

PELICAN BAY SERVICES DIVISION
Municipal Services Taxing & Benefit Unit

NOTICE OF PUBLIC MEETING

WEDNESDAY, DECEMBER 9, 2020

THE PELICAN BAY SERVICES DIVISION BOARD WILL MEET AT **1 PM ON DECEMBER 9** AT THE BOARD OF COUNTY COMMISSIONERS CHAMBERS, THIRD FLOOR, COLLIER COUNTY GOVERNMENT CENTER, 3299 TAMIAMI TRAIL EAST, NAPLES, FLORIDA 34112.

AGENDA

1. Pledge of Allegiance
2. Roll Call
3. Agenda approval
4. Approval of 11/12/20 Regular Session meeting minutes
5. Audience comments
6. Administrator's report
 - a. SunTrust office space update
 - b. Maintenance grading of Clam Pass update
 - c. PBSB website
 - d. Commercial member right-of-way landscaping
 - e. Projects summary
 - f. November financial report
7. Committee reports
 - a. Ad Hoc Strategic Planning
 - b. Clam Bay
 - c. Landscape & Safety
 - i. Overview of bike lanes and sharrows
 - ii. License plate readers
 - iii. Sidewalk project update
 - d. Water Management
 - i. *Lake bank restoration and financing options
8. Chairman's Report
 - a. Tentative agenda for the PBF/PBSD joint meeting – Jan 25
9. Old business
10. New business
11. Adjournment

**indicates possible action items*

ANY PERSON WISHING TO SPEAK ON AN AGENDA ITEM WILL RECEIVE UP TO THREE (3) MINUTES PER ITEM TO ADDRESS THE BOARD. THE BOARD WILL SOLICIT PUBLIC COMMENTS ON SUBJECTS NOT ON THIS AGENDA AND ANY PERSON WISHING TO SPEAK WILL RECEIVE UP TO THREE (3) MINUTES. THE BOARD ENCOURAGES YOU TO SUBMIT YOUR COMMENTS IN WRITING IN ADVANCE OF THE MEETING. ANY PERSON WHO DECIDES TO APPEAL A DECISION OF THIS BOARD WILL NEED A RECORD OF THE PROCEEDING PERTAINING THERETO, AND THEREFORE MAY NEED TO ENSURE THAT A VERBATIM RECORD IS MADE, WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. IF YOU ARE A PERSON WITH A DISABILITY WHO NEEDS AN ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS MEETING YOU ARE ENTITLED TO THE PROVISION OF CERTAIN ASSISTANCE. PLEASE CONTACT THE PELICAN BAY SERVICES DIVISION AT (239) 597-1749.

**PELICAN BAY SERVICES DIVISION BOARD REGULAR SESSION
NOVEMBER 12, 2020**

The Pelican Bay Services Division Board met on Thursday, November 12, 2020, at 9:00 a.m. at the Board of County Commissioners Chambers, third floor, Collier County Government Center, 3299 Tamiami Trail East, Naples, Florida 34112.

In attendance were:

Pelican Bay Services Division Board

Michael Fogg, Chairman
Joe Chicurel, Vice-Chairman
Tom Cravens (*absent*)
Jacob Damouni (*absent*)
Nick Fabregas (*absent*)

Peter Griffith (*absent*)
Denise McLaughlin
Susan O'Brien
Scott Streckenbein
Rick Swider (*absent*)
Michael Weir

Pelican Bay Services Division Staff

Neil Dorrill, Administrator
Chad Coleman, Operations Manager
Darren Duprey, Assoc. Project Manager

Karin Herrmann, Operations Analyst
Lisa Jacob, Project Manager
Barbara Shea, Administrative Assistant

Also Present

Jim Carr, Agnoli, Barber & Brundage

Mohamed Dabees, Humiston & Moore
Dave Trecker, Coastal Advisory Committee

APPROVED AGENDA (AS AMENDED)

1. Pledge of Allegiance
2. Roll Call
3. Agenda approval
4. Approval of 10/14/20 Regular Session meeting minutes
5. Audience comments
6. Overview of Coastal Advisory Committee Projects & Procedures (Dr. Trecker)
7. Chairman's Report
8. Administrator's report
 - a. *SunTrust office space update
 - b. Operations Building status
 - c. *Maintenance Grading of Clam Pass
 - d. October financial report
9. Committee reports
 - a. Ad Hoc Strategic Planning
 - b. Clam Bay
 - c. Landscape & Safety
 - i. Sidewalk Phase 1 update

**Pelican Bay Services Division Board Regular Session
November 12, 2020**

- d. Water Management
 - i. Lake bank remediation plans
 - ii. Replacement of 7 rusted corrugated metal pipes: Lake 4-1
 - iii. Example of cost estimate for pipe lining
- e. Budget
 - i. Financing Proposal
- 10. Old business
 - a. PBSB Website
 - b. Future meeting locations (*add-on*)
- 11. New business
- 12. Adjournment

ROLL CALL

Mr. Cravens, Mr. Damouni, Mr. Fabregas, Mr. Griffith, and Mr. Swider were absent and a quorum was established

AGENDA APPROVAL

Dr. Chicurel motioned, Mr. Streckenbein seconded to approve the agenda as amended with the addition of item #10b. The motion carried unanimously.

APPROVAL OF 10/14/2020 REGULAR SESSION MEETING MINUTES

Mr. Streckenbein motioned, Dr. Chicurel seconded to approve the 10/14/2020 regular session meeting minutes as presented. The motion carried unanimously.

AUDIENCE COMMENTS

None

OVERVIEW OF COASTAL ADVISORY COMMITTEE PROJECTS & PROCEDURES

Mr. Fogg introduced Dr. Dave Trecker, Chairman of the Coastal Advisory Committee (CAC) and former PBSB Board member. Dr. Trecker provided a presentation on the responsibilities and activities of the County Coastal Zone Management Division (CZM) and the Coastal Advisory Committee (CAC). Highlights included the following.

- The CZM, a division within the County's Growth Management Dept., is responsible for maintaining Collier County beaches and inlets to the current minimum standard.
- The CAC is the citizen advisory counterpart to CZM, and reports to the Board of County Commissioners.
- Coastal management activities include (1) annual beach surveys, (2) erosion control & sand renourishment, (3) inlet monitoring and dredging, (4) capital planning, (5) funding requests, (6) coastal water quality, and (7) long-term shoreline resiliency.
- The U.S. Army Corps of Engineers (USACE) has completed a feasibility study for a 50-year, multi-billion-dollar project. The goal of the project would be to strengthen shorelines against hurricanes, storm surges and sea-level rise. The first stage includes beach widening (including sourcing the sand from offshore), dune enlargements, plantings, hardening, and flood-proofing. The estimated timing of the project includes (1) feasibility approval in 2021, (2)

Pelican Bay Services Division Board Regular Session
November 12, 2020

Congressional approval in 2 years, (3) appropriations in 4-5 years, and (4) construction commencement in 8-10 years. If approved, the federal government would cover 2/3 of the project cost.

- Our 2013 ordinance assigns PBSB “beach renourishment” responsibility. The 2016 renourishment project was the last truck haul project that the PBSB participated in, which included renourishment from R-34/35 to R-36/37. The 2020 survey showed that overall, Pelican Bay beaches were healthy, and did not qualify to be included in the 2020 truck haul project. The 2021 survey will be performed in Jan./Feb. 2021, with data available Apr./May 2021.
- Dr. Trecker recommended that the CAC is included in the sequence of reviews and recommendations by the PBSB regarding Clam Pass. Dr. Trecker will keep the PBSB Board apprised of coastal management activities including short-term beach renourishment and long-term resiliency programs.

Mr. Gary McAlpin, CZM Manager, is retiring in January, and will be replaced by Mr. Andy Miller. Ms. O’Brien suggested that a designated PBSB employee develop a relationship with Mr. Miller and begin monthly communication between the PBSB and the CZM.

CHAIRMAN’S REPORT

Mr. Fogg reported that (1) the PBSB/PBF joint meeting is likely to be held on Jan. 25 in the Community Center and he suggested that board members forward proposed agenda items to Ms. Shea, (2) he hopes to hold the December PBSB Board meeting in the Community Center, and (3) a PBSB election notice will be forwarded to the PB Post for publication as soon as we are informed of the application dates to be included in the notice; applications will be accepted for the five PBSB Board seats expiring on March 30, 2021.

ADMINISTRATOR’S REPORT

SUNTRUST OFFICE SPACE UPDATE

Mr. Dorrill commented on the two seven-year lease options offered to us by the leasing agent of the SunTrust Building. Option 1 includes an annual lease cost of \$24.00/sq. foot for the first year with no finishing allowance. Option 2 includes an annual lease cost of \$25.75/sq. foot for the first year with a finishing allowance of \$43,000. Mr. Coleman provided an analysis of the two options over seven years, and noted that Option 1 is more favorable. Mr. Fogg agreed that Option 1 is more favorable (the payback of no finishing allowance is approximately 18 months). Mr. Coleman commented that the County’s Real Property Division has stated that a 3% escalator in a commercial property lease is in line with current market conditions. Mr. Dorrill commented that he would provide the plans for the first floor lease space to the board prior to the next board meeting. Ms. O’Brien requested that the board is provided a copy of the PBF’s commitment to this seven-year lease.

OPERATIONS BUILDING STATUS

Mr. Dorrill reported that a notice-to-proceed was issued to Davidson Engineering for engineering and architectural services for our operations building replacement project. A kickoff meeting for this work has taken place. Mr. Dorrill commented that the County’s Utility Dept. may participate in the cost of the Davidson Engineering proposal of \$193,078, and he will follow up on the amount of their participation.

**Pelican Bay Services Division Board Regular Session
November 12, 2020**

Mr. Dorrill provided a copy of the draft resolution to memorialize our entitlement to this property, which has been reviewed by County Attorney Klatzkow. Ms. O'Brien expressed concern that not enough detail was included in this resolution. Mr. Weir commented that the PBSD is an arm of the County, and therefore we are not in a position to expect more in this resolution. Mr. Fogg has asked Mr. Dorrill to delay a request to place this item on the BCC agenda for a few months.

MAINTENANCE GRADING OF CLAM PASS

The construction plans for the proposed dredging and grading of Clam Pass were included in the agenda packet. Mr. Dorrill commented that we received two bids for the project: \$82,500 and \$141,000. The lowest responsive bidder is TSI Disaster Recovery. He noted that in two weeks, the PBSD will go in front of the TDC to request grant funds for this project, followed by requesting project approval from the BCC on Dec. 8. Simultaneously we are obtaining the required permissions from the FDEP. Dr. Dabees commented that the construction plans may require adjustments as a result of the effects of Tropical Storm Eta. Humiston & Moore will provide oversight of this project.

Mr. Dorrill commented that we will do a post-construction survey to determine the need for a more extensive dredging event to include Section C in the Spring in advance of turtle nesting season, and we are prepared to go back to the TDC for additional funding.

Ms. McLaughlin has prepared an article on this dredging project for the PB Post.

Ms. O'Brien motioned, Ms. McLaughlin seconded to approve the construction drawings for dredging Sections A and B of Clam Pass and grading the nearby beaches. Mr. Dorrill clarified that it is just a portion of Section B (not all of it). The motion carried unanimously.

OCTOBER FINANCIAL STATEMENTS

Mr. Dorrill reviewed the one-month financial statements and highlighted several items including a current PBSD cash balance of approximately \$9.3 million. He noted that we have just received insurance proceeds of \$516,000 for Hurricane Irma sign damage, and we are still expecting approximately \$300,000 from FEMA for our mitigation grant. Mr. Fogg provided an explanation of the unspent project balances included underneath the monthly PBSD balance sheet document, provided by the Clerk of Courts.

