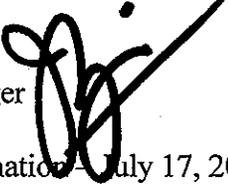




MEMORANDUM

DATE: July 13, 2007

TO: Sanibel City Council

FROM: Judie Zimomra, City Manager 

SUBJECT: Supplemental Packet Information July 17, 2007
City Council Meeting

Please find the following supplemental material attached for the July 17, 2007 City Council Meeting:

- Agenda Item - 10(b) Discussions regarding alternative designs for Causeway Boulevard
 - Corrected Memorandum Regarding Conceptual Alternatives for Sanibel Gateway Traffic
- Agenda Item - (13)(a)(i)
 - Revised Budget Memorandum with Final Data from State Department of Revenue
- Agenda Item - (13)(a)(ii)
 - Missing Pages 101-102 from the Working Budget

Please feel free to contact me with any questions regarding the above items.

JAZ/jkg

Cc: Ken Cuyler, City Attorney
Pamela Smith, City Clerk



MEMORANDUM

DATE: July 13, 2007

TO: City Council

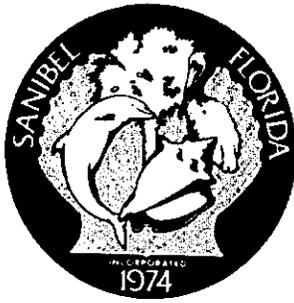
FROM: Judie Zimomra, City Manager 

SUBJECT: Corrected Memorandum Regarding Conceptional Alternatives for Sanibel Gateway Traffic

The previous memorandum issued regarding this topic included an error regarding the requirements for referendum for certain alternatives. Please find attached a corrected memorandum.

JAZ/rjs

Xc: Gates Castle, Public Works Director
Robert Duffy, Planning Director
Chief Tomlinson, Chief of Police



City of Sanibel

Planning Department

MEMORANDUM

DATE: July 10, 2007

TO: Judie Zimomra, City Manager

FROM: Gates Castle, Director of Public Works
Amanda Rutherford, Transportation Planner

SUBJECT: Discussion of Preliminary Conceptual Alternatives for the Sanibel Gateway Traffic Control Issues and Road Access on Causeway Blvd. and Periwinkle Way.

During the June 19, 2007 Council meeting, Council members identified that it is timely for staff to revisit the safety and design along Causeway Blvd. and work with Kittelson and Associates, Inc. to evaluate the safety, and determine the feasibility of reconfiguring the accesses along Causeway Blvd. Services provided by Kittelson will be provided on an hourly basis.

Upon the direction of Council, the Planning Department and Public Works Department has jointly prepared a series of eight (8) preliminary conceptual alternatives to improve safety at the intersection of Causeway Blvd. and Sextant Rd. Kittelson and Associates, Inc. will evaluate the preliminary conceptual alternatives presented below, and may determine the need for providing additional alternatives to Council beyond those outlined herein.

Members of the Kittelson and Associates, Inc. team will be present at the July 17, 2007 Council Meeting to answer any questions Council may have at this time.

History

In 2004, the City retained Kittelson and Associates, Inc. to evaluate the operation of the intersection of Periwinkle Way and Causeway Blvd., and Causeway Blvd. from the intersection to the bridge. A series of alternatives were developed and presented to Council for the intersection; however, citizens were opposed to any reconfiguration of the accesses along Causeway Blvd. so no actions were taken by Council regarding the redesign of this area.

In light of the new bridge design, safety is a primary concern along Causeway Blvd. between the bridge and Periwinkle Road—particularly for residents and boaters that use the Boat Ramp and Sextant Rd.

Alternative Development

Staff has identified some alternatives previously considered and developed some new/modified preliminary alternatives for reconfiguration of the access points. Staff will work with Kittelson and Associates, Inc. to refine and illustrate the feasibility of these alternatives. Specific attention to vehicle, bicycle and pedestrian safety in the area will be the focus of the work that Kittelson and Associates, Inc. will perform. The six (6) road and driveway access points along Causeway Blvd. should be considered holistically in terms of safety and design.

