

Proposed Budget

ANNUAL BUDGET



CITY OF SEDONA, AZ
FISCAL YEAR 2023/24

TABLE OF CONTENTS

Budget Book Layout

Click on an item to jump to that page.

Power Point Presentation

Overview

FY 2024 Proposed Budget Memo

Community Input

Citizen Budget Work Group Recommendations
Budget Survey Results

Overall Summaries

All Funds Summary (FY 2024)
Summary of Overall Budget Changes
Summary of Inter-Fund Transfers
Position List/Full-Time Equivalents
Summary of Carryover Requests
Summary of Decision Package Requests
Internal Charges Descriptions

Fund Summaries

General Fund
Streets Fund
Housing Fund
Grants, Donations & Restricted Funds
Transportation Sales Tax Fund
Capital Improvements Fund
Development Impact Fees Funds
Art in Public Places Fund
Public Transit Enterprise Fund
Wastewater Enterprise Fund
Information Technology Internal Service Fund

Capital Improvement Projects

CIP Priority Definitions
Summary of Capital Projects
Summary of CIP Project Budget Changes

Departmental Budgets

Wastewater
Parks & Recreation
Police
Public Transit
Municipal Court
Sustainability
Public Works
Information Technology
City Manager's Office
Tourism & Economic Initiatives
General Services (Including discussion of Debt Service)
Financial Services
Community Development
Housing
Human Resources
City Attorney's Office
City Council
City Clerk's Office

BUDGET BOOK LAYOUT

The budget books are organized as follows:

- Tab 1 PowerPoint Presentation – Hard copies of the PowerPoint presentation will be provided to Council members at the meeting on June 14. This tab has been provided as a placeholder.
- Tab 2 Overview – This section includes the budget memo that provides an overview of the FY 2024 Proposed Budget and areas that Council may wish to provide further direction.
- Tab 3 Community Input – This section includes the following input received from the community regarding desired services and service levels:
 - Report on recommendations prepared by the Citizens Budget Work Group (pages CI-1 through CI-2)
 - Summary of the community budget survey results (pages CI-3 through CI-74)
- Tab 4 Overall Summaries – This section includes several summary schedules and other information applicable to the overall budget:
 - Summary of all funds for the FY 2024 Proposed Budget that includes revenues, expenditures, transfers and other financing sources and uses, and beginning and ending fund balances (page SUM-1)
 - Summary of overall budget changes for FY 2024 compared to FY 2023 (page SUM-2)
 - Summary of inter-fund transfers (pages SUM-3 through SUM-5)
 - Summary of all positions/full-time equivalents (FTEs) with comparisons to prior years (pages SUM-6 through SUM-12)
 - Summary of all Budget Carryover requests (page SUM-13)
 - Summary of all Decision Package requests (page SUM-14)
 - Description and explanation of internal charges, including indirect cost allocations and contributions to reserves (pages SUM-15 through SUM-16)
- Tab 5 Fund Summaries – This section includes summaries of each City fund that include revenues, expenditures, transfers and other financing sources and uses, and beginning and ending fund balances:
 - General Fund summary (pages FUNDS-1 through FUNDS-3)
 - Streets Fund summary (page FUNDS-4)
 - Housing Fund summary (page FUNDS-5)
 - Grants, Donations, & Restricted Funds summary (pages FUNDS-6 through FUNDS-7)
 - Transportation Sales Tax Fund summary (page FUNDS-8)
 - Capital Improvements Fund summary (page FUNDS-9)
 - Development Impact Fees Funds summary (page FUNDS-10)
 - Art in Public Places Fund summary (page FUNDS-11)
 - Public Transit Enterprise Fund summary (page FUNDS-12 through FUNDS-13)
 - Wastewater Enterprise Fund summary (pages FUNDS-14 through FUNDS-15)
 - Information Technology Internal Service Fund summary (page FUNDS-16)

BUDGET BOOK LAYOUT

continued

- Tab 6 Capital Improvement Projects – This section includes the 10-year Capital Improvement Plan (CIP) budget:
 - Priority definitions used for ranking CIP projects (page CIP-1)
 - Summary of all CIP projects included in the 10-year plan (pages CIP-2 through CIP-7)
 - Summary of CIP project budget changes (page CIP-8 through CIP-9)
 - Capital projects detail sheets for only those projects included in the first three funded years have been included in each individual department section.