COMMITTEE REPORTS

AD HOC STRATEGIC PLANNING COMMITTEE

Mr. Fogg commented that he plans to include an article in the PB Post, over the next few months, updating residents on the PBSD maintenance facility replacement project, and does not feel additional community communication is necessary. Dr. Chicurel agreed. Mr. Streckenbein suggested that this could be an agenda item for the PBSD/PBF joint meeting. Ms. O'Brien recommended that more information is provided to our residents. Ms. McLaughlin commented that Mr. Mike Kitchen did a presentation on this project to the PBF Board. She also stressed the importance of the roof being strong enough for the possibility of the future installation of solar panels.

CLAM BAY COMMITTEE

Ms. O'Brien provided her November 2020 Clam Bay update in the agenda packet. Highlights included, (1) appreciation to Dr. Dabees and staff for their work on the upcoming dredging event (2)

Pelican Bay Services Division Board Regular Session
November 12, 2020

a meeting she attended with Ms. Jacob, Mr. Coleman, Mr. Hall, and CZM representatives on Oct. 20 to discuss the five boater safety signs for which Clam Bay is eligible. CZM representatives are expected to follow up with a draft of the signs and their locations, per the discussion.

LANDSCAPE & SAFETY COMMITTEE

Dr. Chicurel provided the following updates.

1. Construction engineering inspection services proposals are back. The County's Procurement Dept. will establish a selection committee for vetting and selecting a company from the proposals received.
2. Right-of-entry permits for private property on Green Tree Drive were hand-delivered to the County Attorney's Office and we expect to have them back by Nov. 13.
3. Sharrows will be repainted during the first two weeks of December. Going forward, sharrows will be repainted twice a year in Nov./Dec. and Apr./May.
4. Crosswalk paver repairs will start on Nov. 16.
5. Traffic studies have been formally requested for Jan. 2021 for (1) the intersection of Hammock Oak Dr. and PB Blvd (3-way stop) and (2) the San Marino crosswalk (pedestrian activated flashing warning light).
6. Mr. Duprey has drafted a request for quotes and is working on creating a timeline for our sign replacement project.
7. The estimated cost to install license plate readers at ten PB sites is \$268,427.17. The CCSO will pay to maintain the system. This item will need further vetting and coordination with the PBF Board and could be an item on the joint PBSB/PBF meeting agenda. Ms. O'Brien questioned what entity (PBSB or PBF) would pay for the installation of the readers.
8. In Phase 1 of the sidewalk project, four trees will be lost and subsequently replaced.

Mr. Fogg commented that we need to provide direct communication on our sidewalk replacement project to Green Tree Dr. and Oakmont Pkwy residents. He commented on bollard lighting located (1) along Lake 4-1, (2) along Vanderbilt Beach Rd. near North Pointe Dr., (3) along the roads adjacent to Artis Naples. He noted that these lights are no longer available for replacement and suggested the removal of the bollard lighting along Lake 4-1 during the sidewalk project.

WATER MANAGEMENT COMMITTEE

LAKE BANK REMEDIATION PLANS

Mr. Fogg provided four strategy options, with pros and cons, which could be used as our approach to lake bank remediation (included in the agenda packet) which include, (1) take out a large loan and attempt to remediate 10-15 lakes over the next three years, (2) begin long-term remediation plan by tackling sections that need urgent attention, plus start to remediate a limited number of lakes over a 2-3 year period, (3) tackle specific sections that need attention now and begin 1-2 lakes per year remediation plan that might extend over 10-15 years, and (4) remediate only sections of lakes needing attention as they are identified, essentially an ongoing expanded maintenance program.

Mr. Fogg suggested that the board considers, (1) there is a lake bank drop-off requirement by South Florida Water Management District, (2) historical photos of several lakes show little change in lake bank drop-offs over the past decade, and (3) lakes are functioning, as designed, as our storm water management system. He also suggested that our lake bank concerns seem to be more aesthetic, and not operational or structural. Mr. Fogg commented that the board needs to make a decision on the size

Pelican Bay Services Division Board Regular Session
November 12, 2020

of the long-term financing package, that we are requesting through the County's OMB Division, by the end of December.

The consensus of the board was to pursue the strategy outlined in Option 3. Ms. O'Brien and Mr. Streckenbein commented on the importance of continuing to evaluate our drainage pipes, and identifying maintenance projects required.

REPLACEMENT OF 7 RUSTED CORRUGATED METAL PIPES: LAKE 4-1

Not discussed.

EXAMPLE OF COST ESTIMATE FOR PIPE LINING

Mr. Duprey provided an estimate of cost of \$468,780 to clean and line the drainage pipe from Lake 4-1 to Lake 4-3 as an example, which was included in the agenda packet. Mr. Fogg noted that most of are pipes are concrete, with an estimated life of 50 years.

BUDGET COMMITTEE

Mr. Fogg reported that the County OMB Dept. recommends that we use the County's commercial paper pool loan program (similar to a letter of credit) for our financing needs. Benefits include a low interest rate, low fees, ability to draw down principal as needed, ability to convert our outstanding debt to a fixed rate instrument, and the flexibility to draw down funds to finance unexpected future projects. Other options are less attractive. Mr. Fogg noted that we require \$5 million in FY2021 to finance Phase 2 of our sidewalk project, scheduled to begin in the Spring of 2021. Board consensus was to pursue this method of long-term financing.

OLD BUSINESS

PBSD WEBSITE

Mr. Fogg commented that we now have a PBSD web page within the County's website and asked for board member comments on whether there is a need to re-establish our own PBSD website.

Ms. O'Brien commented that she would like to see our PBSD website re-established. She noted, (1) it is difficult to access past PBSD minutes, (2) it is difficult for PB residents to access the agenda packet on the County website, (3) a google search does not bring you right to our web page, and (4) residents have asked, "When will the PBSD website be back up?"

Ms. McLaughlin commented that she would like to see our PBSD website re-established. She noted that there is no longer public access to the audio tapes from prior meetings. Ms. McLaughlin commented that it is important to provide information access to our residents.

Dr. Chicurel commented that he prefers that our PBSD website is re-established.

Mr. Streckenbein commented that a majority of our PBSD information/documents are currently available to the public on the County and Clerk's websites, and he does not see this issue as a priority. Mr. Weir expressed indifference on this issue.

Mr. Coleman commented that today's board meeting agenda packet is posted on our web page and there is a link to all of our past meeting minutes. He noted that a google search of the PBSD does bring you to our web page, which is ADA compliant. There is a substantial cost for our own website to be ADA compliant.

Mr. Dorrill commented that our former PBSD website was shut down by GoDaddy because the number of archived documents on the site exceeded GoDaddy's permissions. Our PBSD web page within the County's website is consistent with County policies and procedures.

Pelican Bay Services Division Board Regular Session
November 12, 2020

Mr. Fogg requested that staff (1) check on whether our meeting audio tapes could be posted on either our PBSB web page or the Clerk's website, and (2) check on what the cost would be to re-establish our own PBSB website.

FUTURE MEETING LOCATIONS (ADD-ON)

Discussed under the Chairman's Report.

ADJOURNMENT

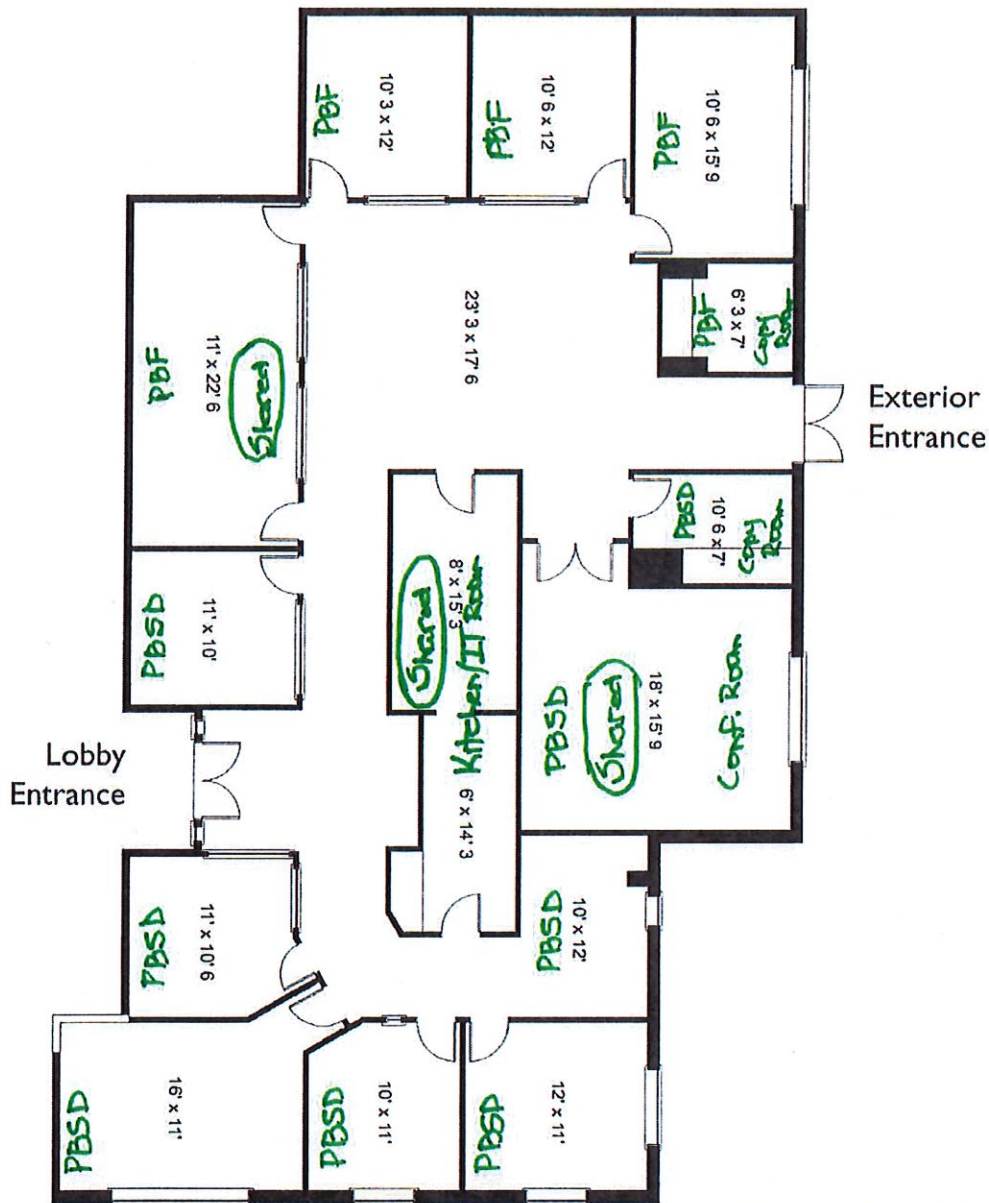
The meeting was adjourned at 11:36 a.m.

Michael Fogg, Chairman

Minutes approved [] *as presented* OR [] *as amended* ON [] *date*



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Pelican Bay Services Divison Project Tracking Spreadsheet **11/16/2020**

2020 Clam Pass Maintenance Excavation **\$124,000**

11/16/2020 - Two quotes were received from pre-qualified Marine Service Contractors under Contract #19-7426. Lowest responsive quoter was TSI Disaster Recovery at \$82,500. CCSL and ROW Permit applications with the City of Naples are being prepared for access at Horizon Way. Additionally, VOB permit applications are also being prepared for the equipment. Executive Summary and backup material prepared for 11/23/20 TDC Agenda and 12/8/20 BCC to request approval of all costs associated with this project. Engineer is coordinating with USACE, FDEP and other agencies to schedule Pre-Construction Conference on 12/4/20. Earth Tech will provide environmental monitoring and reporting and turbidity monitoring.