Upon direction from Council, Kittelson and Associates, Inc. will evaluate the preliminary alternatives presented below, and may determine the need for providing additional preliminary alternatives to Council beyond those outlined below.

As noted above, the six access points should be considered holistically; however, based on Council's direction during their June 19, 2007 meeting stated that staff should give particular focus to the 3 access points on the east-side of the Causeway (Boat Ramp, Sextant Road and Harbour Cottage).

Preliminary Alternatives

1. No Build (3 accesses on east-side of Causeway will remain intact)

Benefits

- No purchase of right-of way necessary
- No impact to adjoining land uses
- No environmental consequences

Constraints

- Safety concerns would not be addressed any better
- Residents will continue to have difficulty making left turns out of the Boat Ramp, Sextant Rd. and Harbour Cottage.



2. Join Boat Ramp to Sextant Road and connect to Causeway, and eliminate curb-cut at the Boat Ramp. Access to Harbour Cottage would remain the same

Benefits	Constraints
<ul style="list-style-type: none">• Reduces 3 access points on east side of Causeway to 2 access points.	<ul style="list-style-type: none">• Safety concerns: access would be moved to Sextant Road and could still be problematic• Purchase of right-of-way may be required• Boat-trailer traffic would occur on Sextant Rd.• Would anticipate minor environmental impacts to native vegetation with the connection between the Boat Ramp Access and Sextant Rd.



3. Join Boat Ramp to Sextant Road and connect to Harbour Cottage. Causeway access would be located on Harbour Cottage

Benefits

- Reduces 3 access points on east side of Causeway to 1 access point.

Constraints

- Safety concerns are minimized through moving access further away from the bridge
- Purchase of right-of-way may be required
- Would anticipate minor environmental impact to native vegetation between the connections between the Boat Ramp Access and Sextant Rd., and between Tennisplace Court's parking lot and Harbour Cottage
- Boat-trailer traffic would occur on Harbour Cottage and would cut across Sextant
- Parking area of Tennisplace Ct. would be impacted
- Residential compatibility issues



4. Right turns only from Boat Ramp and Sextant Rd. and then loop road under new bridge ramp on Sanibel

Benefits

- Improved safety due to discontinuing left turns
- No purchase of right-of-way would be required

Constraints

- Determined not to be feasible during 2004 analysis of alternatives because of bridge height being too low to accommodate vehicles
- Would anticipate minor environmental impact to native vegetation near the bridge
- Detracts from recreation connectivity of Bayside Parks, eliminating the loop of the Shared Use Path that goes underneath the bridge.



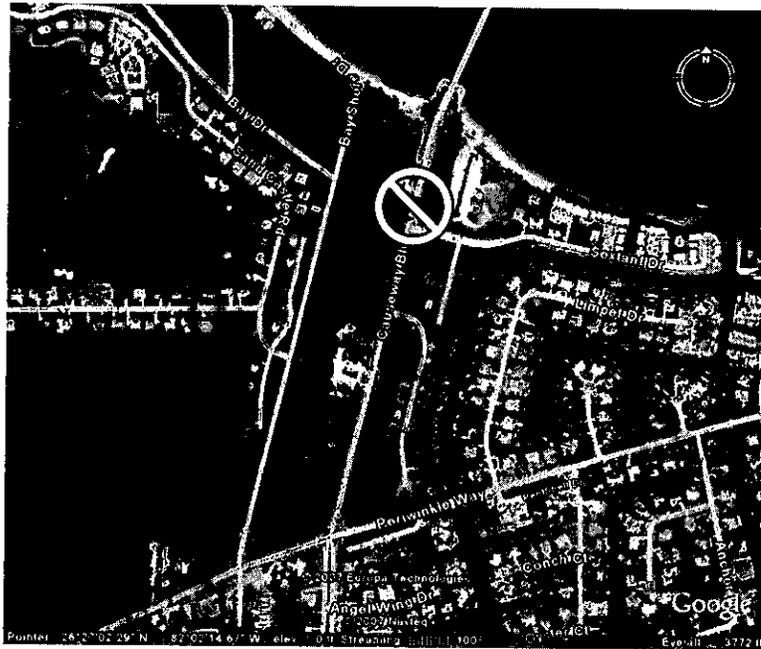
5. No left turn out of Boat Ramp permitted