- Tabs 7-22 Individual Department Budgets – Each of the department budgets are organized in a similar fashion. Pages are numbered separately for each section. Each department’s budget includes the following:
 - Overall department narrative – Each department narrative is organized similarly with some variations of this general structure. These generally include the following:
 - Department’s mission statement
 - Description of the department
 - Pie chart of the FY 2024 Proposed Budget expenditures by program
 - Graph of ongoing vs. one-time expenditures for FY 2022 actuals, FY 2023 estimates, and FY 2024 Proposed Budget

 - Individual program narratives – Each department has at least one program, and some have several programs. Each program narrative is organized similarly with some variations of this general structure. These generally include the following:
 - Summary budget for that program, which includes the following:
 - Expenditures by category with comparisons to prior years
 - Expenditures by fund – Most departments’ costs are primarily paid from the General Fund, but the portion paid from other funds will be indicated as appropriate.
 - Funding sources for payment of the expenditures – Most General Fund departments/programs rely heavily on the City’s general revenues for funding. However, some generate revenues or have other revenues sources dedicated to the program. In addition, the costs of some departments/programs are allocated to other departments via the indirect cost allocation plan.
 - Budgeted full-time equivalent (FTE) positions directly paid from the program

 - FY 2023 accomplishments for the program

 - FY 2024 objectives for the program

BUDGET BOOK LAYOUT

continued

- Workload indicators and/or performance measures, which include the following:
 - Benchmarks when available – most are from International City/County Manager’s Association (ICMA)
 - Projections/targets for FY 2024
 - Projections/targets for FY 2023 determined in last year’s budget process
 - Current estimates of results for FY 2023
 - Actual results for FY 2022 and FY 2021
- Decision packages requested by the department, if any
- Capital improvement projects requested by the department, if any



FY 2024 Proposed Budget Memo

To: Mayor Jablow & City Council
Thru: Karen Osburn, City Manager
J. Andy Dickey, Deputy City Manager
From: Cherie R. White, CPA, CGFM, Director of Financial Services
Subject: Submittal of Fiscal Year 2023-24 Proposed Budget
Date: May 26, 2023

We are pleased to submit to the City Council the Fiscal Year (FY) 2024 Proposed Budget. This memo is intended to cover all the key highlights of the budget.

Some of the noteworthy items discussed include:

- Significant capital improvement costs
- Reclassification of the budget amount for Sedona Chamber of Commerce & Tourism Bureau (SCC&TB) agreement to a contingency for tourism initiatives
- Changes to the organization of departments and programs
- Significant surpluses to be allocated to the highest priorities
- Decreases in sales and bed tax revenues
- Loans to certain funds to cover deficits
- Recommendations to add reserves to the fund balance policy
- Insufficient Wastewater Fund reserves
- Significant community input

In addition, there are several Decision Packages recommended. Further details are available in the remainder of the budget book.

Immediately following the table of contents in your binder is a discussion regarding the organization/layout of the budget book.

Budget Summary

The following table summarizes the base budget and Decision Packages compared to the prior year.

Total proposed Operating budget is \$50,313,340.
Total proposed Capital Improvement budget is \$34,164,190.

COMPARISON OF BASE AND TOTAL EXPENDITURES TO PRIOR YEAR

(In Thousands)

	FY 2023 Budget	FY 2024 Base	Incr./ (Decr.)	%	Decision Packages	Total FY 2024 Proposed
Ongoing:						
Personnel	\$17,702	\$18,493	\$ 791	4%	\$109	\$18,602
Operations	16,642	16,358	(283)	(2%)	99	16,457
Subtotal Operational Costs – Ongoing	34,344	34,851	507	1%	208	35,059
One-Time:						
Personnel	1,198	65	(1,113)	(95%)	51	116
Operations	1,719	2,010	292	17%	108	2,118
Subtotal Operational Costs – One-Time	2,917	2,075	(842)	(29%)	159	2,235
Subtotal All Operational Costs	37,261	36,927	(334)	(1%)	367	37,293
Debt Service	7,813	7,425	(388)	(5%)	-	7,425
Contingencies	2,512	4,446	1,934	77%	(264)	4,181
Subtotal Operating Budget	49,205	49,787	582	1%	526	50,313
Capital Improvement Projects ¹	56,541	34,164	(22,376)	(40%)	-	34,164
Grand Totals	\$105,745	\$83,951	\$(21,794)	(21%)	\$526	\$84,478

The FY 2024 base budget includes the following changes:

- **Base Operational Costs (decrease 1%)** – Ongoing personnel costs increased due to pay adjustments and changes in insurance and pension rates, and one-time personnel costs decreased due to a one-time additional contribution toward the Public Safety Personnel Retirement System (PSPRS) unfunded liability in FY 2023.
- **Base Contingencies (increase 77%)** – The increase is primarily due to the reclassification of the FY 2023 Tourism Bureau contract amount of \$1,670,220 to a contingency for tourism initiatives and an increase of approximately \$435,000 in the placeholder for expenditure of the American Rescue Plan Act (ARPA) funding.
- **Capital Improvement Projects (decrease 40%)** – The most significant decrease is the acquisition of the former Cultural Park budgeted as \$20.0 million in FY 2023.