Lake 2-9 Restoration **\$687,399.17**

11/16/20 - Project was completed on 8/17/20 with one Change Order increasing total cost of project by \$4,676.77 or 0.6%.

Street Signs Repair and Replacement (IRMA) **\$528,422.40**

11/16/20 - Project completed 6/6/20. Final pay app was revised in the amount of \$239,433.56 and resubmitted to Clerk. Insurance proceeds received; FEMA reimbursement pending.

Sidewalk Improvements (Design) **\$325,651.00**

11/19/20 - ABB has completed Phase 1 Design and submitted ROW permit and are working on RFI. Right of Entry authorizations were sent via Fed Ex to property owners that have existing sidewalk that will be removed from their property and back into the ROW. CO#1 will remove Seagate and Vanderbilt Beach Rd from the project, and add arborist services in the amount of \$10,757 or 3.42% to the design contract and is scheduled for approval at 12/8/20 BCC. Proposals for CEI Services were received and are under review by Selection Committee. Vendor is expected to be chosen in January 2021 and approval from BCC will be sought to negotiate a contract.

PBSD New Maintenance Facilities (Engineering and architectural) **\$193,078.00**

11/19/20 - Foundation approved conceptual plan 8/21/20 then Public Utilities decided to change engineering and architecture firms. PUD selected Davidson Engineering and a NTP was issued 11/2/20 for engineering, permitting, and construction bid phase assistance. Work is expected to be completed by 11/2/21 or 365 days.

Lake 4-1 (Engineering, design, permitting) **\$127,811.00**

11/19/20 - ABB provided proposal to do engineering, design, and permitting of Lake 4-1 Lake Bank Restoration. Issuance of PO and NTP is imminent.

Bay Colony Beach Dune Swale **\$345,682.78**

8/25/2020 - Project was completed one month early on 8/6/20 with one change order for a total cost of \$345,682.78 an increase of 6.13% from the original contract of \$325,714.28.

**PELICAN BAY
BALANCE SHEET
November 30, 2020
(UNAUDITED)**

	Operating Fund 109	Street Lighting 778	Pelican Bay Landscape, Safety, Lake & Beach Projects 322	Clam Bay Capital Projects 320	TOTAL
ASSETS					
Cash and investments	3,628,836.94	2,269,366.37	4,392,943.31	254,998.50	10,546,145.12
Interest receivable	3,570.27	2,082.57	4,030.71	237.81	9,921.36
Trade receivable, net	-	-	-	-	-
Due from other governments	-	-	136,252.77	-	136,252.77
Total assets	3,632,407.21	2,271,448.94	4,533,226.79	255,236.31	10,692,319.25
LIABILITIES AND FUND BALANCE					
Liabilities:					
Accounts payable	88,286.98	5,232.56	208,932.96	5,695.00	308,147.50
Wages payable	-	-	-	-	-
Retainage payable	-	-	86,342.34	-	86,342.34
Total liabilities	88,286.98	5,232.56	295,275.30	5,695.00	394,489.84
Fund balances:					
Fund balance	3,544,120.23	2,266,216.38	4,237,951.49	249,541.31	10,297,829.41
Total liabilities and fund balances	3,632,407.21	2,271,448.94	4,533,226.79	255,236.31	10,692,319.25
Fund Balance at the end of the period	3,544,120.23	2,266,216.38	4,237,951.49	249,541.31	10,297,829.41
Unspent balance of projects:					
Small projects under \$200K	-	-	210,805.05	-	210,805.05
50066-PBSD Landscape Improvement	-	-	527,677.21	-	527,677.21
50126-Beach Renourishment	-	-	1,078,883.89	-	1,078,883.89
50143-PBSD Field Operation Center Improvements	-	-	298,194.56	-	298,194.56
50154-Hurricane Irma	-	-	620,860.44	-	620,860.44
50178-Sidewalk Maintenance/Enhancement	-	-	228,478.10	-	228,478.10
50211-PBSD OPS BLD	-	-	2,061,800.00	-	2,061,800.00
50212-PBSD PH1-SW	-	-	630,000.00	-	630,000.00
51026-PBSD Lake Bank Restoration	-	-	1,118,271.85	-	1,118,271.85
51100-Clam Bay Restoration	-	-	-	320,872.60	320,872.60
Total unspent balance of major projects	-	-	6,774,971.10	320,872.60	7,095,843.70
Budgeted reserves:					
991000-Reserve for contingencies	124,100.00	-	-	-	124,100.00
991700-Reserve for disaster relief	680,900.00	-	-	-	680,900.00
992090-Reserve for sinking fund	-	-	370,000.00	-	370,000.00
993000-Reserve for capital outlay	300,000.00	90,000.00	-	-	390,000.00
994500-Reserve for future construction and improvement	-	-	-	-	-
998000-Reserve for cash	483,600.00	39,700.00	-	-	523,300.00
Total budgeted reserves	1,588,600.00	129,700.00	370,000.00	-	2,088,300.00
Budgeted commitments at the end of the period	1,588,600.00	129,700.00	7,144,971.10	320,872.60	9,184,143.70
Projected excess (deficit) fund balance	1,955,520.23	2,136,516.38	(2,907,019.61)	(71,331.29)	1,113,685.71

PELICAN BAY INCOME STATEMENT OPERATING FUND - 109 November 30, 2020 (UNAUDITED)									
	Adopted Budget	Amended Budget	Commitments	October	November	December	Total Expenditures	Variance	% Budget Consumed
REVENUES AND CARRYFORWARD									
Special assessments	4,224,600.00	4,224,600.00	-	18,968.12	1,086,892.02	-	1,105,860.14	(3,118,739.86)	26.2%
FEMA	-	-	-	-	-	-	-	-	#DIV/0!
Interest	24,400.00	24,400.00	-	2,869.99	-	-	2,869.99	(21,530.01)	11.8%
Miscellaneous	-	-	-	-	-	-	-	-	#DIV/0!
Transfers in	34,100.00	34,100.00	-	-	-	-	-	(34,100.00)	0.0%
Negative 5% of estimated revenue	(212,500.00)	(212,500.00)	-	-	-	-	-	212,500.00	
Budgeted carryforward	2,439,400.00	2,439,400.00	-	-	-	-	-	(2,439,400.00)	
Total revenues + carryforward	6,510,000.00	6,510,000.00	-	21,838.11	1,086,892.02	-	1,108,730.13	(5,401,269.87)	17.0%
EXPENDITURES AND RESERVES									
Personal services									
Salaries, taxes and retirement	1,557,455.00	1,557,455.00	-	38,029.31	119,237.36	-	157,266.67	1,400,188.33	10.1%
Health, dental, life insurance; Short term, lo	418,145.00	418,145.00	418,145.00	3,598.67	(60.00)	-	3,538.67	(3,538.67)	100.8%
Total personal services	1,975,600.00	1,975,600.00	418,145.00	41,627.98	119,177.36	-	160,805.34	1,396,649.66	29.3%
Operating									
182601-Lake & Stormwater Management ac	-	-	-	-	-	-	-	-	#DIV/0!
182602-Lake & Stormwater Management fi	932,800.00	932,800.00	552,045.86	19,908.44	10,079.24	-	29,987.68	350,766.46	62.4%
182900-Right of way beautification	-	-	-	-	-	-	-	-	#DIV/0!
182901-Right of way beautification field	1,617,800.00	1,617,800.00	939,106.14	99,197.35	114,953.41	-	214,150.76	464,543.10	71.3%
Total operating	2,550,600.00	2,550,600.00	1,491,152.00	119,105.79	125,032.65	-	244,138.44	815,309.56	68.0%
Capital outlay	160,800.00	160,800.00	112,518.00	48.70	(48.70)	-	-	48,282.00	70.0%
Transfers out	234,400.00	234,400.00	-	1,645.96	21,737.86	-	23,383.82	211,016.18	10.0%
Total expenditures	4,921,400.00	4,921,400.00	2,021,815.00	162,428.43	265,899.17	-	428,327.60	2,471,257.40	49.8%
Budgeted reserves									
991000-Reserve for contingencies	124,100.00	124,100.00	-	-	-	-	-	124,100.00	
991700-Reserve for disaster relief	680,900.00	680,900.00	-	-	-	-	-	680,900.00	
993000-Reserve for capital outlay	300,000.00	300,000.00	-	-	-	-	-	300,000.00	
998000-Reserve for cash	483,600.00	483,600.00	-	-	-	-	-	483,600.00	
Total reserves	1,588,600.00	1,588,600.00	-	-	-	-	-	1,588,600.00	
Total expenditures + reserves	6,510,000.00	6,510,000.00	2,021,815.00	162,428.43	265,899.17	-	428,327.60	4,059,857.40	37.6%
EXCESS OF REVENUE OVER EXPENDITURES									
	-	-	-	(140,590.32)	820,992.85	-	680,402.53		

2,863,717.70 Projected Carryforward as of 9/30/20
3,544,120.23 Fund Balance as of 11/30/2020

PELICAN BAY
INCOME STATEMENT
STREET LIGHTING - 778
November 30, 2020
(UNAUDITED)

	Adopted Budget	Amended Budget	Commitments	October	November	December	Total Expenditures	Variance	% Budget Consumed
REVENUES AND CARRYFORWARD									
Current Ad Valorem Taxes	656,400.00	656,400.00	-	1,696.85	181,586.17	-	183,283.02	(473,116.98)	27.9% #DIV/0!
Miscellaneous revenue	-	-	-	-	-	-	-	-	-
Interest	17,700.00	17,700.00	-	1,696.62	-	-	1,696.62	(16,003.38)	9.6% #DIV/0!
Insurance refunds	-	-	-	-	-	-	-	-	-
Negative 5% of estimated revenue	(33,700.00)	(33,700.00)	-	-	-	-	-	33,700.00	-
Budgeted carryforward	1,989,400.00	1,989,400.00	-	-	-	-	-	(1,989,400.00)	-
Total revenues + carryforward	2,629,800.00	2,629,800.00	-	3,393.47	181,586.17	-	184,979.64	(2,444,820.36)	7.0%
EXPENDITURES AND RESERVES									
Personal services									
Salaries, taxes and retirement	86,278.00	86,278.00	-	1,415.01	4,208.40	-	5,623.41	80,654.59	6.5%
Health, dental, life insurance; Short term, long term disability; W	17,322.00	17,322.00	17,322.00	-	-	-	-	-	100.0%
Total operating	103,600.00	103,600.00	17,322.00	1,415.01	4,208.40	-	5,623.41	80,654.59	22.1%
Operating									
182700-Street Lighting Operations	292,000.00	292,000.00	-	-	-	-	-	292,000.00	0.0%
182701-Street Lighting Field Operations	-	-	108,296.43	13,119.88	7,588.62	-	20,708.50	(129,004.93)	#DIV/0!
Total operating	292,000.00	292,000.00	108,296.43	13,119.88	7,588.62	-	20,708.50	162,995.07	44.2%
Capital outlay									
Transfers out	1,400.00	1,400.00	-	-	-	-	-	1,400.00	0.0%
Total expenditures	2,093,200.00	2,093,200.00	-	50.91	3,657.60	-	3,708.51	2,089,491.49	0.2%
Budgeted reserves	2,490,200.00	2,490,200.00	125,618.43	14,585.80	15,454.62	-	30,040.42	2,334,541.15	6.3%
991000-Reserve for Contingencies	9,900.00	9,900.00	-	-	-	-	-	9,900.00	-
993000-Reserve for capital outlay	90,000.00	90,000.00	-	-	-	-	-	90,000.00	-
998000-Reserve for cash	39,700.00	39,700.00	-	-	-	-	-	39,700.00	-
Total reserves	139,600.00	139,600.00	-	-	-	-	-	139,600.00	-
Total expenditures + reserves	2,629,800.00	2,629,800.00	125,618.43	14,585.80	15,454.62	-	30,040.42	2,474,141.15	5.9%
EXCESS OF REVENUE OVER EXPENDITURES									
	-	-	-	(11,192.33)	166,131.55	-	154,939.22	-	-

