization
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.

Metropolitan Planning Organization
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
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

Source: Florida Department of Transportation
March 2000

Source: Metropolitan Planning Organization
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

Source: Center for Urban Transportation Research

Metropolitan Planning Organization
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

Source: Center for Urban Transportation Research

Metropolitan Planning Organization

Legend:
- 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 Clinics (Restricions)
- Tampa General Hospital
- Tampa Bay Major Roads
- "X" Future
- "O" Existing

20000  0  20000  40000 Feet
HILLSBOROUGH COUNTY

C. CHILD CARE

MAP C-3
Licensed Child Care Centers 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 Accept Title XX
- Centers for Sick Child Care
- Pediatrician's Office (Restricted)
- Tampa General Hospital
- Tampa Bay
- Major Roads
- Future
- Existing

Source: Center for Urban Transportation Research

Metropolitan Planning Organization
HILLSBOROUGH COUNTY

D. TRANSPORTATION SERVICES

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

Headway PM Peak

- 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

Metropolitan Planning Organization
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

Metropolitan Planning Organization
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

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

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

Gibsonton: No early morning and weekend HARTline service for those high underemployment areas in the Gibsonton 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 \(\frac{1}{2}\) mile of evening and weekend HARTline routes, and establishments in job training and education trades not within \(\frac{1}{4}\) 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 \(\frac{1}{4}\) mile for most situations with the exception of large employers (over 200 employees) and job training centers where the buffer was reduced to \(\frac{1}{2}\) mile.

C. **Multiple Trip Problem Areas**

C-1 "Can't Walk to Child Care from Home"
WAGES and ETD clients not within a \(\frac{1}{4}\) 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 \(\frac{1}{4}\) mile of an underemployment area.
**Ruskin Area**: Not well served, several child-care facilities but only a few matching up within \(\frac{1}{4}\) 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 \(\frac{1}{2}\) mile; if 50-200 employees, child care centers/homes are within \(\frac{1}{4}\) 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/Well Served by Regular HARTline Routes

Notes: Median Household Income Polygons Were First Created by Household Amounts in Order to Capture Polygons that had in Excess of 20 Households. Then the Polygons were Grouped by a Median Household Income of $20,000 Dollars or Less. All Areas Involved in this Query were then Spatially Clustered 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.
HILLSBOROUGH COUNTY

A. SPATIAL MISMATCH

MAP A-2
No Bus Close to Job

Employment Clusters that are Not Well Served by Regular HARTline Routes

Notes: SIC Areas Include all Areas that are Identified by an SIC Code that were Selected for the Type of Services Provided.
RMCO = Retail, Mail Order and Distribution.
MTSW = Manufacturing, Transportation & Storage, and Wholesale.
HMA = Hospitality, Medical, and Assisted Living.
WAGE = Employers are Registered that they Employ (Work and Gain Economic Self-Sufficiency) WAGES Clients.
Known Job Growth Locations were Identified from Listings for DRF and Vested Properties.
All Areas for these Categories were then Quartered 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.

Metropolitan Planning Organization
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

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

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

Notes: SIC Areas include all Areas that are
identified by an SIC Code that was Selected
for the Type of Services Provided.
HMAL = Hospitality, Medical, and Assisted Living.
BACS (Bay Area Commuter Services) Registered
People.
Child Care Registered Job Sites-
All Areas for these categories were then Quarried
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.

Metropolitan Planning Organization
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

Notes: SIC Areas Include all Areas that are
Identified by an SIC Code that was Selected
for the Type of Services Provided.
HMAAL = Hospitality, Medical, and Assisted Living.
All Areas for these categories were then Quartered
Spatially by Weekend 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.
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 HARTtime Routes Operating
on the Early Morning

Notes: SIC Areas Include all Areas that are
Identified by an SIC Code that was Selected
for the Type of Services Provided.
HMAE = Hospitality, Medical, and Assisted Living
BACS (Bay Area Commuter Services) Registered People.
All Areas for these categories were then Queried
Spatially by Early Morning HARTtime 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.
HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

MAP B-2
Subsection A
No Evening Bus Home

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

Notes: Median Household Income Polygons Were First Queried by Household Amounts in Order to Capture Polygons that had In Excess of 25 Households. Then the Polygons were Queried by a Median Household Income of $25,000 Dollars or Less. All Users 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.

