



AGENDA

COMMITTEE OF THE WHOLE WORKSHOP BOARD OF COUNTY COMMISSIONERS

Board Chambers
Suite 100
Ernie Lee Magaha Government Building - First Floor
221 Palafox Place

May 10, 2016
9:00 a.m.

Notice: This meeting is televised live on ECTV and recorded for rebroadcast on the same channel. Refer to your cable provider's channel lineup to find ECTV.

1. Call to Order

(PLEASE TURN YOUR CELL PHONE TO THE SILENCE OR OFF SETTING.)
2. Was the meeting properly advertised?
3. Jail Update
(Jack Brown - 45 min)
 - A. Board Discussion
 - B. Board Direction
4. Proposed Modeling Project for Pensacola Bay
(Peter J. Rubec, Ph.D., Research Scientist, Florida Fish and Wildlife Conservation Commission - 30 min)
 - A. Board Discussion
 - B. Board Direction
5. Safe Neighborhoods Presentation
(Tonya Gant/Clara Long - 40 min)
 - A. Board Discussion
 - B. Board Direction

6. Interlocal Agreement for the Provision of Mutual Emergency and Critical Incident Response between Escambia County and the City of Pensacola
(Michael D. Weaver - 15 min)
 - A. Board Discussion
 - B. Board Direction

7. Escambia County Mass Transit Advisory Committee (MTAC)
(Nicole Wilson, MTAC Chair - 15 min)
 - A. Board Discussion
 - B. Board Direction

8. Disclosure Forms for Roadways, Ponds, and Infrastructure
(Alison Rogers - 15 min)
 - A. Board Discussion
 - B. Board Direction

9. The Purchase of Community Meeting Notification Signage
(Commissioner Robinson - 30 min)
 - A. Board Discussion
 - B. Board Direction

10. Discussion Regarding Potential Expansion of Pediatrics Services by Escambia County Community Clinics (ECC) in Cantonment
(Commissioner Barry - 30 min)
 - A. Board Discussion
 - B. Board Direction

11. Adjourn

Committee of the Whole

3.

Meeting Date: 05/10/2016

Issue: Jail Update

From: Jack Brown, County Administrator

Information

Recommendation:

Jail Update

(Jack Brown - 45 min)

A. Board Discussion

B. Board Direction

Attachments

No file(s) attached.

Committee of the Whole

4.

Meeting Date: 05/10/2016

Issue: Proposed Modeling Project for Pensacola Bay

From: Chips Kirschenfeld, Director

Information

Recommendation:

Proposed Modeling Project for Pensacola Bay

(Peter J. Rubec, Ph.D., Research Scientist, Florida Fish and Wildlife Conservation Commission - 30 min)

A. Board Discussion

B. Board Direction

Attachments

No file(s) attached.

Committee of the Whole

5.

Meeting Date: 05/10/2016

Issue: Safe Neighborhoods Presentation

From: Tonya Gant, Director

Information

Recommendation:

Safe Neighborhoods Presentation
(Tonya Gant/Clara Long - 40 min)

- A. Board Discussion
 - B. Board Direction
-

Attachments

Safe Neigh. Presentation



**SAFE NEIGHBORHOODS
& JUVENILE CRIME
PREVENTION PROGRAMS**
presented to the
COMMITTEE OF THE WHOLE
MAY 10, 2016



SAFE NEIGHBORHOOD

CRIME PREVENTION PROGRAM

- (2) In addition to the fines set forth in subsection (1), court costs shall be assessed and collected in each instance a defendant pleads nolo contendere to, or is convicted of, or adjudicated delinquent for, a felony, a misdemeanor, or a criminal traffic offense under state law, or a violation of any municipal or county ordinance if the violation constitutes a misdemeanor under state law. The court costs imposed by this section shall be \$50 for a felony and \$20 for any other offense and shall be deposited by the clerk of the court into an appropriate county account for disbursement for the purposes provided in this subsection. A county shall account for the funds separately from other county funds as crime prevention funds. The county, in consultation with the sheriff, must expend such funds for crime prevention programs in the county, including safe neighborhood programs under ss. [163.501-163.523](#)

Statutory Authority Governing Expenditure of Funds [*Section 775.083(2), Florida Statutes*]

PAST Designations

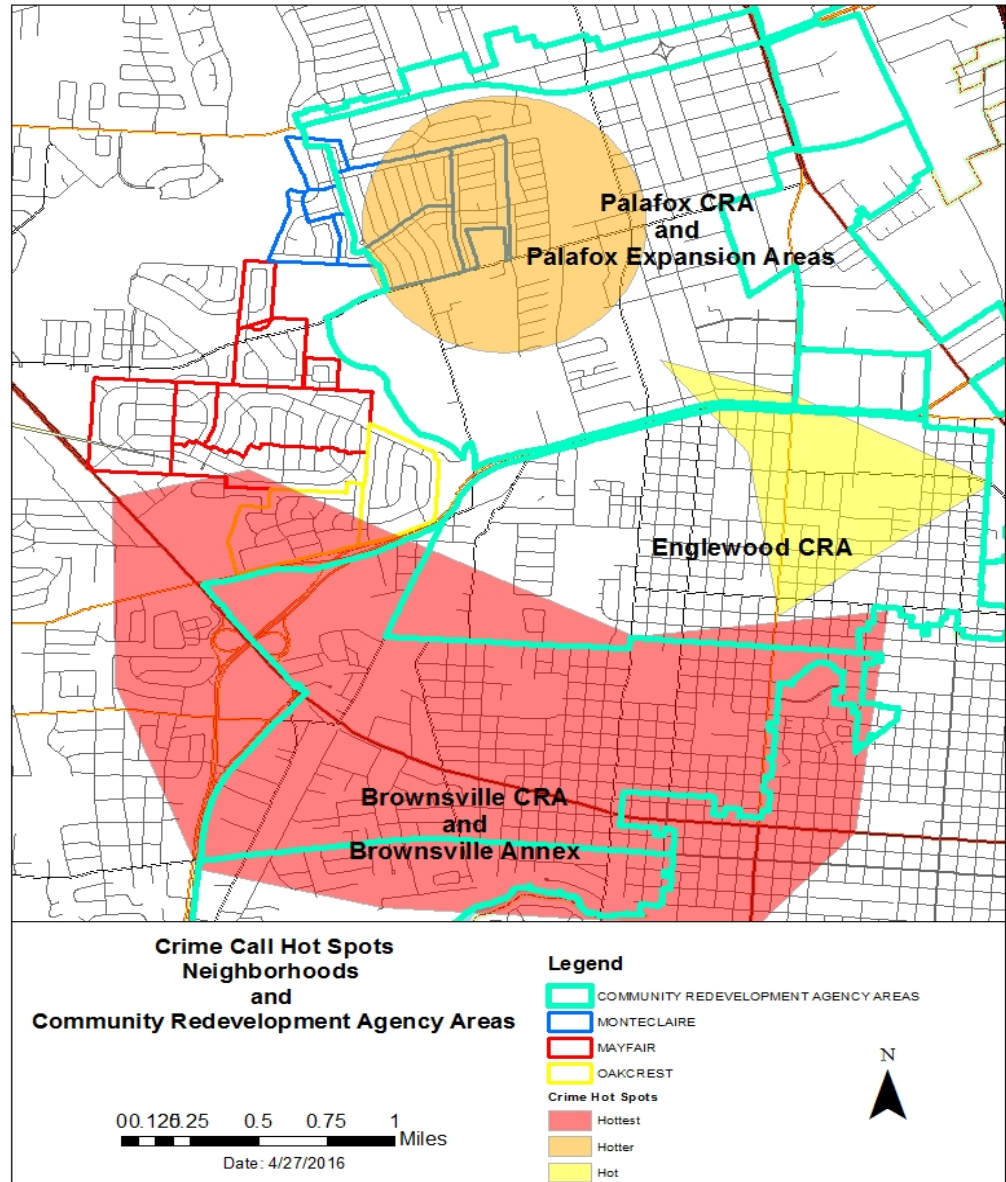
- Mayfair/Oakcrest (2008-2011)
- Lincoln Park (2008-2011)
- Ensley (2008-2011)
- Myrtle Grove (2010-2013)
- Wedgewood (2012-2015)
- Avondale (2012-2016) - Active
- Crescent Lake (2014-2017) - Active
- Northcross (2014-2017) - Active