Benefits

- Improved safety due to discontinuing left turns
- No purchase of right-of-way would be required
- No environmental impact would be anticipated

Constraints

- Determined not to be feasible during 2004 analysis of alternatives because boaters would have to travel towards Span B to turn around and access Sanibel



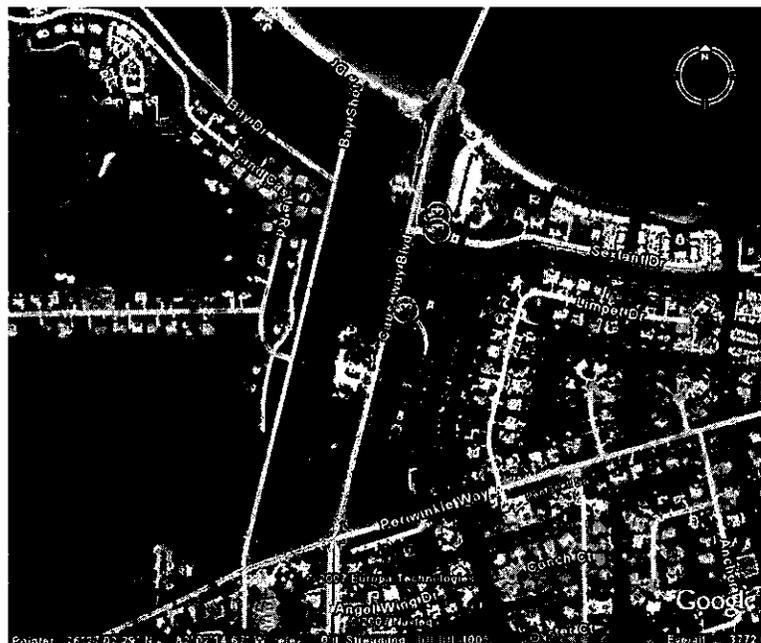
6. Connect Boat Ramp, Sextant Rd. and Harbour Cottage through Harbour Cottage to Periwinkle

Benefits

- Reduces 3 access to 0 accesses on Causeway Blvd. and shifts access to Periwinkle Way.
- Safety on Causeway would be greatly improved with the elimination of curb-cuts on the eastern-side.

Constraints

- Purchase of right-of-way would be required
- Minor environmental impacts may be anticipated to native vegetation between the connections between the Boat Ramp Access and Sextant Rd., and between Tennisplace Court's parking lot and Harbour Cottage
- Boat-trailer traffic would cross through Sextant, traverse through Tennisplace and continue along Harbour Cottage to Periwinkle and may compound the number of existing turning movements at the intersection of Periwinkle Way and Causeway Blvd.
- Parking area of Tennisplace Ct. would be impacted
- Residential compatibility issues



7. Add a frontage road between the Causeway and eastern residences that connects the Boat Ramp and Sextant Rd. to Harbour Cottage within the City right-of-way, parallel to Causeway Blvd.

Benefits	Constraints
<ul style="list-style-type: none">• Reduces 3 accesses to 1 access on Causeway Blvd.• Safety on Causeway would be greatly improved with the reduction of two curb-cuts on the eastern-side, as well as improving the line-of-sight to the new bridge terminus from Harbour Cottage, which is the new consolidated eastern access point.	<ul style="list-style-type: none">• Frontage Road would need preliminary design to determine if it fits within the City's right-of-way• Minor environmental impacts may be anticipated to native vegetation, and accommodations for increasing storm water capacity may be required.• Boat-trailer traffic would cross through Sextant Rd.