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

Metropolitan Planning Organization
HILLSBOROUGH COUNTY

B. TEMPORAL MISMATCH

MAP B-2
Subsection C
No Early Morning Bus Home

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

Clusters
- Population Clusters
- HART Route Early Morning/Detailed Route Operates in the Early Morning
- Route
- Households Income of $20,000 or Less Insufficient Work Arranged by Early Morning HARTline Routes
- MI Mile Buffer of RTS Clusters Insufficient Work Arranged by Early Morning HARTline Routes
- MI Mile Buffer of WAGS Clusters Not Well Served by Early Morning HARTline Routes

Miscellaneous
- Map Raster
- Notes

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 Clipped 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.

Metropolitan Planning Organization
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

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 Specially Queried using the HARTline Routes that Occurred during the Evening.

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

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

Metropolitan Planning Organization
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

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

Metropolitan Planning Organization
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

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 Quarried. All Layers involved in this Query were then Spatially Quarried using the HARTline Routes that Occurred Regularly During the Day.

Source: Hillsborough County Child Care Resource and Referral

Metropolitan Planning Organization
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

Notes: Median Household Income Polygons were first queried by household amounts in order to capture polygons that had in excess of 25 households. Then the polygons were queried by a median household income of $20,000 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.

Metropolitan Planning Organization
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
<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
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<tbody>
<tr>
<td>Beth Malaby</td>
<td>Hillsb. MPO</td>
<td>272-5940</td>
</tr>
<tr>
<td>Catherine Sgro</td>
<td>WAGES</td>
<td>930-7451</td>
</tr>
<tr>
<td>Martin Cataldo</td>
<td>CUTR</td>
<td>974-9781</td>
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<td>Laura Lachance</td>
<td>CUTR</td>
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<tr>
<td>Edgar Martineu</td>
<td>Hills Co. Specimens</td>
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<td>Rich Clarendon</td>
<td>MPO</td>
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<tr>
<td>Elena Lopez</td>
<td>HART</td>
<td>225-6831</td>
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<tr>
<td>Mark Hudson</td>
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<tr>
<td>MP Stephens</td>
<td>WAGES</td>
<td>930-7455</td>
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<tr>
<td>Sarah Noble</td>
<td>BIES</td>
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</tbody>
</table>
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.
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: Eiba 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.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS/ORGANIZATION</th>
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<tbody>
<tr>
<td>Mark Hudson</td>
<td>Hills. Co. MPO</td>
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<td>Martin Catalá</td>
<td>CURR</td>
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<td>Carole Shafner</td>
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<td>Phyllis Pacyna</td>
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<td>Jennifer Feiner</td>
<td>WAGES / City of Tampa</td>
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<td>Lee Henshaw</td>
<td>Goodwill Industries - Suncoast</td>
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<tr>
<td>Nancy VanGennes</td>
<td>Goodwill Ind.</td>
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<tr>
<td>GENE GARDNER</td>
<td>Hillsborough Co. Civil Service Board</td>
</tr>
<tr>
<td>Cheryl Beason</td>
<td>Tampa Lighthouse &amp; Bird</td>
</tr>
<tr>
<td>Angela Weissman</td>
<td>(Washington) The Gene 5 Women</td>
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## JOB ACCESS WORKSHOP
SEPTEMBER 17, 1999

**PLEASE PRINT CLEARLY**

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<td>Rich Clarendon</td>
<td>Hills Co. MPO</td>
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<td>Hills Co. Specialized Transporter</td>
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<td>Lee Ann Brumby</td>
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<tr>
<td>Jean Davie</td>
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<tr>
<td>Betty Belnavis</td>
<td>St. Joseph Tampa Children's Health F.</td>
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<td>Linda Green</td>
<td>Bay Area Legal Services</td>
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<td>N. L. Stephens</td>
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<td>Maria Cristina Montenegro</td>
<td>Hispanic Services Council</td>
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<td>Jim Daniel</td>
<td>City of Placentia</td>
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<td>Nancy Diez</td>
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<td>Karen Smith</td>
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<td>Debbie Guest</td>
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<td>Nancy Castellano</td>
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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
Brumle, 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 McDaniels - 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 1½ hours 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.
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<tr>
<td>Beth Maloney</td>
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<td>Bruce Register</td>
<td>Hills Co. Econ. Dev.</td>
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<td>John O'connor</td>
<td>Hills Co. Econ. Dev.</td>
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<td>Roy O'Mara</td>
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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