2,111,277.16 Projected Carryforward as of 9/30/20
2,266,216.38 Fund Balance as of 11/30/2020

PELICAN BAY
INCOME STATEMENT
PELICAN BAY LANDSCAPE, SAFETY, LAKE & BEACH PROJECTS - 322
November 30, 2020
(UNAUDITED)

	Adopted Budget	Amended Budget	Commitments	October	November	December	Total Expenditures	Variance	% Budget Consumed
REVENUES AND CARRYFORWARD									
Special assessments	1,409,200.00	1,409,200.00	-	3,084.12	362,297.34	-	365,381.46	(1,043,818.54)	25.9%
FEMA	-	-	-	516,360.40	-	-	516,360.40	516,360.40	#DIV/0!
Interest	13,300.00	13,300.00	-	3,272.87	-	-	3,272.87	(10,027.13)	24.6%
Insurance refunds	-	-	-	-	-	-	-	-	#DIV/0!
Transfers in	2,581,800.00	2,581,800.00	-	-	-	-	-	(2,581,800.00)	0.0%
Negative 5% of estimated revenue	(71,100.00)	(71,100.00)	-	-	-	-	-	71,100.00	0.0%
Budgeted carryforward	834,100.00	3,314,870.10	-	-	-	-	-	(3,314,870.10)	
Total revenues + carryforward	4,767,300.00	7,248,070.10	-	522,717.39	362,297.34	-	885,014.73	(6,363,055.37)	12.2%
EXPENDITURES AND RESERVES									
Projects:									
50066-PBSD Landscape Improvement	150,000.00	527,677.21	3,371.00	-	-	-	-	524,306.21	0.6%
50103-PBSD Sinage	-	95,971.00	-	-	-	-	-	95,971.00	0.0%
50108-Lake Aeration	-	54,588.00	-	-	-	-	-	54,588.00	0.0%
50126-Beach Renourishment	515,000.00	1,078,883.89	-	-	-	-	-	1,078,883.89	0.0%
50143-PBSD Field Operation Center Improvements	-	298,194.56	8,809.25	-	-	-	-	289,385.31	3.0%
50154-Hurricane Irma	-	620,860.44	1,552.50	-	-	-	-	619,307.94	0.3%
50157-PBSD-Asset Management	-	43,553.00	114.00	-	4,252.00	-	4,252.00	39,187.00	10.0%
50158-PBSD Roadway Safety	-	20,945.05	-	-	-	-	-	20,945.05	0.0%
50178-Sidewalk Maintenance/Enhancement	20,000.00	242,355.00	188,162.25	13,876.90	-	-	13,876.90	40,315.85	83.4%
50211-PBSD OPS BLD	2,061,800.00	2,061,800.00	193,078.00	-	-	-	-	1,868,722.00	9.4%
50212-PBSD PH1-SW	630,000.00	630,000.00	-	-	-	-	-	630,000.00	0.0%
51026-PBSD Lake Bank Restoration	950,000.00	1,132,741.95	148,505.69	14,540.00	(69.90)	-	14,470.10	969,766.16	14.4%
Total expenditures	4,326,800.00	6,807,570.10	543,592.69	28,416.90	4,182.10	-	32,599.00	6,231,378.41	0.5%
Transfers out	70,500.00	70,500.00	-	61.68	7,245.94	-	7,307.62	63,192.38	10.4%
Total expenditures	4,397,300.00	6,878,070.10	543,592.69	28,478.58	11,428.04	-	39,906.62	6,294,570.79	0.6%
Budgeted reserves									
992090-Reserve for sinking fund	370,000.00	370,000.00	-	-	-	-	-	370,000.00	
Total expenditures + reserves	4,767,300.00	7,248,070.10	543,592.69	28,478.58	11,428.04	-	39,906.62	6,664,570.79	8.1%
EXCESS OF REVENUE OVER EXPENDITURES	-	-	-	494,238.81	350,869.30	-	845,108.11	-	-

3,392,843.38 Projected Carryforward as of 9/30/20
4,237,951.49 Fund Balance as of 11/30/2020

PELICAN BAY INCOME STATEMENT CLAM BAY CAPITAL PROJECT FUND - 320 November 30, 2020 (UNAUDITED)									
	Adopted Budget	Amended Budget	Commitments	October	November	December	Total Expenditures	Variance	% Budget Consumed
REVENUES AND CARRYFORWARD									
Special assessments	188,000.00	188,000.00	-	776.17	47,907.09	-	48,683.26	(139,316.74)	25.9%
Interest	100.00	100.00	-	193.31	-	-	193.31	93.31	193.3%
Transfer In	-	-	-	-	-	-	-	-	#DIV/0!
Negative 5% of estimated revenue	(9,400.00)	(9,400.00)	-	-	-	-	-	9,400.00	0.0%
Budgeted carryforward	14,700.00	196,239.52	-	-	-	-	-	(196,239.52)	
Total revenues + carryforward	193,400.00	374,939.52	-	969.48	47,907.09	-	48,876.57	(326,062.95)	13.0%
EXPENDITURES AND RESERVES									
Projects:									
51100-Clam Bay Restoration	150,000.00	331,539.52	158,064.44	5,276.92	5,390.00	-	10,666.92	162,808.16	50.9%
Total operating	150,000.00	331,539.52	158,064.44	5,276.92	5,390.00	-	10,666.92	162,808.16	50.9%
Transfers out	43,400.00	43,400.00	-	15.57	958.14	-	973.71	42,426.29	2.2%
Total expenditures	193,400.00	374,939.52	158,064.44	5,292.49	6,348.14	-	11,640.63	205,234.45	45.3%
Budgeted reserves									
991000-Reserve for contingencies	-	-	-	-	-	-	-	-	
998000-Reserve for cash	-	-	-	-	-	-	-	-	
Total reserves	-	-	-	-	-	-	-	-	
Total expenditures + reserves	193,400.00	374,939.52	158,064.44	5,292.49	6,348.14	-	11,640.63	205,234.45	45.3%
EXCESS OF REVENUE OVER EXPENDITURES									
	-	-	-	(4,323.01)	41,558.95	-	37,235.94		

212,305.37 Projected Carryforward as of 9/30/20
249,541.31 Fund Balance as of 11/30/2020

Clam Bay Update-December 2020

Clam Bay. The Annual Clam Bay report, due in mid-December, will be discussed at the Clam Bay Committee meeting in January 2021. Other items that will be discussed at the meeting include the following: a multi-year proposal for removing scaevola, a type 1 exotic in the coastal scrub; missing or damaged canoe trail markers; and boater safety signage.

Clam Pass. Tidal monitoring equipment at marker 14 has been reinstalled. The tidal ratios for markers 4 and 14 for November improved slightly from October, but the ratios are below .5. On November 23 the Tourist Development Council unanimously approved \$123,149.40 for dredging Section A and part of Section B of Clam Pass and regrading the nearby beaches. The approval of County Commissioners will be sought on December 8. A Notice to Proceed has been requested from FDEP. After all the approvals have been received, a schedule for dredging and regrading will be established with the contractor, TSI Recovery Disaster.

Water Quality.

Total phosphorus. From January through September 2020 only 31% of TP samples in Clam Bay were out of compliance. While this is more than the 15% that is allowable, it is significantly better than in 2019 when 82% of samples for TP were out of compliance.

Copper. Only three of 81 samples for January through September 2020 exceeded the allowable limit which is very good.

Clam Bay Committee. The committee will meet in January 2021.

Bike Lanes and Sharrow Road Markings: *A Brief Overview of Attempts to Incorporate Them in Pelican Bay*

At some point in the early 2000's, the Pelican Bay Foundation sent an e-mail to the community detailing alternate ways of striping Pelican Bay Blvd. The community voiced its desire to keep the blvd. two 12-foot traffic lanes in each direction (as it is today). The need to address cycling issues remained unaddressed.

In 2013 the PBSB's Safety Committee received e-mails from residents relating accidents and injuries incurred on our sidewalks from bicycles. (Collier County allows both cyclists and pedestrians to use county sidewalks)

After much research and discussion, the Safety Committee passed a motion to recommend to the full PBSB Board that Pelican Bay Blvd. be striped to allow a 4 foot bike lane while maintaining its two traffic lanes on both sides of the blvd. (the traffic lanes would be 10 feet in width). This would hopefully alleviate some bicycle traffic on the sidewalks and provide a safe designated lane on the road that only cyclists could use.

This proposal was well advertised to the community and resident input was solicited for months before the full board would hear the motion. The resurfacing of Pelican Bay Blvd. added an urgency to decide the issue, since striping of the blvd. was imminent.

The PBSB office received over 500 e-mails and the board meeting to act on the proposal was attended by a "full house". The residents were evenly split on the issue. Those opposed cited the fear that 10 foot traffic lanes would be dangerous and others just didn't want change. Scores of traffic studies supporting bike lanes and the 10-foot traffic lanes were presented. In addition, Collier and Naples cycling groups, the MPO, supported the motion; and a letter from The Vineyards attesting to the safety of this bicycle/vehicle road arrangement was presented. (Vineyards Blvd. has always had the exact striping arrangement without increased incidents)

The motion was defeated by one vote. A second motion followed calling for Pelican Bay Blvd. to be striped as before with 12-foot vehicular lanes BUT with the curbed outside traffic lanes having "Sharrow" road markings painted on them. This motion was passed by the board and that's the story of what we have today on Pelican Bay Blvd. and Gulf Park Drive.

Respectfully Submitted by: Joe Chicurel, Chairman of the Landscape &
Safety Committee of the PBSB

EXECUTIVE SUMMARY SAFETY COMMITTEE REPORT SEPT. 3, 2014

Recommendation: that the PBSB Board recommend to the Board of County Commissioners that a bike lane be added to both sides of Pelican Bay Blvd. while still maintaining four traffic lanes, two on both sides of the boulevard, when the County repaves Pelican Bay Blvd. (a county road; not owned by Pelican Bay).

Background: Since the Safety Committee was formed, residents (pedestrians/walkers) have reported being hit, injured, harassed, intimidated, and deprived of the carefree safe pleasure of strolling and walking for exercise on our pathways (our paths are county property; not owned by Pelican Bay).

On May 16, 2014 the Safety committee met to discuss possible solutions to the problem walkers/pedestrians are having on our pathways and those on Pelican Bay Blvd. in particular. Several different ways to decrease bicycle and pedestrian confrontations were discussed. They included: revisiting widening the pathways; developing a community education and information effort with the help of the Foundation; adding safety signs on our paths; and adding bike lanes to Pelican Bay Blvd.

A motion was made to recommend to the full PBSB Board that a four foot bike lane be placed on both sides of Pelican Bay Blvd. while still maintaining two traffic lanes on both sides of the boulevard. The expressed rationale of the motion was to help separate walkers/pedestrians from bicycles and give cyclists a designated place. The motion passed 4-2 .

Because many residents were not here that time of the year, the consensus of the committee was to postpone the actual presentation of the motion to the full PBSB Board until such time as the community's sentiment could be determined. With supporting data and analysis collected by the Pelican Bay Foundation from their community-wide survey, sufficient information is at hand to move forward with the motion. The community has given strong recognition of the problems and want solutions.

PB Foundation

Survey Results: The **No. 1** unsolicited written comment was that we **need bike lanes and address safety issues.**

The **No. 3** unsolicited written comment was the need to address **pedestrian safety.**

27% of responding households are **dissatisfied with current bicycle safety** (25% had no comment; 48% are satisfied).

85% of households report walking/jogging “on our paved sidewalk pathways”.

53% daily/weekly

17% several times a month

15% several times a year

15% never

31% of households view “walking/jogging on paved sidewalk pathways” as most important.