PROPOSED Designations

- Montclair Subdivision (District #3)
- Mayfair Subdivision (District #2)
- Carriage Hills Subdivision (District #1)

SAFE NEIGHBORHOOD CRIME PREVENTION AREAS (*tied to Crime Hot Spots Data on page 5*)

CRIME DATA HOT SPOTS



Montclair

South of Michigan Avenue
North of Massachusetts Avenue
Citizens are concerned

Recent months several calls
about 180 during recent couple of
months

Mostly Theft, Vehicle Break-ins
Vehicle Theft Break and Entry and
Assault

Carriage Hills Area

South of Michigan Avenue
Citizens are concerned

Recent months relatively few calls
about 40 during recent couple of
months

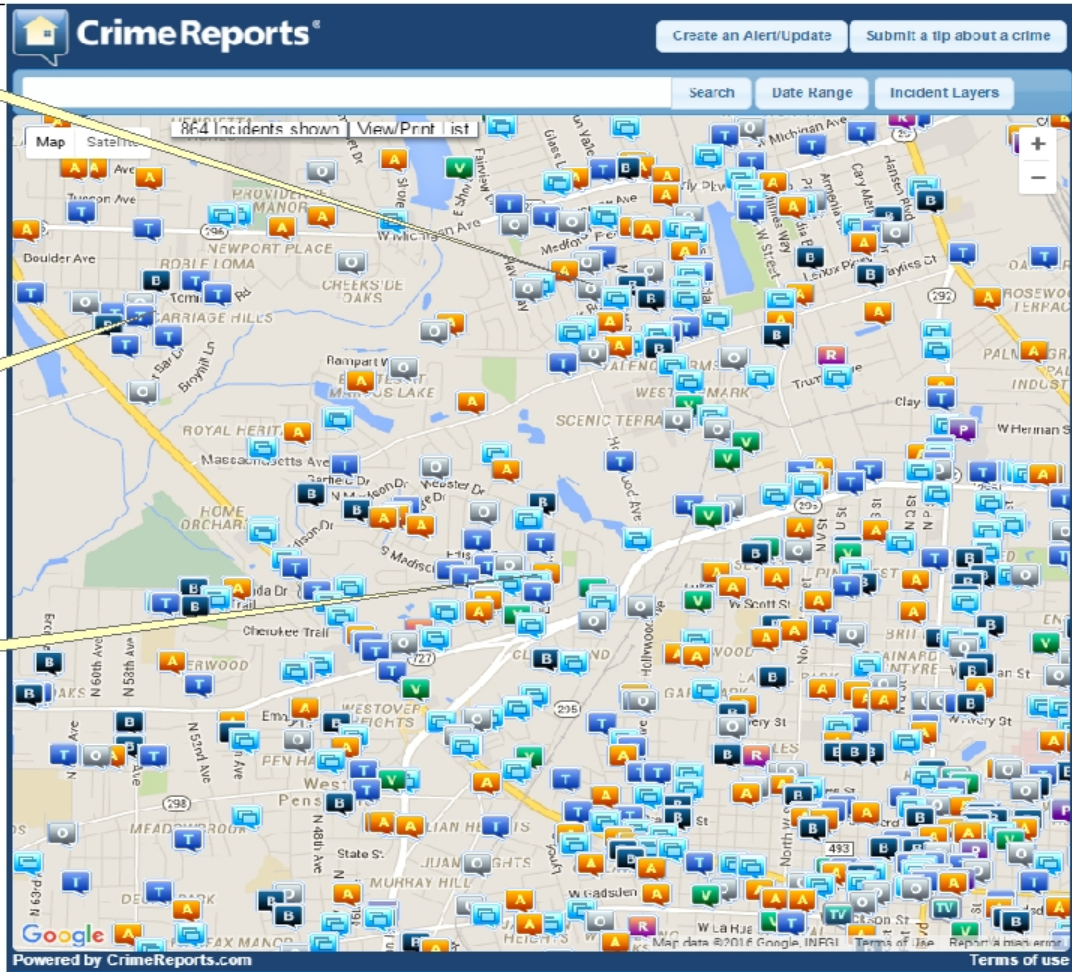
Mostly Theft, Vehicle Break-ins
Break and Entry

Mayfair

North of Fairfield Drive
Citizens are concerned

Recent months several calls
about 250 during recent couple of
months

Mostly Theft, Vehicle Break-ins
Break and Entry and Assaults



Examination of the Escambia County Sheriff's Office Web Map Service revealed nearly 900 citizen calls and arrests in the areas shown on the map during recent months.

CRIME HOT SPOTS (Montclair, Mayfair, Carriage Hills)

Brownsville

East of Blue Angel Pkwy
West of Mobile Hwy and
New Warrington Rd
Citizens are concerned

Recent months several calls
about 860 during recent couple of
months

Mostly Theft, Assault, and
Breaking & Entering



Examination of the Escambia County Sheriff's Office Web Map Service revealed nearly 900 citizen calls and arrests in the areas shown on the map during recent months.

Brownsville – Crime Hot Spots

SAFE NEIGHBORHOODS (SN) PROGRAM GOALS

- Work with residents to take back control of their neighborhoods (Neighborhood Block Captains).
- Reduce crime and blight.
- Educate residents on crime prevention measures in their neighborhood.
 - Crime Prevention through education
- Improve relationships between residents and the County
- Improve the quality of life for our citizens.
- Encourage communication and team work between residents.

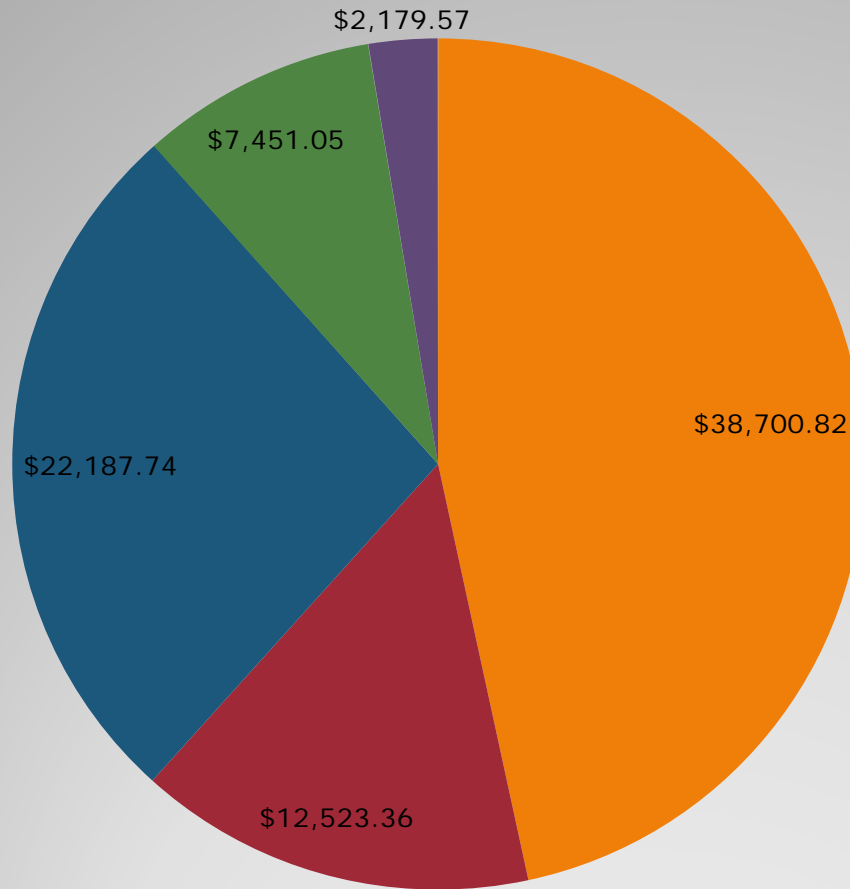
Account Description	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17
	Actual	Actual	Actual	Actual	Estimated	Estimated
Crime Prevention F.S. 775.083	\$110,164.48	\$123,651.24	\$130,098.82	\$144,521.31	\$130,000.00	\$135,000.00