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.
MEMORANDUM

DATE: November 24, 1999

TO: Jobs Access Plan Steering Committee

FROM: Beth Malaby, Senior Planner

RE: Meeting Reminder

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
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<td>Rick Clarendon</td>
<td>MPD Staff</td>
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<td>Jim McDaniel</td>
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<td>Dana Calvin</td>
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<td>Sarah Noble</td>
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<td>Ellen Donegan</td>
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<td>Renae Harthan</td>
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<td>Anne Marie Campbell</td>
<td>Hyatt Regency Tampa (813)222-4922</td>
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<td>Swoelling Personnel (813)974-5854</td>
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<td>HR-Hills City County Admin. (813)360-7463</td>
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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
MEMORANDUM

DATE: December 10, 1999

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, 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.
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.
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<td>Laura Lackore</td>
<td>CUTF USE</td>
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<td>Susan Paglino</td>
<td>Hyatt Regency Tampa</td>
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<td>Tampa County Business Park</td>
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<td>Elda Lopez</td>
<td>Hartline</td>
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<td>Hills Co. MPO</td>
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<td>Bob Morrison</td>
<td>Hills Co Hotel + Motel Assoc.</td>
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<td>Phyllis Freyinka</td>
<td>Tampa Downtown Partners</td>
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<tr>
<td>Victor DiMaio</td>
<td>Gulf Coast Transportation/CSB</td>
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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 ongoing 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.
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/services 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
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.

-
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
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<tr>
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<th>Organization</th>
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<tr>
<td>Sarah Kyle</td>
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<td>Bob Spurlock</td>
<td>SDHC/ECLP Partners in CARE, CORP</td>
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<td>Marian Ange</td>
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<td>Ellen Donegan</td>
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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
## Ranking the Problems

*Which do we tackle first? Factors to consider...*

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<tr>
<th>CATEGORY</th>
<th>FACTOR</th>
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<tr>
<td>A. Feasibility of solving this problem</td>
<td>1. Distance of trip</td>
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<td>2. Geographic concentration of users</td>
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<td>3. Feasibility from rider’s perspective</td>
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<td>4. Feasibility from employer’s perspective</td>
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<td>B. Costs of solving this problem</td>
<td>1. Monetary: Cost per rider</td>
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<td>2. Non-monetary: Resources shifted away from other problems</td>
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<td>C. Benefits of solving this problem</td>
<td>1. Number of people who will benefit</td>
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<td>2. Number of jobs that might be filled</td>
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<td>3. Employers with chronic vacancies</td>
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<td>D. Other:</td>
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Rank the Categories

A
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Rank Category B Factors

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Rank Category A Factors

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100%

Rank Category C Factors

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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.
MEMORANDUM