MEMORANDUM

DATE: July 13, 2007

TO: City Council

FROM: Judie Zimomra, City Manager 

SUBJECT: Revised Budget Memorandum with Final Data from State Department of Revenue

Today we received a minor change from the State Department of Revenue. The roll-back rate and total dollars generated remains the same. The only number that changes is Annual Percent Change which becomes 16.52%. Please find attached the revised memorandum.

JAZ/rjs

Xc: Renee Lynch, Finance Director
Pamela Smith, City Clerk

July 17, 2007

Revised with Final Data from Department of Revenue

MEMORANDUM

TO: Judie Zimomra, City Manager

FROM: Renee Lynch, Finance Director 

RE: Effect on Sanibel Ad Valorem Revenues for Fiscal Year 2008 as a Result of House Bill 1-B, also known as Chapter 2007-321, Laws of Florida

During the 2007 Special Legislative Session, House Bill 1-B was adopted by the Florida Legislature and signed into Law by the Governor. This new Chapter 2007-321, Laws of Florida, significantly affects the revenue cities and counties (and some special districts) may generate from ad valorem taxes.

The general description of the legislation mandates the maximum millage (tax) rate permitted to be levied by a majority vote of each governing body for Fiscal Year 2008 to be the rolled-back rate (*) reduced by the percentage determined on the compound annual growth in that government's per capita property taxes levied from FY 2002 to FY 2007.

(*) The rolled-back rate generates the same amount of revenue dollars as was received in the prior fiscal year (exclusive of new construction)

There are provisions in the Law which permit levying a higher rate, based on the following criteria:

- Majority Vote of Council: Rolled-back Rate reduced by percentage determined by compound annual growth in per capita property taxes from FY 2002 to FY 2007
- Two-thirds vote of Council: Rolled-back Rate (unreduced)
- Unanimous vote of Council: Millage Rate levied in FY 2007
- Referendum: The rate approved by the voters per referendum

What this means to the City of Sanibel is shown below:

Millage Rate levied in FY 2007 **2.5000**

Rolled-back Rate Calculation

¹ FY 2007 Ad Valorem Proceeds	\$	12,475,901
² FY Taxable Value less new construction		<u>5,168,412,210</u>
Rolled-back rate (1 divided by 2)		2.4139

Compound Annual Growth in Per Capita Property Taxes (per Dept of Revenue)

FY 2002 per capita taxes levied	\$	919
FY 2007 per capita taxes levied		1,974
Annual Percent Change		16.52%

If Compound Annual Growth Rate in per capita taxes levied is greater than 12.4%,
Equates to a mandatory reduction in the rolled-back rate of: 9%

Permitted Maximum Millage Rate (91% of Rolled-back rate) **2.1967**

Page Two (2)

July 17, 1007

RE: Effect on Sanibel Ad Valorem Revenues for Fiscal Year 2008 as a Result of House Bill 1-B, also known as Chapter 2007-321, Laws of Florida

Therefore, by a majority vote of City Council, the maximum millage, which may be levied, is 2.1967 mills. By a two-thirds vote, City Council could levy a 2.4139 millage rate. By a unanimous vote, a millage rate of 2.5000 could be levied.

<u>Vote Required</u>	<u>Millage Rate Description</u>	<u>Maximum Millage Rate</u>	<u>Ad Valorem Revenue</u>
Majority of Council members	91% of rolled-back rate	2.1967	\$11,406,343
2/3 of Council members	Rolled-back rate	2.4139	\$12,534,152
Unanimous Vote	FY 2007 adopted rate	2.5000	\$12,981,226

The Proposed FY 2008 budget and the **attached Resolution # 07-091** have been prepared using the maximum millage rate that can be levied by a majority of Council members, that is, the rolled-back rate reduced by 9%. **However, the last day to notify the Property Appraiser of the proposed millage rate for fiscal year 2008 is Friday, August 3, 2007.**

The tax revenue generated by this reduced millage rate available in the proposed FY 2008 budget is \$11,406,343 (which includes \$52,820 from new construction). The gross **decrease** in Ad Valorem Revenue available in FY 2008 compared to FY 2007 is \$1,069,558 using the reduced rolled-back rate.