SN ACTUAL & ESTIMATED REVENUES

	2016 SAFE NEIGHBORHOOD PROGRAM		
Total Budget	\$925,601.00		
Less Reserve	\$631,925.00		
REMAINING BUDGET	\$293,676.00		
FY16 EXPENDITURE TYPE	Expended as of 4/28/16	%	CURRENT FY2016 BUDGET
Administration	\$38,700.82	46.60%	\$60,194.00
Clean-Ups	\$12,523.36	15.08%	\$46,000.00
Streetlights	\$22,187.74	26.72%	\$166,000.00
Outreach	\$7,451.05	8.97%	\$10,000.00
Operating	\$2,179.57	2.62%	\$11,482.00
Projected Expenditures	\$83,042.54	100.00%	\$293,676.00 **

**** Note: One-time expenditure of \$152K for streetlights is included in this budget**

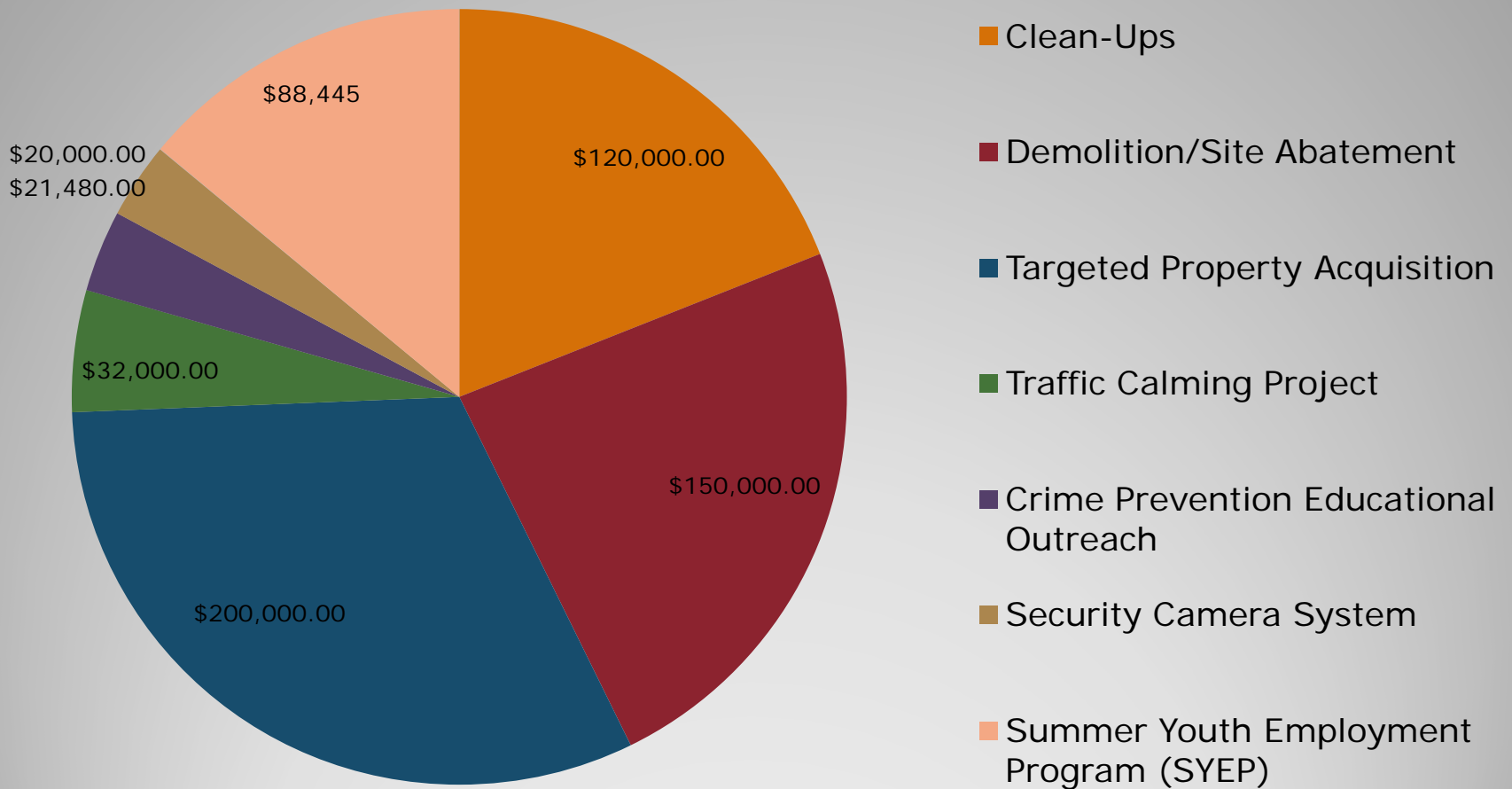
SN FY2016 EXPENDITURES



- Administration
- Clean-Ups
- Streetlights
- Outreach
- Operating

FY 2016 EXPENDITURES

CURRENT RESERVE	\$631,925.00
Proposed Projects Spend Out	Amount/Quantity
Clean-Ups	\$120,000.00/25
Demolition/Site Abatement	\$150,000.00/50
Targeted Property Acquisition	\$200,000.00/13
Traffic Calming Project	\$32,000.00/7
Crime Prevention Educational Outreach	\$21,480.00/\$4,300 per SN area
Security Camera System	\$20,000.00/2
Summer Youth Employment Program (SYEP)	\$88,445/year
Total Proposed Project Expense	631,925.00



SN Reserve Spend Out for Proposed Projects

FY 2016
Demos/Lot Abatement

48 DEMOS
135 LOT ABATEMENTS
(120 located in a CRA)

TOTAL EXPENDED = \$583,637 of
which \$8,600 TIF (9)
\$11,790 CDBG (28)

Code Enforcement Stats



WHO WE MET WITH

- Increase street lighting (LED lighting)
- Security cameras on Massachusetts Avenue
- Rental properties not being monitored
- Need learning center and mentoring programs
- Need more youth sports
- Need After School Programs
- Trim trees from around street lights
- Demolish dilapidated/vacant homes
- Clearing vacant lots
- Need Law enforcement presence
- Department of Juvenile Justice
- Sheriff's Department
- Boys & Girls Club of the Emerald Coast
- Mayfair Neighborhood Watch
- Montclair Neighborhood Watch
- Clergy

WHAT RESIDENTS HAD TO SAY

- Identify Crime Hot Spots
- Improved lighting
- Block Watch (Community Involvement)
- Public Surveillance Systems
- Police Foot/Bicycle Patrol
- Expect property owners & managers to control activity around their property
- Form Community/Neighborhood Anti-Crime Patrols

CRIME PREVENTION BEST PRACTICES

YOUTH DELINQUENCY

CRIME PREVENTION

CURRENT PROGRAMS

- NEIGHBORHOOD & HUMAN SERVICES
 - Ebonwood Community Center
 - Afterschool Program & Summer Youth Program
 - Brownsville CC & Wedgewood CC
 - Afterschool Program & Summer Youth Program

- CDAC (Community Drug & Alcohol Council)

- BOYS & GIRLS CLUB

- DJJ (Department of Juvenile Justice)

- SILVER LINING INC. – Mental Health Services

“PROPOSED” COUNTY SPONSORED SUMMER YOUTH EMPLOYMENT PROGRAM

Category	\$Cost
Temporary Staff Salary	\$20,216
Youth Internship Salary @ \$8.05/hour	\$64,400
Criminal Background Checks	\$975
Participant Training Equipment	\$500
Workers Compensation (youth workers only)	\$644
In-County travel (temp. staff)	\$810
Training Supplies	\$500
Office Supplies	\$400
TOTAL	\$88,445

CURRENT YOUTH DELINQUENCY PROGRAMS

- Youth Mentoring
- Recreation Activities
- Community Involvement
 - Girl Scouts/Boy Scouts
- Church Youth Groups
- Volunteer Groups
- Parent-Child Interaction Training
- DJJ Intervention Programs

YOUTH CRIME PREVENTION BEST PRACTICES



BOARD DIRECTION NEXT STEPS

Committee of the Whole

6.