53% of households bicycle

38% daily/weekly/monthly

15% several times a year

47% never

81% moved to Pelican Bay to “lead an active outdoor lifestyle (viewed as very or somewhat important).

90% view as “Important” that Pelican Bay’s future maintain a “mix of recreational amenities & activities”.

RESEARCH & STUDY CONSIDERATIONS: The following footnoted material and conclusions address the concept of designated bike lanes as it applies to Pelican Bay Blvd.:

1. Safety:

- “.....properly-designed bicycle lanes can **reduce crashes.**” (1)
- “Since 1995, several research projects have substantiated bike lanes as **safe facilities for cyclists** who ride as prescribed by the traffic laws.” (1)
- “.....**drivers indeed take cues from elements of the roadway** and roadside environment **to decide how fast to drive** and these cues are independent of the posted speed limit.” (2)(16)
- “...findings suggest that **drivers slow down** where the road feels “hemmed in” or there is noticeable street activity, and they speed up where the road feels “wide open”” (2)
- strong evidence that **streets with bike lanes are safer** than those without (5)
- “...**improved safety for motorists** when bike lanes exist.....” (8)
- “Adding bike lanes to narrow travel lanes **reduces traffic speed**” (3)(9)
(16)

2. Increased Use Due to Bike Lanes:

- **“Bicycle usage increases** after bike lanes are installed.” (3)(7)
“... bicyclists will likely **feel safer and more comfortable while riding** with bike lanes. (1)
- **Sidewalk riding dropped** from 19.8% to 8.6% with a bike lane. (6)
- “The statewide surveys performed in 1998 and 2002, shortly after **bike lanes became the standard FDOT roadway treatment** for bicycles, indicate a growth in the percentage of respondents using bikes.....” (1)
- Studies have shown that **a simple white line is effective** in channelizing both motorists and bicyclists and that both feel more comfortable with the line in place. (3)(4)
- “Technical evidence is clear.....; bicycling activity is concomitant with increasing provision of bicycle facilities:, bike lanes,” (1)

3. Traffic Lane Width Facts (10 vs 12 feet):

- "..... **safety and capacity are not adversely impacted** by reducing lanes widths to10 feet." (1)
- There is no measurable decrease in capacity when through lane widths are narrowed from 12 feet to 10 feet (1)(10)
- A safety evaluation of lane widths found **no indication that the use of narrower lanes increases crash frequencies**. Narrower lanes were associated with lower rather than higher crash frequencies. (11)
- Highway and high speed traffic lanes are 12 feet in width; operating at low speeds of **45 mph or less 10 foot lane widths are appropriate**. (12)
PB Blvd. is a 30 mph County road.
- A large study of crash data from all 50 states over 14 years revealed the following: **Lane widths of 10 feet in residential streets are associated with fewer injuries and fatalities compared to 12 foot lanes**. (13)
- **Traffic moves faster on wider traffic lanes**. (14)(15)
- Narrowing lanes to 10 feet reduces typical vehicle speed 4.5 mph - national transportation studies show. (17)

Footnotes:

(1) Florida Dept. of Transportation (2007) *Conserve by Bicycle Program Study Phase One Report FDOT*

(2) Univ. of Conn. Transportation Institute, *Designing Roads that Guide Drivers to Choose Safer Speeds*, 2009

(3) Prescott Alternative Transportation

(4) Pedestrian and Bicycle Information Center

(5) Moritz, Univ. of Washington 1996 Study, *Adult Bicyclists in the United States*

(6) Bicycle Coalition of Philadelphia

(7) Bicycle Victoria 2003; City of Chicago; City of Portland,
Michael Ronkin

(8) Univ. of Texas Study, 2006

(9) City of Portland *Traffic Speed Study, 2001 & NCHRP Report 362*

(10) FDOT (2007) *Appendix A-P,Q Conserve By Bicycle Program Study Final Report*

(11) Potts, I.B., Harwood, D.W., & Richard, K.R. (2007) *Relationship of Lane Width to Safety for Urban and Suburban Arterials*.

(12) American Association of State Highway and Transportation Officials (2004). *A Policy on Geometric Design of Highways and Streets (AASHTO)*

(13) 231.3 Lane Width, MoDOT Engineering Policy Guide

(14) Dumbarugh, E. *Safe Streets, Liveable Streets* Journal of the American Planning Association, 71(3):283-300

(15) Texas Transportation Institute, 2000 Study

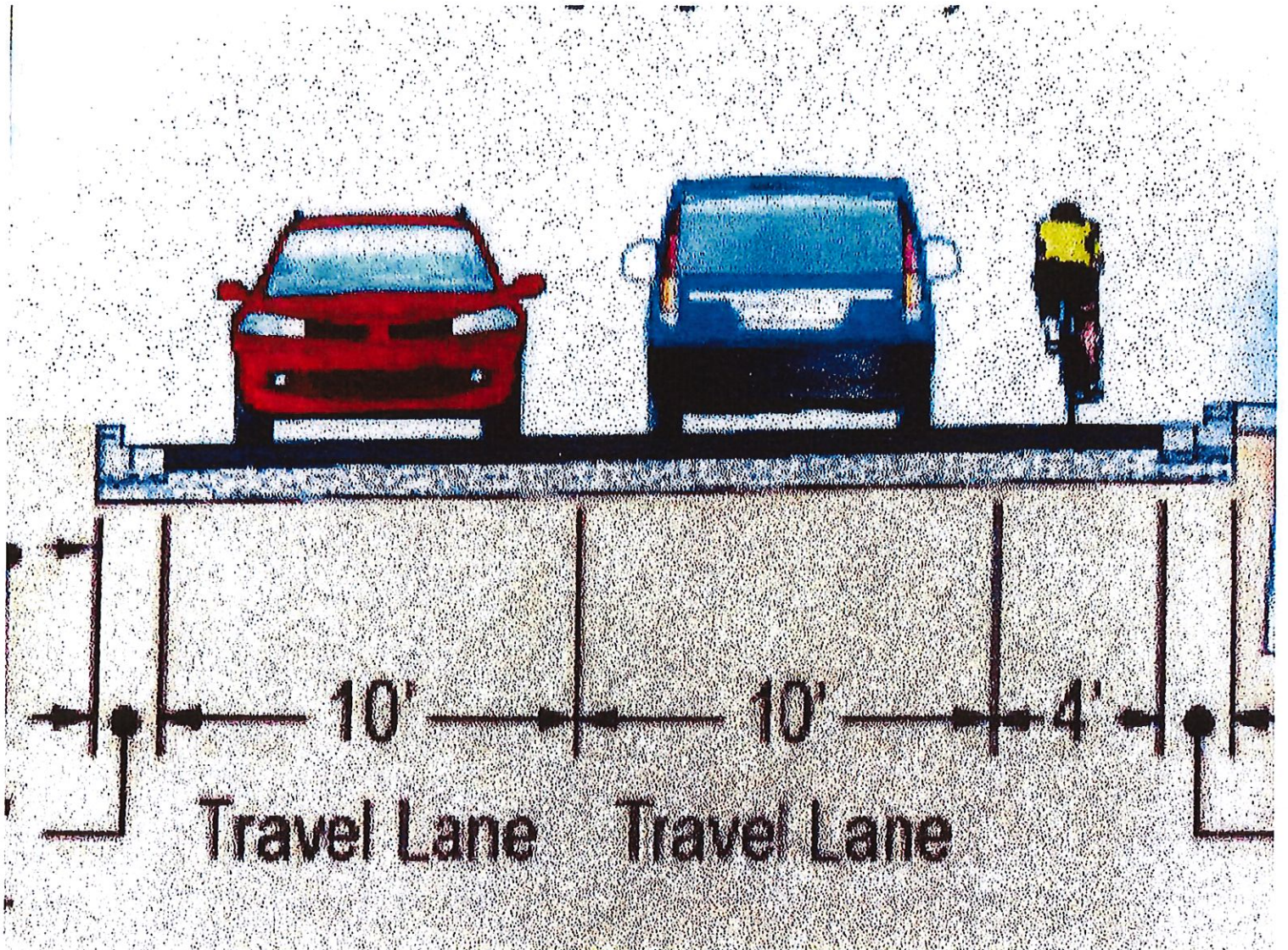
(16) Op-Ed NY Times 8/14/14, How the Power of Suggestion Can Slow Speeding Drivers

(17) Washington Post, March 15, 2014, Patrick Sullivan

Recommendation: that the PBSB Board approve the Safety Committee recommendation that Pelican Bay Blvd. be striped for a bike lane (one on both sides) while still maintaining four traffic lanes (two on both sides) when the County repaves Pelican Bay Blvd.

BIKE LANES CAN HELP:

1. To promote **pedestrian safety** on Pelican Bay Blvd. paths and **bicycle safety** on Pelican Bay Blvd.
2. To **help separate pedestrians (walkers) from bikers (bicycles)** on Pelican Bay Blvd. pathways.
3. To help **make Pelican Bay a pedestrian (walker) friendly community.**
4. To help **increase bicycle safety on Pelican Bay Blvd.** by dedicating a specific lane for bicycles.
5. To help **make Pelican Bay a bicycle friendly community.**
6. To **increase Pelican Bay's value** to residents, guests, and future residents.
7. To **foster**, as studies have shown, **traffic calming** as a result of cars driving more slowly and carefully due to lane width changes.
8. To provide residents with the infrastructure to accommodate their expressed desire to lead a **safe "Active Outdoor Lifestyle"** on Pelican Bay pathways and roads.



PBSD Safety Committee Report on Sharrow Lane Markings

SHARROWS - Shared -Lane Markings

Shared lane markings (or "sharrows") are bicycle symbols carefully placed to guide bicycles to the best place to ride on the road and to remind drivers to "share" the road with cyclists. Sharrows do not designate a particular part of the road for the exclusive use of bicyclists. They simply guide bicyclists to the best place to ride and help motorists expect to see and share the lane with bicyclists.

Sharrow roadway lane markings were adopted by the FDOT in January 2011 for "**substandard-width lanes**" which are lanes that are less than 14 feet wide and do not have a marked bike lane. (according to the **FDOT Green Book** on uniform minimum standards for design, construction, and maintenance of roads)

(FDOT Green Book Chapter 8 -Bicycle Facilities Section 8.4.3) *"Wide outside curb lanes are through lanes which provide a minimum of 14 feet in width. This width allows most motor vehicles to pass cyclists within the travel lane, which is not possible in more typical 10-12 foot wide travel lanes"*

Florida Statute 316.2065 (5)(a)3. on bicycle regulations states that:
"For the purposes of this subsection, a "substandard-width lane" is a lane too narrow for a bicycle and another vehicle to travel safely side by side within the lane."