Council does have the authority to set a proposed millage rate at the FY 2007 millage rate of 2.5000 mills **by unanimous vote, prior to August 3rd.** and then, as has been done in prior years, reduce the millage rate adopted during the budget hearings, as long as the final millage and percent of council member votes falls within the parameters described above. The 2.5000 tax rate would generate \$12,981,226 in ad valorem revenue.

It should be noted that the final millage rate adopted during the September budget hearings **cannot be increased** over the proposed rate set by Resolution # 07-091.

The first budget hearing date has been coordinated so as not to conflict with the other taxing authorities, and is recommended to be Saturday, September 15, 2007 at 9:00 a.m.

rml

July 13, 2007

MEMORANDUM

TO: Renee Lynch, Finance Director
FROM: Frances J. Slane, Fiscal Analyst 
RE: Missing pages 101-102 from the Working Budget

The above referenced pages were inadvertently excluded from the Working Budget distributed yesterday. Please include them in the copy you received.

City of Sanibel, Florida

As of September 30, 2005, the amount of outstanding interfund loan from the General Fund to the Sewer Fund was \$3.5 million. A repayment schedule for the Sewer System to repay the General Fund for this loan is not required and had not been employed in past years. However, with the July 18, 2006 Sanibel Sewer System Financial Feasibility Study, the consultant preparing the study was asked to calculate the needed rate structure to schedule repayment over both 20 and 10-year periods. At its meeting on August 15, 2006 the City Council approved increasing sewer rates beginning October 1, 2006 to allow a ten year repayment of the loan. The first repayment was made in FY07. Even with this rate increase Sanibel rates will still be below the average of the 7 benchmark communities used in the study.

Sources of Funds

In addition to the roll-forward of prior year balances, ad valorem tax revenue of \$1,218,025 is budgeted from the levy of the 0.2346 millage rate. Residential and commercial user fees of \$5,141,439 are estimated based on the result of the annual Feasibility Study Update conducted in July 2007 by Hartman Consulting and Design. The update recommended increasing user fees by 3%. Fees will also be earned by additional customers hooking up to the system as various stages of the expansion are completed. User fees have been evaluated as being sufficient to meet operational costs, debt service obligations and reserves.

Other sources of funds are budgeted at \$96,119. These include collection of Guaranteed Revenue charges from unconnected customers who have paid a connection fee for reserved capacity in the system. Charging for the sale of treated effluent was expanded in 2005 to customers other than the Sanctuary Golf Course, but is limited by the amount of available effluent since agreements with the Dunes and Beachview Golf courses currently provide a primary means of effluent disposal. A grant from the state has been awarded and fines from late payment of sewer bills provide other sources of funds. Miscellaneous revenue includes interest earnings and special assessments.

Capital Contributions is from payment of connection fees by new customers and debt proceeds from SRF loans provide funding for the construction of the expansion projects budgeted in FY 2008.

Uses of Funds

The operational expenses of the Sewer System are accounted for in the Donax fund. Seventeen (17) full-time positions manage, operate and provide engineering services to the system at a cost for salaries, fringe benefits and compensation adjustments of \$1,215,172. Operating expenses including sludge removal, laboratory services, utilities, repair and maintenance, insurance, indirect (central services) costs and other contractual services cost \$1,872,755. The capital budget, which is detailed in the 5-Year Capital Improvement Program (CIP) at the end of this document, is budgeted at \$1,019,300. The principal and interest budgeted for debt service is \$4,748,064 for the 2003 bonds and the SRF loans.