Meeting Date: 05/10/2016

Issue: Interlocal Agreement for the Provision of Mutual Emergency and Critical Incident Response

From: Mike Weaver, Department Director

Information

Recommendation:

Interlocal Agreement for the Provision of Mutual Emergency and Critical Incident Response between Escambia County and the City of Pensacola

(Michael D. Weaver - 15 min)

A. Board Discussion

B. Board Direction

Attachments

Interlocal Agreement

Maps

**STATE OF FLORIDA
COUNTY OF ESCAMBIA**

**INTERLOCAL AGREEMENT FOR THE PROVISION OF MUTUAL
EMERGENCY AND CRITICAL INCIDENT RESPONSE
BETWEEN ESCAMBIA COUNTY, FLORIDA
AND THE CITY OF PENSACOLA, FLORIDA**

THIS AGREEMENT is made by and between Escambia County, Florida, a political subdivision of the State of Florida (hereinafter referred to as the "County"), with administrative offices located at 221 Palafox Place, Pensacola, Florida 32502 and the City of Pensacola, a municipal corporation created and existing under the laws of the State of Florida, (hereinafter referred to as the "City") with administrative offices at 222 West Main St., Pensacola, Florida 32502 (at times referred to as "party" or "parties").

WITNESSETH:

WHEREAS, the parties have legal authority to perform general governmental services within their respective jurisdictions; and

WHEREAS, the parties are authorized by §163.01, Florida Statutes, to enter into Interlocal Agreements and thereby cooperatively utilize their powers and resources in the most efficient manner possible; and

WHEREAS, the parties each maintain equipment and personnel for the purpose of responding to emergency and critical incidents occurring within their respective jurisdictions; and

WHEREAS, the parties previously entered into an Interlocal Agreement for Mutual Aid in the Provision of Fire Suppression and Emergency Services, effective October 1, 2004, and the parties have agreed to terminate the prior Interlocal Agreement with the terms of this Interlocal Agreement superseding the prior Agreement in its entirety; and

WHEREAS, the parties have determined that it is in the best interest of the health, safety, and welfare of the citizens of both the incorporated and unincorporated areas of Escambia County that the City and County provide mutual aid in the event of emergency incidents and critical incidents as provided herein.

NOW THEREFORE, for an in consideration of the mutual covenants contained herein and the mutual benefits and for other good and valuable consideration, the parties to this Agreement hereby agree as follows:

Article 1

Purpose

- 1.1 The recitals contained in the Preamble of this Agreement are declared to be true and correct and are hereby incorporated into this Agreement.
- 1.2 Pursuant to §163.01, Florida Statutes, this Agreement establishes the conditions, extent, and mechanism whereby the parties will establish a framework for the provision of mutual assistance in the event of an emergency or critical incident.
- 1.3 The terms of this Interlocal Agreement shall supersede in its entirety the Interlocal Agreement for Mutual Aid in the Provision of Fire Suppression and Emergency Services between Escambia County and the City of Pensacola, effective October 1, 2004.

Article 2 Response Protocol

- 2.1 Voluntary Emergency Incident Response.
- 2.1.1 For the purpose of this Agreement an *emergency incident* shall mean an incident occurring in either jurisdiction that involves a fire, rescue operation, hazardous materials, a natural disaster, or any other circumstance where there is a substantial risk of harm to persons or property.
- 2.1.2 The officer in charge of the requesting fire department or the officer in charge who is present at the emergency incident may request assistance from the other party's fire department when the requesting party deems it necessary.
- 2.1.3 The officer in charge of the party receiving a request for assistance shall take the following actions: 1) immediately determine if the requested resources are available; 2) in accordance with the terms of this agreement and internal department policy, ensure that the dispatch of such equipment and personnel may be furnished to the requesting party without jeopardizing the safety of the assisting party's jurisdiction; and 3) either proceed with dispatch or notify the requesting party that assistance may not be provided. The jurisdiction within which the alarm is located will dispatch their normal response assignment, based on the call type, to the incident location.
- 2.1.4 All emergency response units that respond to a request for assistance will operate according to the Incident Command System (ICS). The first officer to arrive on scene at the incident will

establish incident command. Upon arrival at the emergency, the officer in charge of the assisting jurisdiction will report to the officer in charge at the Incident Command Post. If the first arriving officer is from the assisting jurisdiction, they will be relieved of command upon arrival of the first arriving officer from the jurisdiction within which the incident is located. All subsequent arriving emergency response vehicles, from either jurisdiction, will operate according to the ICS and will report to the Incident Command Post for assignment.

- 2.1.5 The rendering of emergency assistance shall not be mandatory for either party; however, the party receiving a request for assistance shall endeavor to promptly inform the requesting party if the assistance may not be provided.

2.2 Automatic Critical Incident Response.

- 2.2.1 Automatic critical incident response shall only apply to those critical incidents that occur within a designated *critical incident response area*, as depicted in the maps attached hereto as Exhibits A and B.
- 2.2.2 For the purpose of this Agreement, a *critical incident* shall mean an incident occurring in a designated critical incident response area that involves: 1) a burning structure; 2) a person or persons trapped in a confined space; or 3) any other circumstance where there is imminent threat of death or serious bodily injury.
- 2.2.3 When a critical incident is reported in a designated critical incident response area, each party shall automatically dispatch at least one emergency response unit to the site of the incident. All emergency response units that respond to the incident will operate according to the Incident Command System (ICS). The first unit to arrive at the incident will establish incident command. If the first arriving unit is from the assisting jurisdiction, they will be relieved of command upon arrival of the first arriving unit from the jurisdiction within which the critical incident is located. All subsequent arriving emergency response units, from either jurisdiction, will operate according to the ICS and will report to the Incident Command Post for assignment. The unit with incident command responsibility shall discharge other responding units when it is determined that the critical incident has been stabilized or resolved

- 2.3 The terms of this Agreement shall not apply to incidents deemed to be of a *non-emergency* nature.

2.4 Emergency services rendered by either party pursuant to this Agreement will be at no cost to the other, either in terms of personnel or equipment costs.

2.5 Neither party shall hold the other party liable for failing to respond to any emergency assistance request, for failing to respond to such a request in a timely manner, or for responding with less than optimum equipment and/or personnel. The parties understand and agree that each party is ultimately responsible for the provision of fire suppression and emergency services within its own jurisdiction.

2.6 All personnel dispatched by either party shall be properly certified to operate as firefighters by the State of Florida.

2.7 Fire suppression and emergency service resources provided by an assisting party shall be returned to its own jurisdiction (1) upon request of the officer in charge of the assisting department, or (2) when released by the requesting party.

Article 3 **General Provisions**

3.1 **Term:** This agreement shall commence on the Effective Date, as provided in paragraph 3.15, and continue for a term of one year, whereupon the Agreement shall automatically renew for additional one year periods unless otherwise terminated as provided herein.

3.2 **Termination:** This Agreement may be terminated by either party for cause or for convenience. Either party may exercise its right of termination for convenience by furnishing to the other party written notice of its election to do so. The termination of convenience shall be effective thirty (30) days following the date of the receipt of such notice.