Florida Statute 316.2065 (5)(a) also states that: *"Any person operating a bicycle upon a roadway at less than the speed of traffic at the time and place and under the conditions then existing shall ride in the lane marked for bicycle use or, if no lane is marked for bicycle use, as close as practicable to the right-hand curb or edge of the roadway **except under the following situations:***

(5)(a)3 : *"When reasonably necessary to avoid any condition or potential conflict, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, turn lane, or **substandard-width lane**, which makes it unsafe to continue along the right-hand curb or edge or within the bicycle lane. For the purposes of this subsection, a "**substandard-width lane**" is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane."*

		<p align="center">Vetted Security Solutions 4185 35th St N Saint Petersburg, FL 33714 Office: (727) 440-3245</p>			
Purchaser:	Collier County Sheriff's Office (FL)	Date:	10/23/2020 10:49:39 AM		
Project Name:	Collier CSO - Fixed LPR - Pelican Bay Community	Quote Number:	00001431		

PROJECT QUOTATION

We at Vetted Solutions are pleased to quote the following systems for the above referenced project:

Scope of Work:

Hardware				
Mfg. Part #	Item	Qty	Unit Price	Extended Price
VSSM1B0X101	Fixed ALPR Single Camera Enclosure (X10)	2	\$9,485.83	\$18,971.66
VSSM1B0XD1	Fixed ALPR 1 Main / 1 Reaper XD Camera	2	\$13,519.00	\$27,038.00
VSSM1B0XD2	Fixed ALPR 1 Main / 2 Reaper XD Cameras	5	\$22,484.00	\$112,420.00
VSSM1B0XD1X101	Fixed ALPR 1 Main / 1 Reaper XD Camera - 1 Reaper X10 Camera	3	\$19,799.17	\$59,397.51

Services				
Mfg. Part #	Item	Qty	Unit Price	Extended Price
SSU-SYS-COM	Vigilant System Start Up & Commissioning of 'In Field' LPR system	20	\$875.00	\$17,500.00
	Fixed ALPR Installation	12	\$1,950.00	\$23,400.00
	Travel Rates	1	\$950.00	\$950.00
	Marshalling Cost	1	\$1,350.00	\$1,350.00

Software				
Mfg. Part #	Item	Qty	Unit Price	Extended Price
VSBSCSVC-04	Vigilant LPR Basic Service Package for Hosted/Managed LPR Deployments	20	\$275.00	\$5,500.00

Shipping				
Mfg. Part #	Item	Qty	Unit Price	Extended Price
	Shipping Rate for Fixed LPR Camera	20	\$95.00	\$1,900.00

Hardware Cost:		\$217,827.17
Software Cost:		\$5,500.00
Services Cost:		\$43,200.00
Shipping Cost		\$1,900.00
Warranty Cost:		\$0.00
Extended Total Cost:		\$268,427.17

Proposal Notes:

1. All prices are quoted in USD and will remain firm and in effect for 30 days.
2. This Quote does not include anything outside the above stated bill of materials.
3. Complete system includes 1-year parts/labor warranty, extended warranty options are available.
4. The expected lead time for hardware and installation is 30-60 days.
5. Connectivity is assumed Cellular on department supplied cell card to the MDC for real time connectivity to LEARN database.
6. Any use tax, sales tax, excise tax, duty, custom, inspection or testing fee, or any other tax, fee or charge of any nature whatsoever imposed by any governmental authority, on or measured by the transaction between Vetted Security Solutions and Purchaser shall be paid by Purchaser in addition to the price quoted or invoiced. In the event Vetted Security Solutions is required to pay any such tax, fee or charge, Purchaser shall reimburse Vetted Security Solutions therefor or, in lieu of such payment, Purchaser shall provide Vetted Security Solutions at the time the Contract is submitted an exemption certificate or other document acceptable to the authority imposing the tax, fee or charge.

Quoted by Jeff Kinney Phone: email: jkinney@vettedsecuritysolutions.com

	Project Total: \$268,427.17	
Accepted By:	Date:	P.O#

Please email purchase order to:
accounting@vettedsecuritysolutions.com




Collier County Sheriff's Office

Pelican Bay Community

October 23, 2020

www.vettedsolution.com

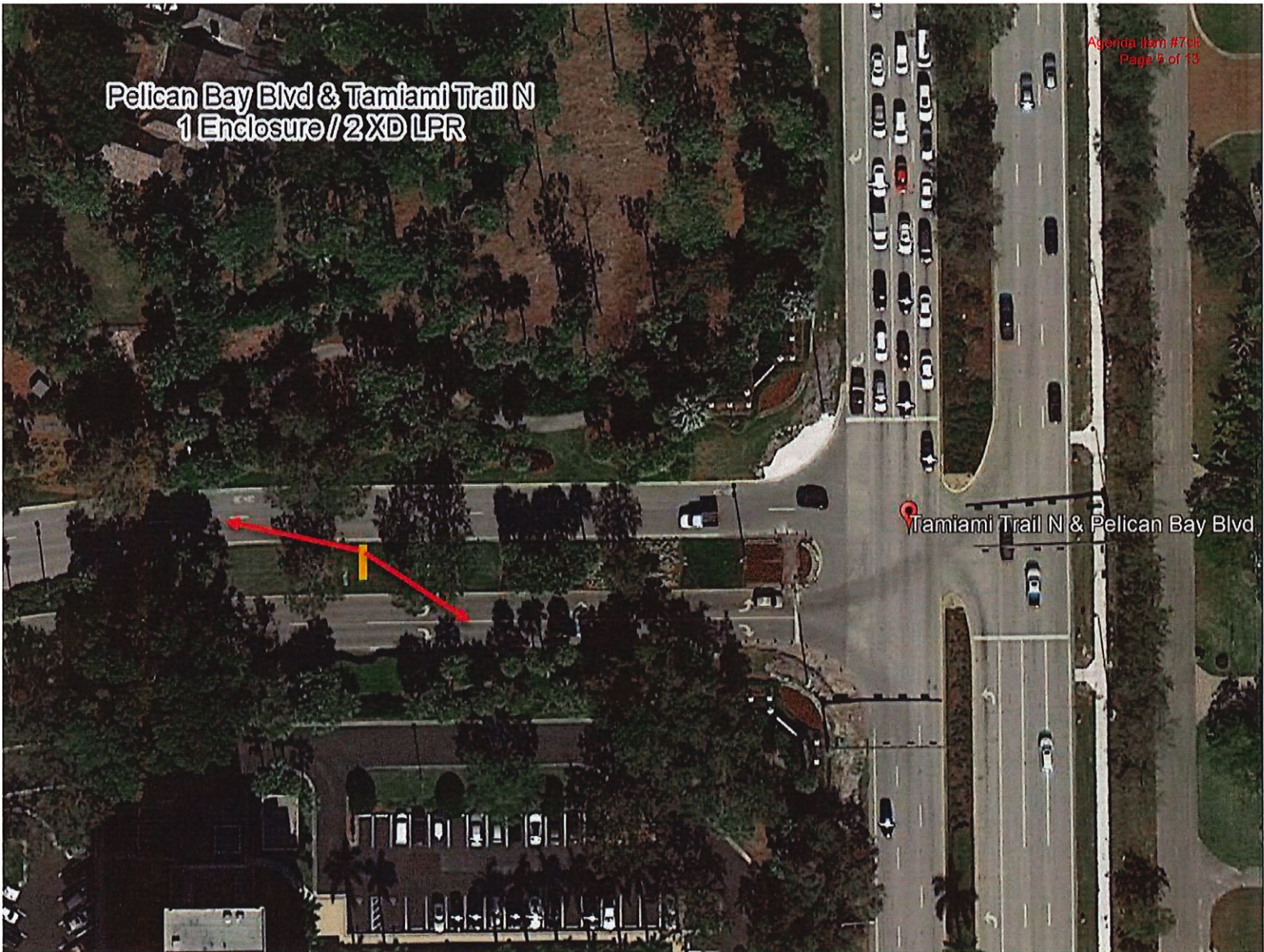
Pelican Bay Blvd & Oakmont Pkwy
1 Enclosure / 2 XD LPR