Total decrease primarily due to decrease in Capital Improvement Projects.

Further discussion on the budget changes begins on page 4 of this memo.

Balanced Budget

Proposed budget is balanced.

The budget is balanced between expenditures, revenues, and use of fund balances for their designated purposes. This is demonstrated in the following table.

¹ Does not include projects funded by the Community Facilities Districts. Those projects will be included in the budget proposals for those separate entities.

TOTAL FUNDING SOURCES AND USES

(In Thousands)

FY 2024 Proposed Budget	Revenues & Other Sources (Uses) of Funds	Expenditures
Total Revenues and Expenditures	\$66,956	\$84,478
Plus: Use of Accumulated Balances		
Grants, Donations & Restricted Funds – Use of funding received in prior years for dedicated purposes	46	-
Transportation Sales Tax Fund – Net use of accumulated balances set aside for anticipated capital projects and implementation of public transit system	3,380	-
Capital Improvements Fund – Net of use of accumulated balances set aside for anticipated capital project costs	13,769	-
Development Impact Fee Funds – Use of accumulated balances set aside for funding of capital projects restricted to funding of growth-related projects	3,504	-
Art in Public Places Fund – Use of accumulated balances set aside for funding of capital projects dedicated to funding of public art, plus loan from the General Fund	209	-
Wastewater Enterprise Fund – Use of accumulated balances set aside for anticipated capital project costs	4,281	-
Total Use of Accumulated Balances	25,188	-
Less: Additions to Accumulated Balances		
General Fund – Addition to reserves and surplus balances available to be assigned	4,438	-
Streets Fund – Addition to reserves	718	-
Housing Fund – Addition to reserves	2,000	-
Public Transit Enterprise Fund – Addition to reserves	237	-
Information Technology Internal Service Fund – Addition to reserves	274	-
Total Additions to Accumulated Balances	7,666	-
Totals	\$84,478	\$84,478

Pending Budgetary Items

The following is a summary of some of the pending budgetary items:

- Allocation of surplus balances** – The FY 2022 General Fund remaining surplus to be allocated during the FY 2024 budget process is \$8.6 million.² Based on the Council-adopted Fund Balance Policy, surpluses are designated or appropriated in the next budget cycle.³ Also, while FY 2023 General Fund sales and bed tax revenues are projected to be under budget by \$6.5 million and the estimated General Fund transfer to cover the Streets Fund shortfall is \$1.0 million higher than anticipated, there is still an estimated surplus for FY 2023 of \$12.3 million. The Council may choose to allocate a portion of this projected surplus for FY 2023, as well as the FY 2024 projected surplus of \$2.9 million. Some suggestions for utilizing these surpluses, in no particular order, are:

² During the FY 2023 budget process, \$5.6 million of the anticipated significant surplus was already allocated.

³ See pages 6-7 of the Fund Balance Policy available at <https://www.sedonaaz.gov/your-government/departments/financial-services/financial-policies>.

- Set aside for a projected loan of \$2.6 million to the Development Impact Fees Funds for FY 2025
- Transfer to Capital Improvements Fund for future capital reserve needs
- Transfer to Housing Fund
- Transfer to Public Transit Fund
- Reserve for other Council priorities such as the sustainability program or economic diversification program
- Pay down unfunded the Public Safety Personnel Retirement System (PSPRS) liability (\$5.2 million as of June 30, 2022)

Surpluses could be used for any combination of these options or other options not on the list. The Policy identifies the highest priority for use of surpluses to eliminate shortfalls in other funds.