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

As you may remember from our committee meetings, one of the potential funding sources for transit improvements to access jobs to 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.
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<tr>
<th>Member</th>
<th>Alternate</th>
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<td>Mark Hudson</td>
<td>MPO</td>
<td>272-5940</td>
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<td>Jeannie Batchel</td>
<td>HARTline</td>
<td>223-6831</td>
<td>223-8766</td>
<td><a href="mailto:lopez@hartline.org">lopez@hartline.org</a></td>
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<td>Sarah Noyle</td>
<td>Jan Bell</td>
<td>BCAS</td>
<td>862-2396</td>
<td>252-3700</td>
<td><a href="mailto:bacs3@atlantic.com">bacs3@atlantic.com</a></td>
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<td>Edgar Martinez</td>
<td>Karen Smith</td>
<td>Hills, Co. Spec. Transp.</td>
<td>275-2999</td>
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<tr>
<td>Nancy Castellano</td>
<td>Vic DiMaio</td>
<td>United Cab</td>
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<td>Phil Winters</td>
<td>Chris Hagelin</td>
<td>CUTR</td>
<td>974-9911</td>
<td>974-5188</td>
<td>winters@<a href="mailto:hagelin@cutr.eng.usf.edu">hagelin@cutr.eng.usf.edu</a></td>
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<tr>
<td>Joel Peach</td>
<td>Warren Clark</td>
<td>Cars for Success</td>
<td>247-8498</td>
<td>934-7306</td>
<td><a href="mailto:CarsforSuccess@cs.com">CarsforSuccess@cs.com</a> E-mail preferred</td>
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<td><strong>Human Services</strong></td>
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<td>Bob Downey</td>
<td>Catherine Sugg</td>
<td>BACS (for WAGES)</td>
<td>930-7582</td>
<td>930-7850</td>
<td><a href="mailto:csugg@intnet.net">csugg@intnet.net</a></td>
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<tr>
<td>Kris Hilyar</td>
<td>Lisa Hynshaw</td>
<td>Goodwill (for WAGES)</td>
<td>727-323-7127</td>
<td>727-569-0261</td>
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<td>Dana Calvini</td>
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<td>Goodwill Industries</td>
<td>757-1680</td>
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<td>Trina Golden</td>
<td>Leslie King</td>
<td>JobWorks</td>
<td>727-932-2127</td>
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<td>Max Seko (Carlos)</td>
<td></td>
<td>Hills, Co. Workforce Bd.</td>
<td>635-8077</td>
<td>635-8055</td>
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<td>Ted Hull</td>
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<td>Dept. Labor &amp; Emplygm.</td>
<td>871-7165</td>
<td>871-7161</td>
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<tr>
<td>Marina Harkness</td>
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<td>Dept. Children &amp; Families</td>
<td>554-2273</td>
<td>673-4714</td>
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<td>Bethy Drake</td>
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<td>Partners In Care</td>
<td>744-8941</td>
<td>744-8954</td>
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<td><strong>Local Governments &amp; Neighborhoods</strong></td>
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<td>Jeannette Fenton</td>
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<td>COT Bus., &amp; Comty., Svcs.</td>
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<td>Hills, Co. Transportation</td>
<td>272-5649</td>
<td>985-4335</td>
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<td>Bruce Register</td>
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<td>Hills, Co. Econ. Devmt.</td>
<td>272-6217</td>
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<td><a href="mailto:register@hillsboroughcounty.org">register@hillsboroughcounty.org</a></td>
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<tr>
<td>Jim McDaniel</td>
<td></td>
<td>Plant City</td>
<td>757-9155</td>
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<td><a href="mailto:jmcneilani@ci.plant-city.fl.us">jmcneilani@ci.plant-city.fl.us</a></td>
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<td>Phyllis Pacyna</td>
<td></td>
<td>Tampa Downtown P.</td>
<td>221-3688</td>
<td>229-1328</td>
<td><a href="mailto:ppcacyna@tpadowntown.com">ppcacyna@tpadowntown.com</a></td>
</tr>
<tr>
<td>Sante Hartman</td>
<td>Marilaine Sheldon</td>
<td>Snelling Personnel</td>
<td>877-4000</td>
<td>877-5854</td>
<td>rnaen@<a href="mailto:marilaine@snellingtampa.com">marilaine@snellingtampa.com</a></td>
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<tr>
<td>Barbara Johnson</td>
<td></td>
<td>Custom Cable</td>
<td>612-5009</td>
<td>921-5195</td>
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<tr>
<td>Donna Morrison</td>
<td></td>
<td>Central Pkt Supply</td>
<td>989-7161</td>
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<td>Susan Pagliro</td>
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<td>Hyatt Regency Tampa</td>
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<td>Ellen Donahue</td>
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<td>Columbia Staffing</td>
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<td>Anne Marie Campbell</td>
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<td>Hills, Co. Human Res.</td>
<td>960-7163</td>
<td>275-2197</td>
<td><a href="mailto:campbell@hillsboroughcounty.org">campbell@hillsboroughcounty.org</a></td>
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<tr>
<td>Roger Pavlik</td>
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<td>Tri-County Business Park</td>
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<td>Karen Gard</td>
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<td>Bob Krasniak</td>
<td>Donald Monahan</td>
<td>Haley Veterans Hospital</td>
<td>903-4844</td>
<td>979-3687</td>
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<td>Bob Morrison</td>
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<td>Hills, Hotel/Motel Assn.</td>
<td>980-3445</td>
<td>988-7773</td>
<td><a href="mailto:monrasso@gtl.net">monrasso@gtl.net</a> E-mail preferred.</td>
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<td><strong>Project Team</strong></td>
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<td>Beth Maltesy</td>
<td></td>
<td>MPO</td>
<td>272-5340</td>
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<td><a href="mailto:malabye@plancom.org">malabye@plancom.org</a></td>
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<td>Rob Curley</td>
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<td>Dames &amp; Moore</td>
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<td>Martin Cates</td>
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<td>974-9791</td>
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<td>USF Human Resources</td>
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### Spatial Mismatch