 Pelican Bay Blvd & Oakmont Pkwy

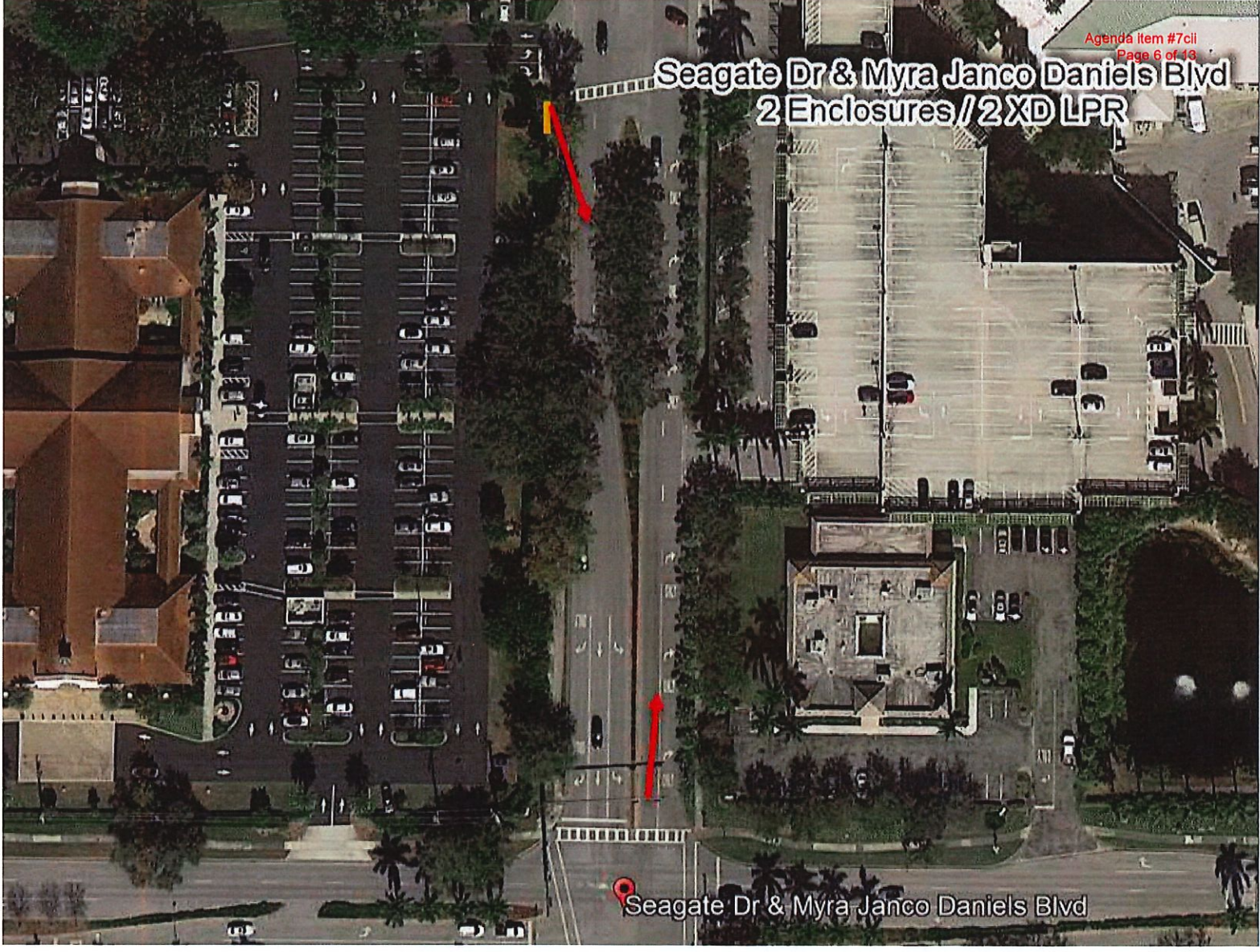


Pelican Bay Blvd & Tamiami Trail N
1 Enclosure / 2 XD LPR

Tamiami Trail N & Pelican Bay Blvd



Seagate Dr & Myra Janco Daniels Blvd
2 Enclosures / 2 XD LPR



Seagate Dr & Myra Janco Daniels Blvd

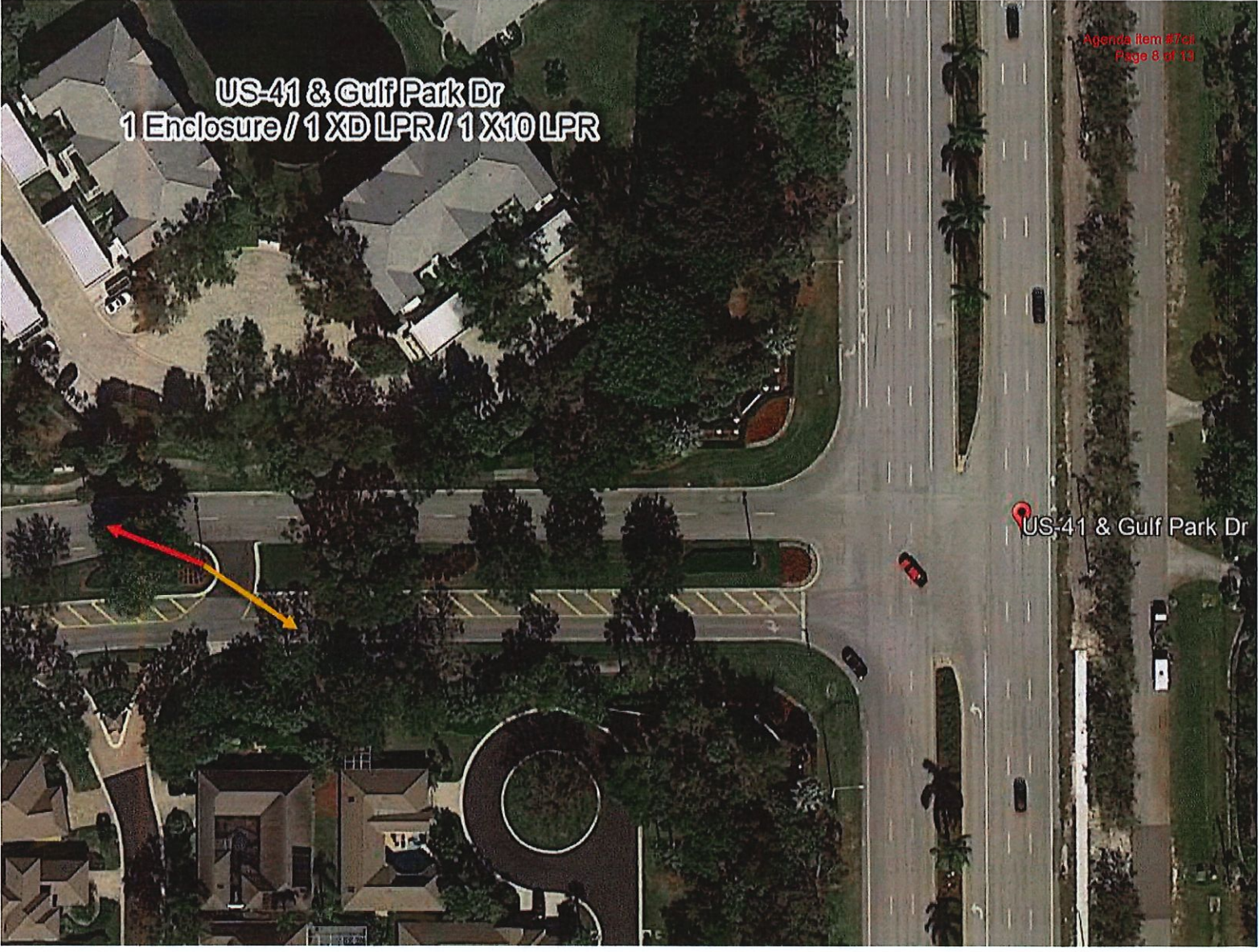
Seagate Dr @ Tennis Courts 2 Enclosures / 2 X10 LPR



US-41 & Gulf Park Dr
1 Enclosure / 1 XD LPR / 1 X10 LPR

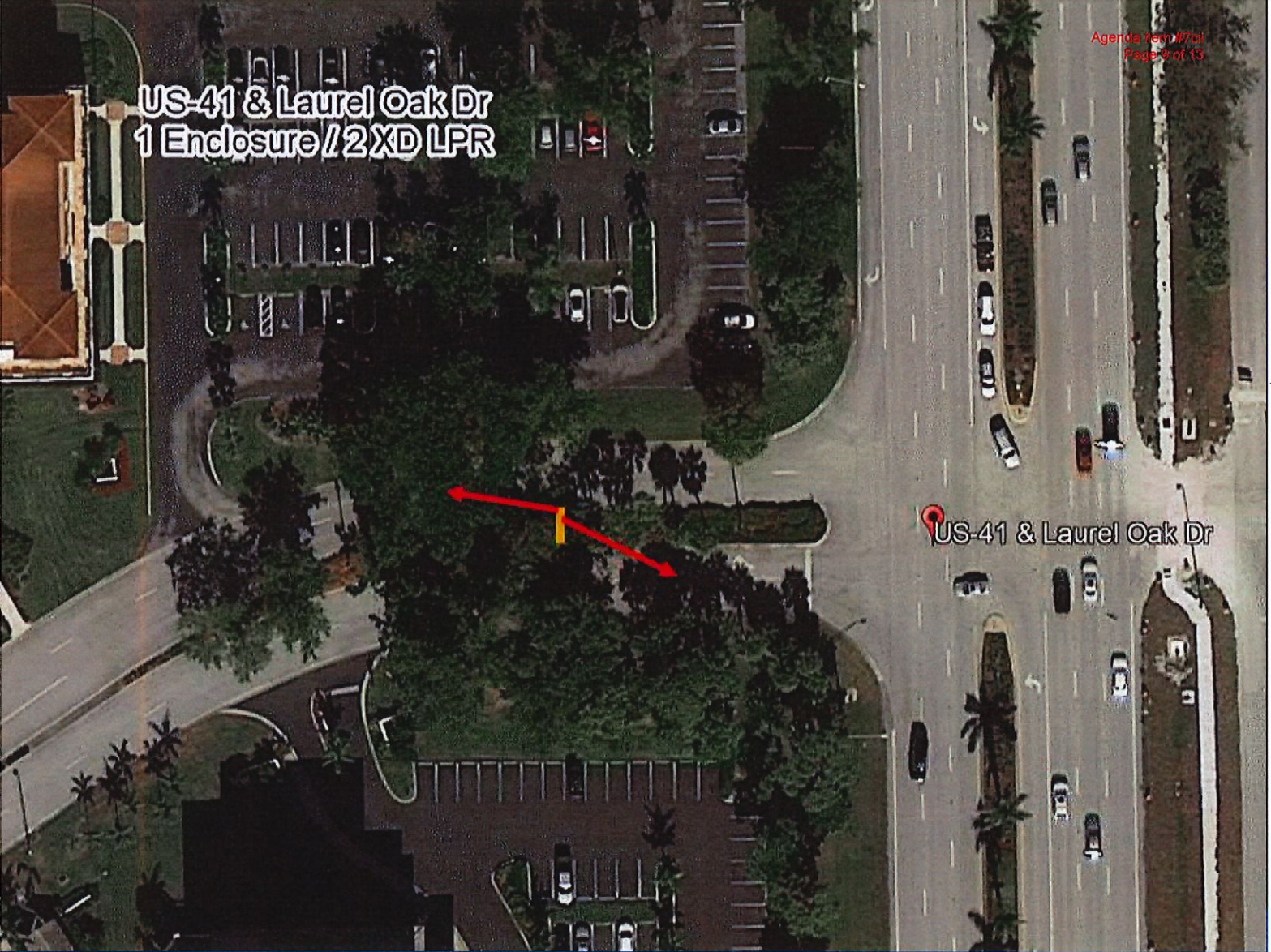
Agenda Item #701
Page 8 of 13

US-41 & Gulf Park Dr



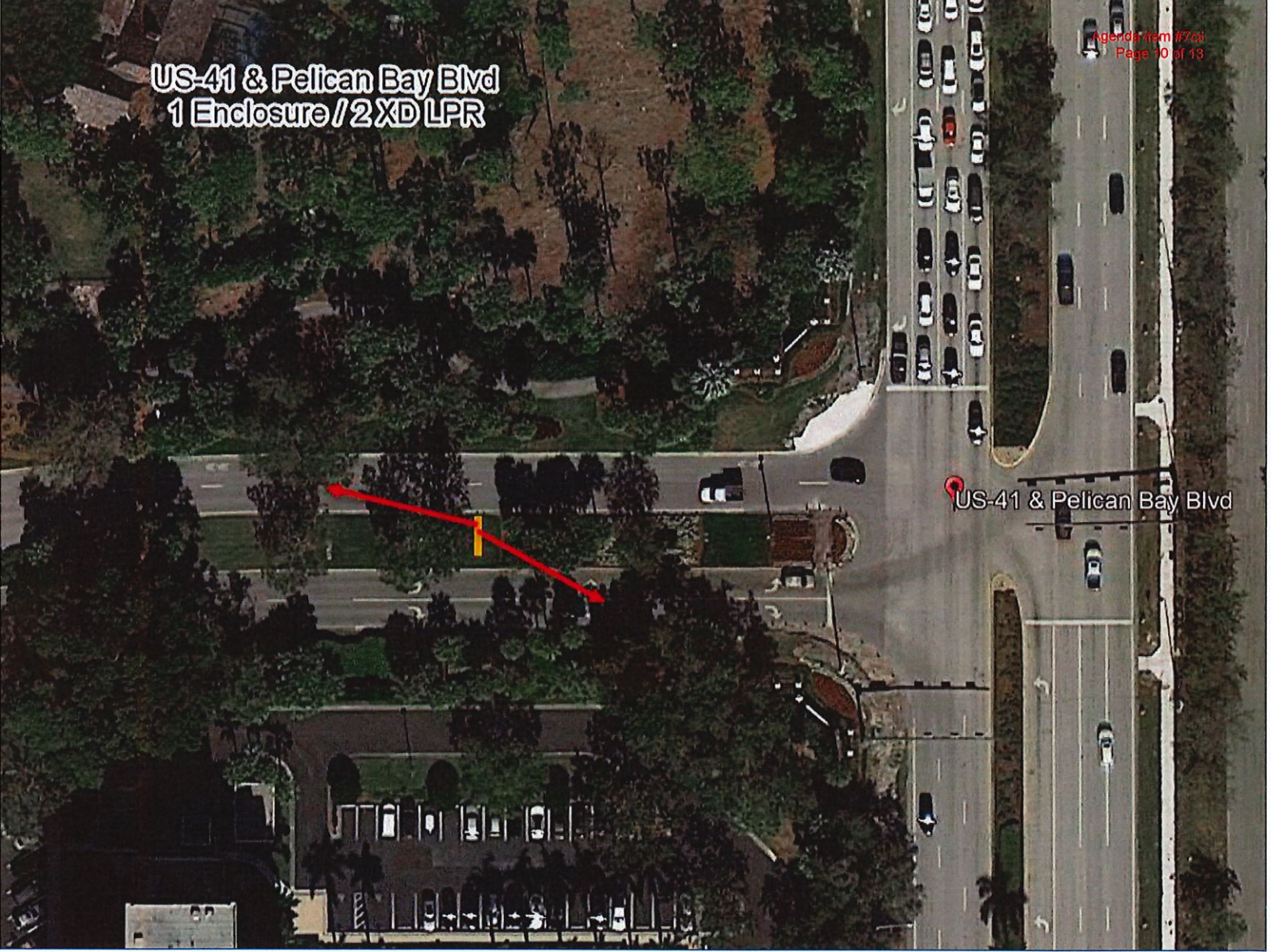
US-41 & Laurel Oak Dr
1 Enclosure / 2 XD LPR