- **Broadband** – No broadband costs have been included in the FY 2024 Proposed Budget. Depending on the decisions made and the extent of costs, there is a contingency for the balance of the American Rescue Plan Act (ARPA) funding of \$1,875,320 that could potentially be used toward broadband.
- **Code Enforcement transfer** – The Code Enforcement program was transferred to the Police Department with the thought that it would create new efficiencies and depth of coverage. This didn't work out as hoped since work units and workloads were more different than similar. The decision to transfer the Code Enforcement program back to the Community Development Department was made too late in the budget compilation process to be included in the Proposed Budget. The change will be reflected in the Tentative Budget.

Significant Budgetary Changes

Salary and benefit changes

- Each year, we typically use the December Western Region CPI to adjust the pay scale. For December 2022, the CPI was 6.2%. The adjustment to the pay scale has been capped at 5%. The FY 2024 Proposed Base Budget includes merit increases averaging 5.0% for an approximate cost of \$548,000.
- Medical insurance rates increased approximately 7%.
- The Arizona State Retirement System (ASRS) contribution rates decreased from 12.17% of wages to 12.29%.
- While the Public Safety Personnel Retirement System (PSPRS) minimum contribution rates changed from 34.47% of wages to 40.58%, the level-funding approach of \$1.1 million per year is continued in the FY 2024 Proposed Budget. Each year, the necessary level-funding amount to pay off the unfunded liability within the original closed amortization period (14 years remaining) is recalculated to determine if the level-funding amount needs to be increased. Due to the impact of additional payments made hoping to pay down the liability sooner and possible fluctuations in investment earnings that may impact the future liability calculations, the level-funding amount has not been reduced.
- The budget also includes an assumption of continued use of Prop 207 funding to supplement the payment toward the PSPRS unfunded liability.

PSPRS level-funding included at \$1.1M.

- In the FY 2023 budget process, the Council allocated a one-time \$1.0 million of the General Fund surplus toward paying down the PSPRS unfunded liability of \$5.2 million as of June 30, 2022. No estimates of what the Council may choose to do with current General Fund surpluses have been included in the FY 2024 Proposed Budget.
- A schedule of the positions and full-time equivalency with a comparison to prior years has been included in the Overall Summaries section on pages SUM-6 through SUM-12.

Operations changes

- The former Economic Development Department has been renamed to the Tourism & Economic Initiatives Department. Most of the costs related to economic diversification have been carried over to the new department with some reductions. The tourism initiatives contingency will cover costs as this department is developed. The recommended Decision Package for the tourism data collection project has been included in the new department. See page 10 of this memo for additional information on Decision Packages.
- The Housing program and Sustainability program under the City Manager's Office have been changed to stand-alone departments in the FY 2024 Proposed Budget. Costs for these programs have been transferred to the new departments. Any additional costs have been proposed as Decision Packages. In addition, the title of the Affordable Housing Fund has been changed to Housing Fund to reflect a broader scope than simply workforce housing. Various Decision Packages have been proposed related to addressing homelessness. The recommended Decision Package for a strategic plan to address homelessness has been included in the FY 2024 Proposed Budget.
- Increases to the community service contracts totaled approximately \$466,000, with the largest increase being the Sedona Public Library, Inc. (Library) at approximately \$323,000. Typically, these contracts include a provision for increases based on the December Consumer Price Index (CPI).⁴ All six contracts are up for renewal and renegotiation this year, and the requests were evaluated by the Citizens Budget Work Group (CBWG). The service contracts will be presented to the Council at the June 13th meeting for approval. A summary of the service contracts has been included in the General Services Section on page GS-4. The staff recommendations are the amounts in the FY 2024 Proposed column, and the CBWG recommendations are in a separate column. The staff recommendations result in an average increase of 39%, ranging from 14% to 60% increases, with the Library being the largest increase. More information regarding the recommendations will be provided in the Agenda Bill for the June 13th meeting.
- Streets maintenance operating costs increased approximately \$335,000 largely due to increases in streets rehabilitation/pavement preservation costs and equipment replacement costs.
- The FY 2023 amount of \$1.7 million for the Sedona Chamber of Commerce & Tourism Bureau (SCC&TB) agreement has been reallocated to a contingency account for tourism initiatives.
- Indirect cost allocations for Information Technology costs increased approximately \$246,000 as a result of increases in equipment replacement costs and hardware/software maintenance and support costs.
- A Community Development Block Grant (CDBG) has been added for approximately \$406,000 for the Steps to Recovery transitional housing project.

⁴ The Western Region CPI as of December 2022 was 6.2%.