#### 1. Too Far Close to Home

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<th>Veterans Expressway/Dale Mabry</th>
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<th>U.S. 41/Prepview</th>
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#### 2. Too Far Going to Work

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#### 3. Too Far Close to School

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### Temporal Mismatch

#### 1. Too Early / Early Morning / Weekend Bus to Job Site

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#### 2. Too Early / Early Morning / Weekend Bus Home

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#### 3. Too Early / Weekends Due to School

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### Multiple Trip Problem Areas

#### 1. Can’t Walk to Child Care From Home

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#### 2. Too Far Close to Child Care

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### 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

Riverview Area
- Can’t Walk to Child Care from Home 8
MEMORANDUM

DATE: June 2, 2000

TO: Jobs Access Plan Steering Committee

FROM: Beth Malaby, Senior Planner

RE: Meeting Announcement

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.
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**

<table>
<thead>
<tr>
<th>Member</th>
<th>Alternate</th>
<th>Organization</th>
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<th>Fax</th>
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<tbody>
<tr>
<td>Rich Clarendon</td>
<td>Mark Hudson</td>
<td>MPO</td>
<td>272-5940</td>
<td>272-6258</td>
<td>clarendr@<a href="mailto:hudsonm@plancom.org">hudsonm@plancom.org</a></td>
</tr>
<tr>
<td>Elba Lopez</td>
<td>Jeannie Satchel</td>
<td>HARTline</td>
<td>223-6831</td>
<td>223-7976</td>
<td><a href="mailto:loipez@hartline.org">loipez@hartline.org</a></td>
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<tr>
<td>Sarah Noyle</td>
<td>Bob Downey</td>
<td>BAGS</td>
<td>882-8200</td>
<td>882-8700</td>
<td><a href="mailto:bacs3@atlantic.com">bacs3@atlantic.com</a></td>
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<tr>
<td>Nancy Castellano</td>
<td>Vic DiMaio</td>
<td>United Cab</td>
<td>251-1107</td>
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<tr>
<td>Marian Ange</td>
<td>George Boyle</td>
<td>FDOT</td>
<td>975-6405</td>
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<td>Phil Winters</td>
<td>Chris Hagelin</td>
<td>CUTR</td>
<td>974-9811</td>
<td>974-5188</td>
<td>winters or <a href="mailto:hagelin@cutr.ang.usf.edu">hagelin@cutr.ang.usf.edu</a></td>
</tr>
<tr>
<td>Joel Pesch</td>
<td>Warren Clark</td>
<td>Cars for Success</td>
<td>247-8489</td>
<td>994-7336</td>
<td><a href="mailto:Carsforsuccess@cs.com">Carsforsuccess@cs.com</a> E-mail preferred</td>
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</tbody>
</table>

**Human Services**
- Catherine Sugg: Melissa Stephens
  - WAGES: 930-7582 330-7950 csugg@intnet.net
- Kris Hilyar: Lisa Henshaw
  - Goodwill (for WAGES): 727-523-1512 727-568-0201
- Trina Golden: Leslie King
  - Goodwill Industries: 757-1680 707-8527
- Max Selko: Barbara Escobio
  - Workforce Bd. 635-8077 635-8085
- Ted Hull:
  - Dept. Labor & Emplym.: 871-7190 871-7161
- Marina Harkness:
  - Dept. Children & Families 584-2276
  - Partners in Care 744-8941 744-8954