3.3 **Liability:** The parties hereto, their respective elected officials, officers, and employees shall not be deemed to assume any liability for the acts, omissions, or negligence of the other party. The City agrees to be fully responsible for its negligent acts or omissions or tortuous acts which result in claims or suits against the County and further agrees to be fully liable for any damages proximately caused by said acts or omissions. Escambia County, Florida, as a subdivision of the State of Florida as defined in §768.28, Florida Statutes, agrees to be fully responsible for its negligent acts or omissions or tortuous acts which result in claims or suits against the City and further agrees to be fully liable for any damages proximately caused by said acts or omissions. Nothing herein is intended to serve as a waiver of sovereign immunity by the City or the County and nothing herein shall be construed as consent by the City or the County to be sued by third parties in any matter arising out of this Agreement.

3.4 Records: The parties acknowledge that this Agreement and any related financial records, audits, reports, plans, correspondence, and other documents may be subject to disclosure to members of the public pursuant to Chapter 119, Florida Statutes, as amended. In the event a party fails to abide by the provisions of Chapter 119, Florida Statutes, the other party may, without prejudice to any right or remedy and after giving that party, seven (7) days written notice, during which period the party fails to allow access to such documents, terminate this Agreement.

3.5 Assignment: This Agreement or any interest herein shall not be assigned, transferred, or otherwise encumbered, under any circumstances, by the parties, without the prior written consent of the other party.

3.6 All Prior Agreements Superseded:

(a) This document incorporates and includes all prior negotiations, correspondence, conversations, agreements, or understandings applicable to the matters contained herein, and the parties agree that there are no commitments, agreements, or understandings concerning the subject matter of this Agreement that are not contained in this document. Accordingly, it is agreed that no deviation from the terms hereof shall be predicated upon any prior representations or Agreements whether oral or written.

(b) It is further agreed that no modification, amendment, or alteration in the terms and conditions contained herein shall be effective unless contained in a written document executed with the same formality and of equal dignity herewith.

3.7 Headings: Headings and subtitles used throughout this Agreement are for the purpose of convenience only, and no heading or subtitle shall modify or be used to interpret the text of any section.

3.8 Survival: All other provisions, which by their inherent character, sense, and context are intended to survive termination of this Agreement, shall survive the termination of this Agreement.

3.9 Interpretation: For the purpose of this Agreement, the singular includes the plural and the plural shall include the singular. References to statutes or regulations shall include all statutory or regulatory provisions consolidating, amending, or replacing the statute or regulation referred to. Words not otherwise defined that have well-known technical or industry meanings, are used in accordance with such recognized meanings. References to persons include their respective permitted successors and assigns and, in the case of governmental persons, persons succeeding to their respective functions and capacities.

(a) If either party discovers any material discrepancy, deficiency, ambiguity, error, or omission in this Agreement, or is otherwise in doubt as to the meaning

of any provision of the Agreement, it shall immediately notify the other party and request clarification of the interpretation of this Agreement.

(b) This Agreement shall not be more strictly construed against either party hereto by reason of the fact that one party may have drafted or prepared any or all of the terms and provisions hereof.

3.10 Severability: The invalidity or non-enforceability of any portion or provision of this Agreement shall not affect the validity or enforceability of any other portion or provision. Any invalid or unenforceable portion or provision shall be deemed severed from this Agreement and the balance hereof shall be construed to be enforced as if this Agreement did not contain such invalid or unenforceable portion or provision.

3.11 Further Documents: The parties shall execute and deliver all documents and perform further actions that may be reasonably necessary to effectuate the provisions of this Agreement.

3.12 Governing Law: This Agreement shall be governed by and construed in accordance with the laws of the State of Florida, and the parties stipulate that venue, for any matter, which is the subject of this Agreement shall be in the County of Escambia.

3.13 Notices: All notices required or made pursuant to this Agreement by either party to the other shall be in writing and delivered by hand or by United States Postal Service, first class mail, postage prepaid, return receipt requested, addressed to the following:

TO THE COUNTY:

County Administrator
221 Palafox Place, Suite 420
Post Office Box 1591
Pensacola, FL 32597

TO THE CITY:

City Administrator
City of Pensacola
Post Office Box 12910
Pensacola, FL 32521

Either party may change its above noted address by giving written notice to the other party in accordance with the requirements of this section.

3.14 No Waiver: The failure of a party to insist upon the strict performance of the terms and conditions hereof shall not constitute or be construed as a waiver or relinquishment of any other provision or of either party's right to thereafter enforce the same in accordance with this Agreement.

3.15 Effective Date: This agreement shall become effective when filed in the Office of the Clerk of the Circuit Court of Escambia County, Florida. The County shall be responsible for such filing.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the respective dates under each signature: Escambia County, Florida through its Board of County Commissioners, signing by and through its duly authorized Chairman, and the City of Pensacola, signing by and through its Mayor.

COUNTY:

Escambia County, Florida Board of County Commissioners, a political subdivision of the State of Florida acting through its duly authorized Board of County Commissioners signing by and through its Chairman.

By: _____
Grover C. Robinson, IV, Chairman

ATTEST: Pam Childers
Clerk of the Circuit Court Date: _____

By: _____
Deputy Clerk

(Seal)

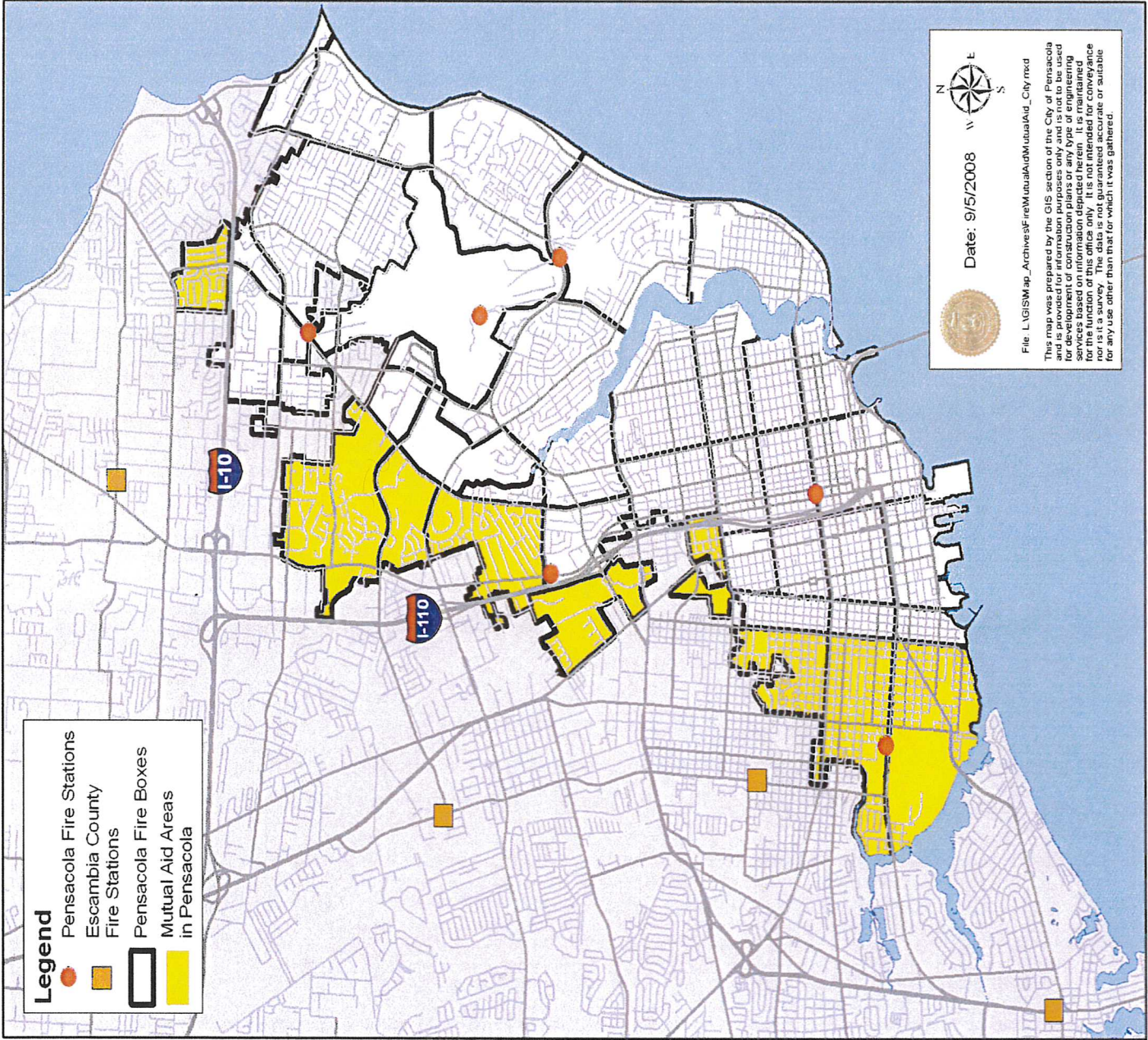
**THE CITY OF PENSACOLA,
A FLORIDA MUNICIPAL CORPORATION**