- Furniture purchases have been consolidated within the Facilities Maintenance program in the Public Works Department to bring efficiencies, equity, consistency, and cost savings to the process. With many departments including furniture budgets in their programs “just in case,” the overall citywide amount was significantly than what is typically purchased within a year. The overall furniture budget is higher than the annual average costs to account for significant inflation increases and potential increases in the number of requests and was still reduced by nearly half or approximately \$33,000.
- Software and hardware costs formerly recorded in individual departments of approximately \$100,000 have been consolidated within the Information Technology Department to bring efficiencies, consistency, and improved direction and support to the process.

Capital Improvement Projects changes

- The Capital Improvement Projects budget includes \$25.4 million of projects carried over from FY 2023 either as a result of project delays for a variety of reasons or because the project was planned for multiple years. Approximately \$8.8 million is included for projects programmed to begin in FY 2024 or added costs for projects already started. The following table summarizes the FY 2024 budget amounts by category.

FY 2024 CAPITAL IMPROVEMENT PROJECTS BY CATEGORY
(In Thousands)

	Carryover	New Appropriation	Proposed Budget
Arts & Culture	\$ 231	\$ 1	\$ 232
Information Technology	500	100	600
Municipal Court	-	79	79
Parks & Recreation	3,265	145	3,410
Police	66	150	216
Public Transit	1,411	370	1,781
Sedona in Motion (SIM)	13,709	6,490	20,199
Storm Drainage	780	150	930
Streets & Transportation	360	290	650
Sustainability	120	330	450
Wastewater	4,970	647	5,617
Grand Totals	\$25,411	\$8,753	\$34,164

- More information on the Capital Improvement Projects budget is included in the Capital Improvement Projects section of the budget book, including a summary of project budget changes, as well as a discussion starting on page 7 of this memo.

Debt Service changes

- The budgeted debt service expenditures are based on the debt retirement schedules for the outstanding bond issues. A Debt Service narrative has been included in the General Services departmental budget section on pages GS-5 through GS-32.
- The FY 2024 Series 2022 Bonds payment is approximately \$290,000 less than FY 2023.

- The FY 2023 budget included \$148,000 for bond issuance costs; however, no bonds are anticipated for FY 2024.

Contingencies changes

- The following table summarizes the changes to contingencies by type.

FY 2024 CONTINGENCIES BY TYPE

(In Thousands)

	FY 2024 Proposed	FY 2023 Budget	Increase/ (Decrease)
General Operating – General Fund	\$ 200	\$ 200	\$ -
General Operating – Wastewater Fund	100	100	-
Judgments	100	100	-
Tourism Initiatives	1,406	-	1,406
SCC&TB Contract	-	250	(250)
ARPA Funding	1,875	1,441	435
Unknown Grants	500	421	79
Grand Totals	\$4,181	\$2,512	\$1,669

- The contingency for tourism initiatives is based on the FY 2023 Tourism Bureau contract amount of \$1,670,220 and is adjusted for recommended Decision Packages to be allocated from this contingency amount.
- The contingency for the Tourism Bureau contract of \$250,000 was eliminated for FY 2024.
- The contingency for the ARPA funding is based on the balance of funding not yet allocated.
- The unknown grants contingency was reinstated to \$500,000. FY 2023 included a transfer of contingency of \$70,010 for a grant to purchase message boards and \$8,900 for a grant to purchase drones.

Currently, there is no contingency set up for the Housing Fund. If Council would like a contingency available to cover any new programs that may come up during the year or additional property purchases, a transfer of a portion of the General Fund surplus would be necessary.

Capital Improvement Projects

The Capital Improvements Plan (CIP) has been mostly balanced with anticipated funding and available reserves for the first three years of the plan.⁵ The plan has been presented with details for the first three funded years, with the remaining seven years of the 10-year plan consolidated in one column as “Future Years.” For the remaining seven years, primarily restricted funding sources have been identified with unrestricted funding sources identified for some projects that will be begin in earlier years. See the Capital Improvement Projects section, pages CIP-2 through CIP-7 for a summary of the projects included.

The 10-year plan is summarized in the following table.

⁵ See the Reserves section of this memo starting on page 14 for discussion regarding potential loans to the Development Impact Fees Funds and the Art in Public Places Fund, as well as additional funding needed for the Wastewater Enterprise Fund.

10-YEAR CAPITAL IMPROVEMENT PLAN⁶

(In Thousands)

	Projects Proposed	Estimated Net Carryover to Following Year ⁷	Proposed Budget
FY 2024	\$ 36,588	\$ (2,000)	\$ 34,588
FY 2025	64,198	(10,000)	54,198
FY 2026	24,185	7,000	31,185
Future Years ⁸	90,516	5,000	95,516
Grand Totals	\$215,488	\$ -	\$215,488

The following table summarizes the funding sources identified for the FY 2024 projects.