**Local Governments & Neighborhoods**
- Jeannette Fenton: COT Bus.
  - & Co., Svcs.: 274-7959 274-7927
- Ned Baier: Hills Co. Transportation
  - 272-5849 985-4335
- Bruce Register: Hills Co., Econ.
  - Devmt.: 272-6217
- Jim McDaniel: Plant City
  - 757-9155 757-9161
- Sheila Wade: Robles Park
  - 274-8350, 7483

**Business**
- Gloria Anthony: Tampa Chamber
  - 276-9414 223-7999 ganthony@tampachamber.com
- Phyllis Pacyna: Tampa Downtown Part.
  - 221-3886 229-1328 ppacyna@tpadowntown.com
- Anne Marie Campbell: Hillsb., Co.
  - Human Res. 360-7163 276-2197 campbella@hillsboroughcounty.org
- Karen Gard: Busch Gardens
  - 987-5026 987-5374

**Project Team**
- Beth Malaby: MPO
  - 272-5940 272-6258 malabye@plancom.org
- Laura Lachance: Martin Cattar
  - MPO
  - 272-8515 874-7242 catala or lachance@cutr.ang.usf.edu

- C. Don Sweeney: MPO
  - 272-6258
- Steve Enrico: MPO
  - 874-7242
- Steve Enrico: MPO
  - 874-7242
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?

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
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 your 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:
Haugrette - Manley - got from Woodrow
Temporal mismatch issues

N. Fla. - Betsy has contact
Multiple trip issues
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

## Fax/ Email Distribution List

**Date:** 06/02/2000

### Transportation

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<tr>
<th>Member</th>
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<td>J. J. Lopez</td>
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<td>HARTline</td>
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<td>Jobworks</td>
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<td>Dana Calvin</td>
<td>Hills. Co. Workforce Bd.</td>
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<td>635-3065</td>
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<td>Ned Baier</td>
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<td>Hills. Co. Transportation</td>
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### Business

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<td>877-4000</td>
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### Project Team

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<td>Beth Malaby</td>
<td></td>
<td>MPO</td>
<td>272-5340</td>
<td>272-6258</td>
<td><a href="mailto:malabye@plancom.org">malabye@plancom.org</a></td>
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<tr>
<td>Rob Cutsey</td>
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<td>Games &amp; Moore</td>
<td>873-1115</td>
<td>874-7424</td>
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<tr>
<td>Laura Lachance</td>
<td>Martin Catala</td>
<td>COTR</td>
<td>974-9791</td>
<td>974-9138</td>
<td>catala@<a href="mailto:lachance@cutr.ang.usf.edu">lachance@cutr.ang.usf.edu</a></td>
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<td>E. S. Stevens</td>
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AGENDA

HILLSBOROUGH JOBS ACCESS PLAN
STEERING COMMITTEE

MEETING OF THURSDAY, SEPTEMBER 14, 2000
2:00 PM

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.
<table>
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<td>Rich Clarendon</td>
<td>Mark Hudson</td>
<td>MPO</td>
<td>272-5940</td>
<td>272-6258</td>
<td>clarendor@<a href="mailto:hudsonm@plancom.org">hudsonm@plancom.org</a></td>
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<td>Elsa Lopez</td>
<td>Jeannie Satchel</td>
<td>HARTline</td>
<td>223-6831</td>
<td>223-7976</td>
<td>lopezea@hارتline.org</td>
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<td>Sarah Noble</td>
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<td>252-8700</td>
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<td>Marian Ange</td>
<td>George Boyle</td>
<td>FDOT District 7</td>
<td>975-6456</td>
<td>975-6443</td>
<td><a href="mailto:marian.ange@dot.state.fl.us">marian.ange@dot.state.fl.us</a></td>
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<td>Phil Winters</td>
<td>Chris Hagelin</td>
<td>Center for Urban Transport</td>
<td>974-9811</td>
<td>974-8168</td>
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<td>Joel Peach</td>
<td>Warren Clark</td>
<td>Cars for Success</td>
<td>247-8489</td>
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<td>Melissa Stephens</td>
<td>WAGES</td>
<td>930-7582</td>
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<td>Ned Baier</td>
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**Transportation**

**Local Governments & Neighborhoods**

**Business**

**Project Team**

**Invited To Participate**

**Sherri Finley**