By: _____
Ashton J. Hayward III, Mayor

ATTEST: _____
Date: _____

By: _____
City Clerk

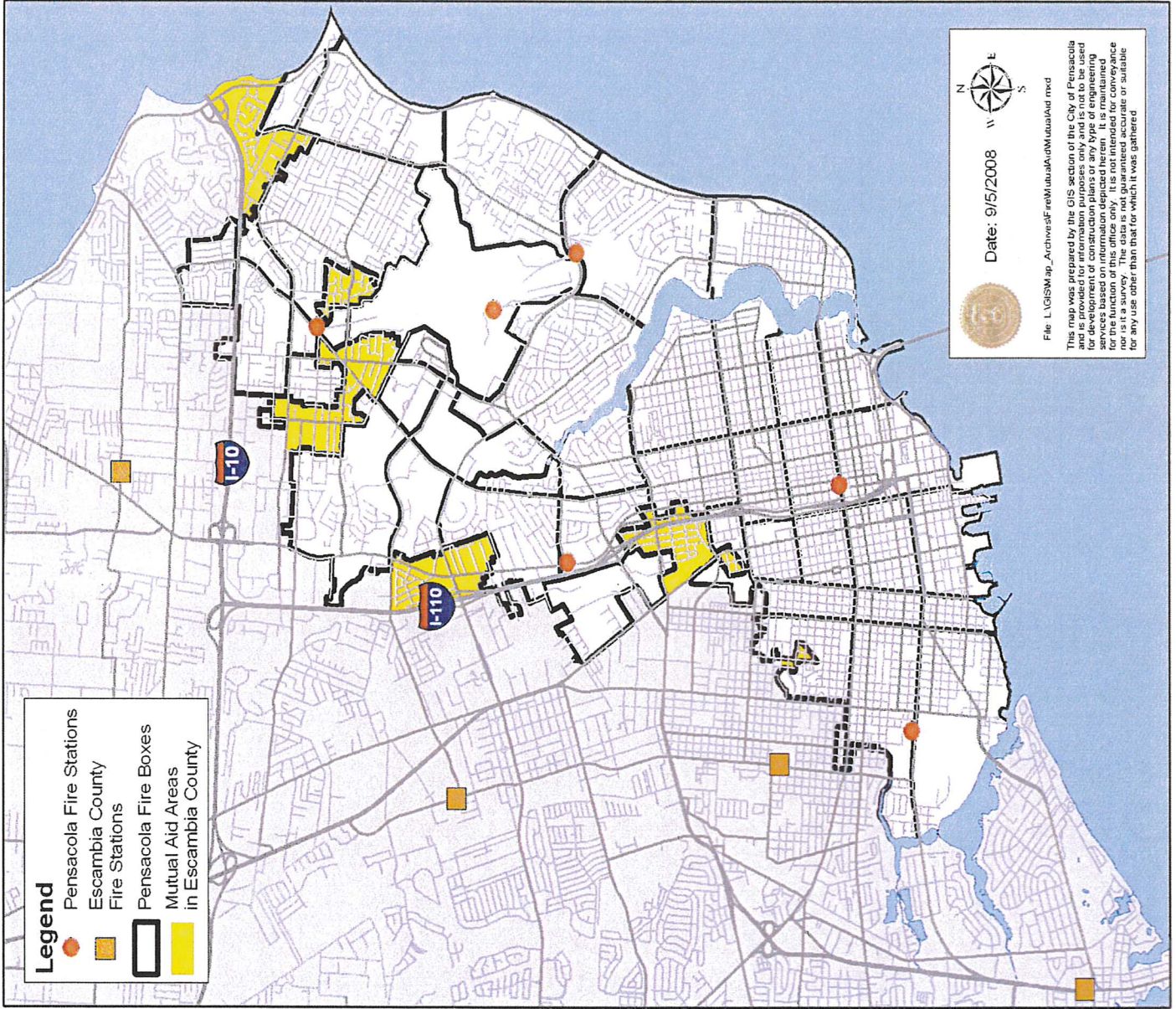
(Seal)



- Legend**
- Pensacola Fire Stations
 - Escambia County Fire Stations
 - Pensacola Fire Boxes
 - Mutual Aid Areas in Pensacola


 Date: 9/5/2008


File: L:\GIS\Map_Archives\Fire\MutualAid\MutualAid_City.mxd
 This map was prepared by the GIS section of the City of Pensacola and is provided for information purposes only and is not to be used for development of construction plans or any type of engineering services based on information depicted herein. It is maintained for informational purposes only and is not intended to be used for any other purpose. The data is not guaranteed accurate or suitable for any use other than that for which it was gathered.



Committee of the Whole

7.

Meeting Date: 05/10/2016

Issue: Escambia County Mass Transit Advisory Committee (MTAC)

From: Joy D. Blackmon, P.E., Director

Information

Recommendation:

Escambia County Mass Transit Advisory Committee (MTAC)
(Nicole Wilson, MTAC Chair - 15 min)

- A. Board Discussion
 - B. Board Direction
-

Attachments

MTAC Presentation

MTAC 2015 Annual Report

Mass Transit Advisory Committee (MTAC)

2015 Annual Report



Performance Against Benchmarks¹

	2014	2015
Total Ridership	1,315,961	1,307,833
Riders per Revenue Hour	14	16
Total Fairbox Revenue	\$1,049,686.06	\$1,054,397.16
Avg. Revenue per Rider	\$0.80	\$0.80

Increase in riders per revenue hour = 2

Increase in total fairbox revenue = \$4,711.10

¹ Standard transit industry performance measures

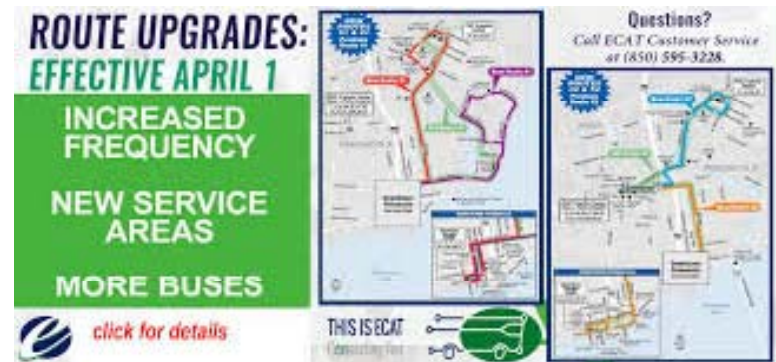
Repairs and Upgrades

- Replaced cameras in 32 of 36 buses
- Added automatic passenger counters
- Replaced 1,078 bus stop signs
 - New look for increased visibility
 - 65% complete!



Route Optimization

- Implementation of COA analysis Phase 1
- Planned improvements to Routes 41 and 42
 - Extended hours of service
 - New service areas



Involving the Community

- Fostering community partnerships
 - Corey Field
 - Cordova Mall
 - Sacred Heart



Involving the Community

- Increasing public awareness and involvement
 - Posted notices of meetings and workshops
 - Public forum at meetings


Be Involved!
Your participation is welcome.