US-41 & Laurel Oak Dr



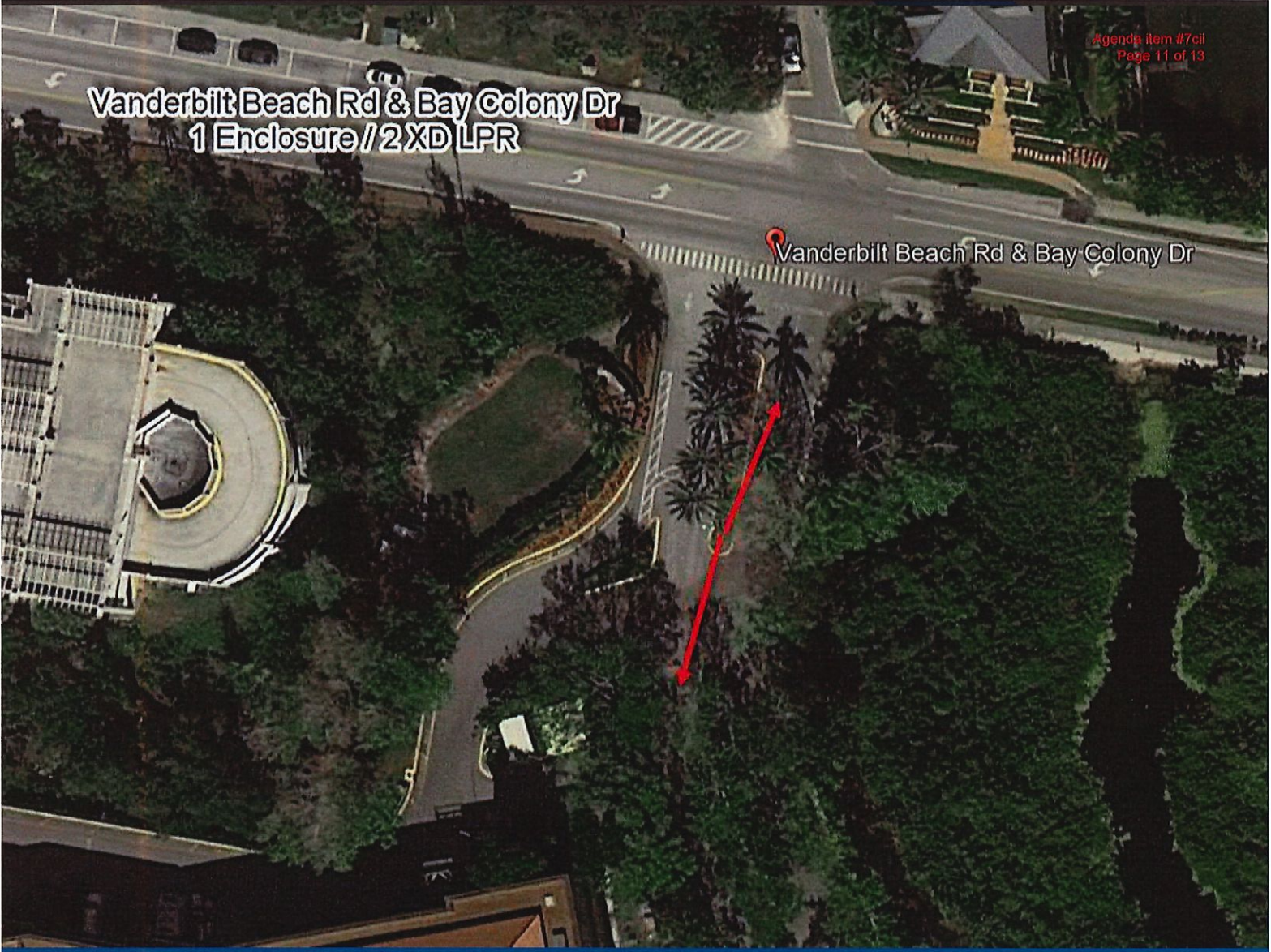
US-41 & Pelican Bay Blvd
1 Enclosure / 2 XD LPR

US-41 & Pelican Bay Blvd



Vanderbilt Beach Rd & Bay Colony Dr
1 Enclosure / 2 XD LPR

Vanderbilt Beach Rd & Bay Colony Dr



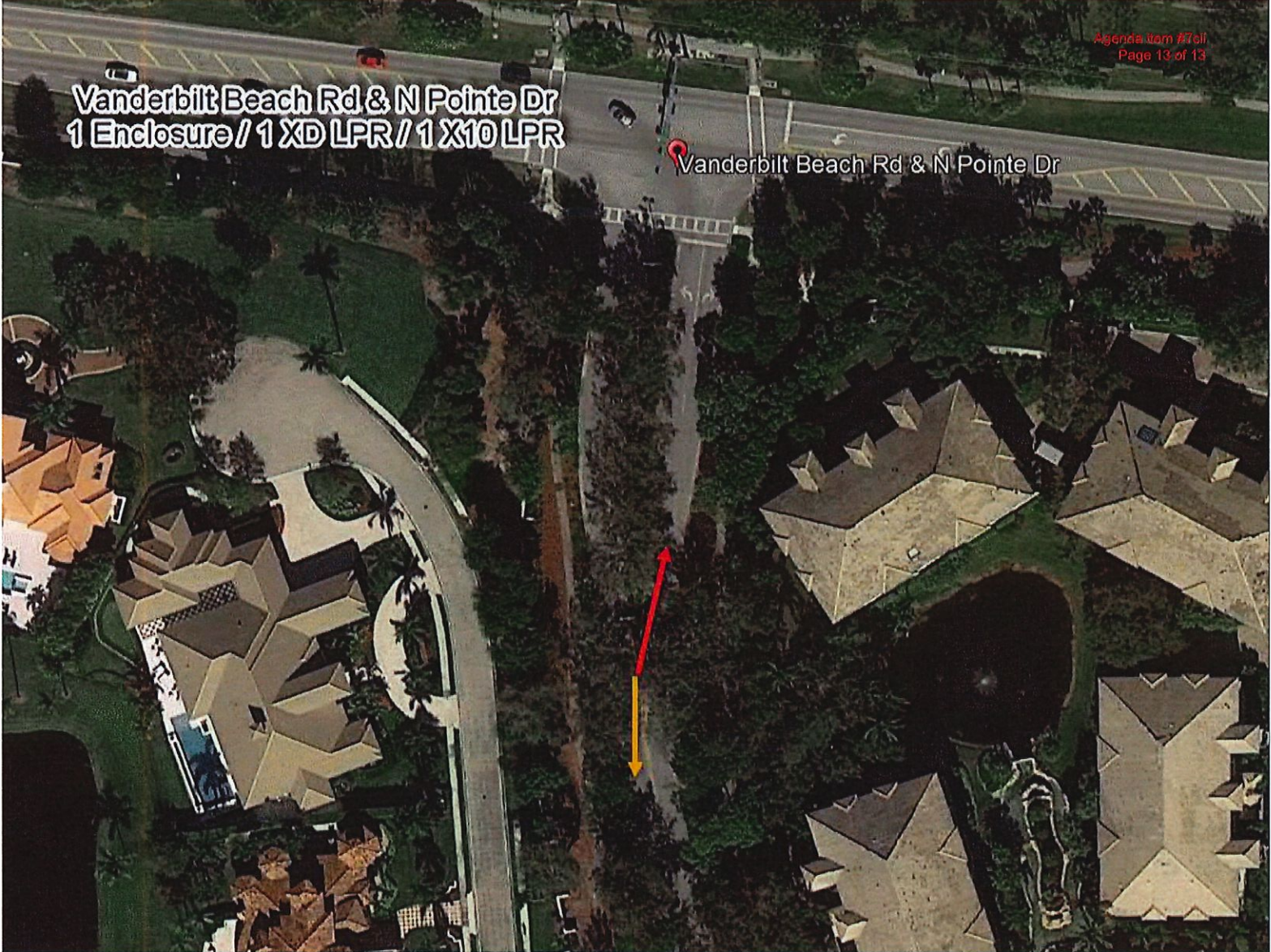
Vanderbilt Beach Rd & Hammock Oak Dr

Vanderbilt Beach Rd & Hammock Oak Dr
1 Enclosure / 1 XD LPR / 1 X10 LPR



Vanderbilt Beach Rd & N Pointe Dr
1 Enclosure / 1 XD LPR / 1 X10 LPR

Vanderbilt Beach Rd & N Pointe Dr



Lake Bank Renovation/Financing Options

Top 9 lake projects profile

1 lake @ \$2,000,000 = \$2,000,000
4 lakes @ \$1,000,000 = \$4,000,000
4 lakes @ \$500,000 = \$2,000,000

Current budget envelope has \$1,000,000 per year for lakes/drainage

If we borrow nothing it will take 8 years to address 9/10 lakes.

If we borrow window shortens, as follows:

\$ Borrowed \$1.0m. \$2.0m. \$3.0m. \$4.0m

Year	# of lakes			
1.	1.	1.	1.	1
2.	1.	2.	3*	4*
3	1.	1.	1	2
4	1.	1.	2	2
5	1.	2.	2	
6	2.	2.		
7	2.			
8				
	10.	9	9.	9

*Uncertain whether we can (want to) manage more than 2 lakes per year.
If we do not want to do more than two per year having the ability to borrow more does not appreciably advance the timetable.

Options to consider:

1. Borrow \$1.0m to get Oakmont lake done all at once in year 1 AND increase assessment by \$130 per ERU (\$1,000,000). Allows for two \$1,000,000 lakes to be addressed in years 2 and 3 and allows for 3-4 smaller lakes per year after that.

Annual average borrowing cost of \$1.0m is approx. \$120,000/year (\$16/ERU)*

Overall increase in year 1 assessment ($\$16 + \$130 + \$20^*$) = \$166/ERU (+22%)

2. Borrow \$2.0m (draw one million per year) which would allow us to do Oakmont in year 1 plus two \$1,000,000 lakes in year 2 AND increase assessment by \$65 per year for two years. Allows us to do two \$1,000,000 lakes in years 2 and 3, then 3-4 lakes per year after that.

Annual average borrowing cost of \$2.0m is approx. \$240,000/year (\$32/ERU)

Overall increase in assessment year 1 ($\$16 + \$65 + \$20^*$) = \$101/ERU (+13%) and ($\$32 + \$65 + \$65$) = \$182/ERU (\$8%) in year 2.

3. Borrow \$3.0 (draw one million per year) which would allow us to do Oakmont plus two \$1,000,000 lakes in years 2 and 3: Raise assessment \$130/ERU (\$33/year) over 4 years to address 3-4 lakes per year thereafter.

Annual average borrowing cost of \$3.0m is approx. \$360,000/year (\$48/ERU).

Overall increase in assessment year 1 is ($\$16 + \$33 + \$20^*$) = \$59/ERU (+8%); year 2 + ($\$16 + \33) = \$49 (6%); year 3 + ($\$16 + \33) = \$49 (6%); year 4 + ($\$33$) = 4%, for a total assessment increase of \$192/ERU.

*Sidewalk annual borrowing cost of \$5.0m over 10 years @3.5% interest, net of County Contribution is approx. \$150,000 (\$20 per ERU).

Tentative Conclusion:

All three options address the same number of lakes over the same number of years. Although option 3 ultimately costs more per year ongoing it allows us to ramp up the assessment at a reasonable rate. It also provides the greatest flexibility - we will only draw money as needed, see how things go.

*

Draft Loan Motion

The PBSB recommends the Collier County Commissioners approve PBSB borrowing up to \$8.0 million through the Florida Local Government Finance Program, such borrowing to be used for replacement of sidewalks, renovations to lake banks and drainage pipelines, and other infrastructure improvement projects within Pelican Bay. PBSB expects to convert a portion of the borrowed funds to a longer term, fixed interest loan once the projects are completed.

Tentative Agenda for PBF/PBSD Joint Meeting - January 25th

Overview of current and future projects and impact on assessments

PBF

- Community Center Expansion
- Pickle Ball
- Other

PBSD

- Operations Center
- Lake Bank Restoration - General
- Lake connectors
- Sidewalks
- Clam Pass Dredging
- Beach Renourishment - Near term

Joint Projects

- Beach Reinforcement (ACOE project) - Long term
- Number Plate Readers
- Oakmont Lake Bank Restoration and Footpath Replacement
- Sun Trust Lease

Financing and Assessment Projections

- PBF
- PBSD