There is a budgeted reserve of \$234,300 for renewal and replacement of equipment, a reserve of \$120,000 for disasters and a repayment of reuse advances to the General Fund of \$350,000.

Enterprise Fund
Sanibel Sewer System
Summary

	GAAP Basis		Non-GAAP Basis			FY 08 Proposed
	Fiscal Year 2004-05 Actual	Fiscal Year 2005-06 Actual	Fiscal Year 2007 Adopted Budget	Fiscal Year 2007 Amended Budget	Fiscal Year 2007 Estimated Actual	
Beginning Unrestricted Net Assets	(4,459,569)	(4,040,660)	(4,220,700)	(4,031,948)	(1,260,937)	(1,648,232)
Estimated Revenues	2007 Millage					
Ad Valorem Taxes-Voted Debt	0.2346	925,113	1,019,678	1,177,625	1,177,625	1,128,525
Charges for Services		1,800	-	-	-	-
Residential and Commercial User Fees		3,666,626	3,978,206	5,032,177	5,032,177	5,032,177
Guaranteed Revenue Charge		-	-	-	-	-
Sale of Treated Effluent		25,933	97,362	50,852	50,852	96,119
Grant from State of Florida		-	-	-	-	-
Fines and Forfeitures		18,965	16,600	25,700	25,700	12,598
Miscellaneous		288,852	506,084	405,026	411,080	742,651
Special Assessments		176,247	703,053	669,830	669,830	(4,255)
Other Financing Sources						
Capital Contributions		4,801,622	134,639	12,304	12,304	66,780
Grants Other Governmental Units		50,000	-	-	-	695,000
Debt Proceeds		-	-	956,000	956,000	1,282,648
Reserve for Undercollection		-	-	(47,105)	(47,105)	-
Total Estimated Revenue and Other Financing Sources		<u>5,495,589</u>	<u>2,414,962</u>	<u>4,061,709</u>	<u>4,256,515</u>	<u>7,791,305</u>
Appropriations						
Physical Environment						
Personal Services		1,014,117	1,017,243	1,014,350	1,050,006	1,150,506
Operating Expense		1,642,349	2,007,457	1,812,860	1,947,591	1,722,566
Capital Outlay		-	-	1,570,000	1,643,916	1,674,635
Total Operating Expenditures		<u>2,656,466</u>	<u>3,024,700</u>	<u>4,397,210</u>	<u>4,641,513</u>	<u>4,547,707</u>
Non-Operating Expenditures						
Reserve for Classification & Pay Adj		-	-	29,497	-	-
Grants & Aid (Reclaimed Water)		-	-	-	30,000	2,576
Reserve for Disasters		-	-	-	-	-
Debt Service		1,588,920	1,708,504	4,889,254	4,889,254	4,889,254
Depreciation and Amortization		2,064,299	1,977,783	-	-	-
Total Non-Operating Expenditures		<u>3,653,219</u>	<u>3,686,287</u>	<u>4,918,751</u>	<u>4,919,254</u>	<u>4,891,830</u>
Total Appropriations		<u>6,309,685</u>	<u>6,710,987</u>	<u>9,315,961</u>	<u>9,560,767</u>	<u>9,439,537</u>
Change in Net Assets		<u>3,645,473</u>	<u>(255,365)</u>			
Beginning Net Assets		<u>23,207,275</u>	<u>26,852,748</u>			
Ending Net Assets		<u>26,852,748</u>	<u>26,597,383</u>	<u>(5,254,252)</u>	<u>(5,304,252)</u>	<u>(1,648,232)</u>
Restricted Net Assets		<u>30,893,404</u>	<u>27,858,319</u>			
Unrestricted Net Assets		<u>(4,040,656)</u>	<u>(1,260,936)</u>			
Total Uses of Funds				<u>4,061,709</u>	<u>4,256,515</u>	<u>7,791,305</u>