Escambia County
Mass Transit Advisory Committee (MTAC)
Meetings: 3:00 P.M

Next Meeting:
Wednesday
March 25
2015

Escambia County Central Office Complex
3363 W. Park Place, Room 104
Pensacola, FL



For more MTAC Information:
Call 850-595-3228, ext. 210

Improving Riders' Experience

- Added an ECAT tracker to website
 - Track buses on route
 - Reduce wait times and missed buses
- Provided free WiFi access on all buses and at the Rosa Parks Terminal
- Installed Automated Voice Annunciator System



Improving Riders' Experience

- Upgraded 20 bus stops
 - Additional shelters, benches, & pads
 - ADA compliance
- Began initiative to simplify fare schedule

~~17~~



Looking Ahead

- Identifying and responding to riders' needs
 - Evening and night-time service
 - Increased weekend service
 - Expanded coverage



Mass Transit = Investment in Our Future

- **Dependable and readily available** mass transit:
 - **IS USED!!**
 - Provides better quality of life and more opportunity
 - Reduces congestion, with fewer accidents
 - Improves air quality through reduced emissions

\$ Invested = **\$\$\$\$** in Economic Returns!

Questions?



MTAC 2015 Annual Report

MTAC 2015 Annual Report

Executive Summary

The Mass Transit Advisory Committee (MTAC) was established on 1 October 2009 to advise Escambia County Area Transit (ECAT), the County Administrator for Escambia County, and the Board of County Commissioners on issues regarding and proposed improvements for Escambia County's system of public transportation. Members include two representatives from each district. Meetings are public, and the public is invited to attend and provide input.

In 2015, the MTAC met quarterly (14 January, 25 March, 1 July, and 14 October) and conducted one workshop (29 April). Following is a summary of 2015 initiatives and actions:

- Initiative to develop partnerships to foster economic development, increase public awareness of mass transit, and thereby increase ridership: Members have been working with Corey Field, Cordova Mall, and Sacred Heart Hospital.
- Replacement of the cameras in 32 out of 36 buses due to damage to the data recorders during the April 2014 flooding
- Analysis to improve transit system to answer riders' needs and improve ridership
- Installation of automatic passenger counters
- Establishment of Wi-Fi access on all buses and at the Rosa Parks Terminal
- Addition of an ECAT tracker to the ECAT website to enable riders to track their bus in route
- Initiative to increase public involvement in MTAC, including posting notice of meetings and workshops in buses and holding the Public Forum as the first agenda item in meetings
- Initiative to improve Routes 41 and 42 (This was the focus of the 29 April workshop.)
- Upgrades to 20 bus stops to add shelters and make them compliant with the Americans with Disabilities Act (ADA)
- Official launch of Double Map Technology upgrades on the ECAT website, goecat.com, provided under a grant 5307 Federal Transit Grant
- Initiative to simplify ECAT's fare schedule
- Initiative to replace the old bus stop signs with new signs consistent in design, now 65% complete

Finally, data collected on ECAT's 2015 overall performance against benchmarks established for total ridership, riders per hour, and farebox revenue show gains in all but

total ridership. Addressing rider complaints regarding lack of service to certain areas or on Sundays and holidays and lack of alignment between hours of operation and riders' work schedules, though requiring additional funding, would likely lead to increased ridership. Goals to achieve increased ridership and the resulting needed funding will be a focus in 2016.

Introduction

The Mass Transit Advisory Committee (MTAC) was established as a gateway connecting current and future bus riders with Escambia County Area Transit (ECAT) and the Board of County Commissioners as a means to improve Escambia County's system of public transportation. Resolution Number R2009-202, establishing the MTAC, was signed on 1 October 2009. The Resolution defines the duties and responsibilities as follows:

1. Establish a set of benchmarks to periodically evaluate the service and management of existing public mass transit systems operating in Escambia County.
2. Set short-range and long-range goals for increasing ridership, expanding routes, and instituting mass transit services.
3. Assist the Board of County Commissioners, the County Administrator, and ECAT Management in developing partnerships with industry groups and employers to foster economic development.
4. Identify opportunities for inter-governmental or regional transportation alliances with entities both within and outside of Escambia County.

The first meeting of the MTAC was held on 12 November 2009, and the Committee has met quarterly as of January 2014. The following is a summary of the attention to and progress towards the above duties and responsibilities.

14 January Meeting

One of the MTAC's responsibilities is to develop partnerships to foster economic development. To this end, the MTAC has been working to nurture relationships with Corey Field, Cordova Mall, and Sacred Heart Hospital. As of January 2015, Deborah Corbin had spoken with CAPT Hoskins at Corey Field about coordinating with the base to pick up their new arrivals from the airport. They are still in negotiations, assessing the base's transportation needs and how ECAT might be able to fulfill those needs. Communications between Don Christian and Cordova Mall management, to secure a transfer location there at the mall to better serve the customer and employee transportation needs, however, are on hold due to the construction of the new Jared's and Longhorn Steak House in the area of mall property initially proposed for ECAT's use. The director of Sacred Heart has voiced very positive support for public transit.

These partnerships are needed to foster awareness within the employee and customer populations associated with these centers of business and industry of the availability of public transit, thereby increasing potential ridership.

The April 2014 flooding caused considerable damage to Escambia County, and ECAT was not immune, realizing damage to the equipment that reads the data from the buses' security cameras. When a new reader was implemented, on 36 of the buses, the data from the older technology cameras was no longer accessible for review, as the reader and older technology cameras incompatible. The recordings from the cameras serve as a sense of security for both riders and drivers, maintain records for any criminal investigations that may arise, and provide a means for ECAT management to investigate rider or driver complaints and safety compliance, as when the MTAC addressed ECAT concerning deficits in driver training in regards to proper wheelchair restraint. To resolve the issue, the 36 cameras needed to be replaced with those compatible with the new reader equipment. Mike Crittenden, ECAT's general manager, updated the MTAC regarding ECAT's progress in replacing said cameras; as of the January 2015 MTAC meeting, 19 of the 36 cameras were up and running.

The remainder of the January MTAC meeting focused on the Comprehensive Operations Analysis (COA) presented by Boris Palchic, the consultant hired to perform the analysis. The analysis was performed to assess Escambia County's current public transit system and to suggest changes to improve that system, answer riders' needs, and improve ridership, thereby helping to improve ECAT's bottom line.

Ridership is a significant factor in ECAT's measure of route viability; therefore, accurate ridership counts are a critical requirement. To meet this requirement, ECAT's Tonya Ellis informed the MTAC that automatic passenger counters would be in place by late February. Also expected to be finished by late February was Wi-Fi access on all buses and at the Rosa Parks Terminal. Wi-Fi access was deemed beneficial to the riders because it allows riders to gain access to Google Maps and ECAT's website (goecat.com), where route maps and schedules are available. By March, an ECAT tracker was to be installed to enable riders to track where their bus is on the route and when to expect it.

25 March Meeting

ECAT reported to the MTAC that the amenity upgrade of Google Transit, for which there is no implementation charge to ECAT or the county, was completed. Through the technology of Google Maps, Google's Transit integrates bus stop, route, and schedule information to make trip planning quick and easy for people who have smart phones. To assist riders in accessing the ECAT website for route and schedule information or

Google Transit on their smart phones, ECAT has completed installation of Wi-Fi access at the Rosa Parks Terminal and in all ECAT buses.

The MTAC has actively sought input for improvements from ECAT management, bus drivers, and most importantly, from the riders of ECAT, who have been and will continue to be asked for their input. Fliers have been posted on the buses to advise when MTAC meetings and workshops are held, and Public Forum is the first agenda item in every meeting. The MTAC believes that the community should be granted a strong voice to foster involvement in MTAC proceedings.

29 April Workshop

In April 2015, the MTAC held a workshop to better explore the proposed COA changes to Routes 41 and 42. The changes to these two routes are expected to have no cost impact and will extend the two routes into later into the evening, to 7:00 pm. At the workshop, Tonya Ellis presented a PowerPoint presentation that described the considerations by the COA regarding impact on riders and ease of implementation, and Mike Crittenden discussed costs and operational changes regarding the proposed changes. However, before making these changes ECAT intended to run driver-staff target allocation to determine manpower requirements. Regarding costs, ECAT expected to reallocate resources to ameliorate the increase. Essentially, the cost per revenue, in terms of efficiency, was expected to remain much the same.

1 July Meeting

In the July meeting, the MTAC learned that the county had entered the 3rd phase of amenity upgrades to existing bus stops: 20 stops had been upgraded, and over 30 more shelters were expected to arrive shortly thereafter. However, there were also several bus stops found to be too difficult or cost prohibitive to make ADA-compliant. At the time, ECAT was considering moving these stops up or down the road, from a few feet to a few yards, to locations better situated for ADA compliance.

As of this meeting, all but four cameras needing replacement due to the damage caused by the April 2014 flooding had been repaired and were back in good working order. Also, when ECAT began installation of the Double Map Technology upgrades in early 2015, which was provided by 5307 Federal Transit Grant funds, the technology upgrades included Automated Voice Annunciator System, automatic vehicle locators and passenger counters. ECAT reported to the MTAC at this meeting that it had its official launch of the new technology upgrades in May/June of 2015.

Also during the July meeting, the dates for the projected COA Public Workshops to familiarize the public with the proposed changes to Routes 41 and 42 and to receive public feedback were presented to the MTAC. These proposed dates and times were

Monday, 20 July, 6 – 7:30 pm; and Tuesday, 21 July, 1 – 2:30 pm and 5:30 – 7 pm. Concern was raised at the timing of these workshops, which did not coordinate well with bus schedules, thereby making it difficult for bus riders to attend. For the two evening workshops, bus service was available for riders to get to the workshops but not when the workshops ended, requiring riders to arrange other means of transportation home. Likewise, the meeting times for the mid-day workshop were not coordinated with the bus schedule. Riders who wanted to attend by bus would be arriving at 9:20 for the 1:00 workshop or arriving to the workshop late, 15 minutes before the workshop's end. The workshops were ultimately held on these dates at the times stated above in spite of mentioned concern. (Note: Despite the diminutive numbers attending the three public workshops, public response to the proposed changes has been largely positive.)

Nicole Wilson presented a PowerPoint of an analysis she had performed to improve the structure of the existing bus routes. She stated that she had learned in January of the COA consultant and that she had found some of the COA suggestions lacking in that they did nothing to address the circuitous bus routes that weave back and forth across the county rather than follow more direct north-south and east-west paths, thereby confusing new riders and continuing to irritate old ones. More significantly, she felt that some of the COA-suggested changes would have a negative impact on the community and smaller localized economies. She stated that her recommendations were simpler and had a shorter implementation timeframe. Arnie Rosenbleeth suggested that Nicole Wilson present her recommendations to the Board of County Commissioners, and Bonita Player advised her to fight for the budget before presenting the proposal.

14 October Meeting

Mike Crittenden introduced a discussion of bus fares by displaying a chart showing the different fare structures for ECAT compared to similar bus systems in Jacksonville and Tallahassee. There are ~~42-17~~ different fare options for riding ECAT. Furthermore, there have been no changes to the ECAT fare schedule since 2007. Given the complexity of ECAT's fare structure in comparison with other systems, the MTAC recommended that ECAT's fare structure be cleaned up and simplified. ECAT was asked to bring three or four options for more simplified fare structures to the January 2016 MTAC meeting for evaluation.

In regards to bus stop amenities, the MTAC was informed that ECAT—specifically, Don Christian—had assumed responsibility for all of the benches and shelters in September of 2015; the income earned from advertisements on these benches and shelters should help supplement ECAT's advertisement budget. However, some of the benches and shelters found within Pensacola City limits will have to be removed due to their inability to be modified to fall within ADA compliance. On a separate note, the MTAC recommended that some of these shelters, in addition to paid advertisements, also have

ECAT system maps posted, most specifically at the downtown transfer point in front of City Hall and at the Pensacola State transfer point on Underwood.

Nicole Wilson had intended to present two advertisement ideas and a promotional campaign to interest and introduce new riders to ECAT, noting, however, that the money would be better spent updating the current system by expanding routes and times and making the system itself easier to navigate. She was concerned that the current system would likely discourage potential new riders from cities with more complete transit systems or those who have the option of using personal vehicles for transportation.

End of 2015

ECAT began transitioning the old design of the bus stop sign to the new logo and design in early 2015. By making all of the bus stop signs uniform, we increase visibility for riders and potential riders to bus stop locations and bus route coverage. As of December 2015, over 65% of the ECAT bus stop signs (approximately 1,078 stops) are completed. The remaining stops are scheduled to be completed no later than spring 2016.

ECAT’s 2015 Overall Performance against Benchmarks

At the start of the MTAC, the benchmarks for ECAT performance were set using standard transit industry performance measures, as advised by the Board of County Commission:

1. Total Ridership
2. Riders per hour, and
3. Farebox Revenue
4. Average Revenue Per Rider

In 2015, it was decided that ECAT staff should provide a quarterly report to the Board of County Commission of by-route and system-wide data for each of these measures to illustrate and identify trends, accomplishments, and areas for improvement. Table 1 illustrates the net gains for 2015 over the previous year.

	2014	2015
Total Ridership	1,315,961.00	1,307,833
Riders per Revenue Hour	14	16
Total Farebox Revenue	\$1,049,686.06	\$1,054,397.16
Avg. Revenue Per Rider	0.80	0.80

Table 1. ECAT Performance against Benchmarks

While there has been a decline in ridership (likely due to decrease in gas prices), Farebox Revenue has increased and Rider Feedback indicates an improvement in ECAT rider experience.

The MTAC and ECAT both have received compliments regarding the improvements to Escambia County's bus system and amenities. However, there are three common complaints that riders continue to voice and yet remain unaddressed due to needed funding increase:

- Lack of service in specific areas
- Limited hours of operation that do not align with standard work or school schedules
- Lack of service on Sundays and holidays

These complaints can be condensed into one overall issue: insufficient system coverage. Bus service is utilized considerably by minimum-wage workers, whose jobs often require them to be at work at 5:30 in the morning or as late as 9, 10, or 11:00 at night. Many retail and service industries require employees to clock in on Saturdays, Sundays, and holidays. College and university students are equally troubled by the lack of transportation after their night classes. However, minimum-wage workers and college students are not the only ones affected. The limited times available for public transit, the lack of Sunday and holiday transportation, and the early end of the day for bus service have been repeatedly noted by numerous members of the public as detrimental to our economy, since many events—for example, the Fair; performances at the Saenger Theater, Vinyl, and the Pensacola Bay Center; and many festivals—are evening and/or weekend events. For ECAT to become a more successful venture, the system must meet the public's needs. Therefore, adequate funding is required to enable Escambia County's public transportation system to become a transit system that citizens can depend on and integrate into their daily life.

Committee of the Whole

8.

Meeting Date: 05/10/2016

Issue: Disclosure Forms for Roadways, Ponds, and Infrastructure

From: Alison Rogers, County Attorney

Information

Recommendation:

Disclosure Forms for Roadways, Ponds, and Infrastructure

(Alison Rogers - 15 min)

A. Board Discussion

B. Board Direction

Attachments

No file(s) attached.

Committee of the Whole

9.

Meeting Date: 05/10/2016

Issue: The Purchase of Community Meeting Notification Signage

From: Grover Robinson, District 4 Commissioner

Information

Recommendation:

The Purchase of Community Meeting Notification Signage
(Commissioner Robinson - 30 min)

- A. Board Discussion
 - B. Board Direction
-

Attachments

No file(s) attached.

Committee of the Whole

10.

Meeting Date: 05/10/2016

Issue: Discussion Regarding Potential Expansion of Pediatrics Services by Escambia County Community Clinics in Cantonment

From: Steven Barry, District 5 Commissioner

Information

Recommendation:

Discussion Regarding Potential Expansion of Pediatrics Services by Escambia County Community Clinics (ECC) in Cantonment
(Commissioner Barry - 30 min)

- A. Board Discussion
 - B. Board Direction
-

Attachments

No file(s) attached.