FY 2024 CAPITAL IMPROVEMENT PROJECTS BY FUNDING SOURCE

(In Thousands)

	Projects Proposed	Estimated Net Carryover to Following Year ⁹	Proposed Budget
Capital Reserves	\$3,057	\$ -	\$3,057
Debt Financing ¹⁰	15,522	-	15,522
Wastewater Reserves and Equipment Replacement Reserve	5,546	-	5,546
Transportation Sales Tax	4,984	-	4,984
Development Impact Fees	4,242	-	4,242
Grants and Donations	2,246	-	2,246
Community Facilities Districts	405	-	405
Yavapai County Flood Control	350	-	350
1% for Arts	167	-	167
Court Restricted Revenues	68	-	68
Unidentified ¹¹	-	(2,000)	(2,000)
Grand Totals	\$36,588	\$(2,000)	\$34,588

Of the \$34.6M CIP budget, only \$8.6M funded by capital and wastewater reserves.

The following table summarizes the FY 2024 projects by how they are managed.

⁶ Includes the full Capital Improvement Plan including projects funded by the Community Facilities Districts.

⁷ In an effort to bring the total CIP budget down to an amount deemed a little more reasonable to be accomplished within staff capacity, an offset to reduce the total CIP budget has been entered in project SIM-00.

⁸ Includes \$53.0 million of unfunded projects. Some of these projects can be partially funded with restricted funding sources. Approximately \$0.9 million of restricted funding sources are anticipated to be available, leaving \$52.1 million with no funding source identified.

⁹ The carryovers were labeled as unidentified since it will depend on the projects delayed and the funding sources for those projects.

¹⁰ Assumes the \$25 million from the bonds issued in March 2022 will be fully spent by June 30, 2024.

¹¹ The debt financing covers a portion of the costs for transportation master plan projects.

FY 2024 CAPITAL IMPROVEMENT PROJECTS BY HOW MANAGED

(In Thousands)

Of the \$34.6M CIP budget, \$8.0M is over and above projects managed by Public Works engineers.

	Projects Proposed	Estimated Net Carryover to Following Year	Proposed Budget
Managed by Public Works engineers	\$28,615	\$(2,000)	\$26,615
Managed by Wastewater Dept	5,617	-	5,617
Managed by consultants and other City staff	2,356	-	2,356
Grand Totals	\$36,588	\$(2,000)	\$34,588

Summary of CIP Budget Changes

A summary of the CIP budget changes has been included in the Capital Improvement Projects section on pages CIP-8 and CIP-9. The summary only includes active appropriated projects and compares the following:

- Original budget appropriation request to FY 2024 budget appropriation request – 76% increase
- FY 2023 budget appropriation request to FY 2024 budget appropriation request – 22% increase
- Original estimated completion date to revised estimated completion date – average delay of 2.6 years

The following compares the FY 2024 Proposed Budget request increases to the increases reported in the FY 2023 Proposed Budget:

COMPARISON OF BUDGET REQUEST INCREASES

	FY 2024 Proposed	FY 2023 Proposed
Total increase over original budgets	76%	50%
Total increase from prior year budgets	22%	38%

Ideally, the year-over-year smaller increase in budgets from 38% increase to 22% increase indicates a slowdown of the inflationary impacts on construction costs, but that remains to be seen.

Historical CIP Expenditures

While the total CIP budget has been reduced with an offset entered in project SIM-00 in an effort to bring the total down to an amount deemed a little more reasonable to be accomplished within staff capacity, there are multiple large projects that if completed as projected will likely result in a significantly higher dollar amount accomplished. Historical CIP expenditures are as follows:

HISTORICAL CAPITAL IMPROVEMENT PROJECT EXPENDITURES

(In Millions)

Fiscal Year	Budget	Actual	% of Budget	Land Portion	Net of Land
2013	\$ 8.6	\$ 3.7	43%	\$ 0.9	\$ 2.8
2014	9.3	5.3	58%	0.7	4.6
2015	13.6	5.7	42%	0.0	5.7
2016	16.7	10.6	63%	0.9	9.7
2017	8.9	6.6	74%	0.0	6.6
2018	14.1	5.8	41%	0.0	5.8
2019	13.0	5.8	45%	0.0	5.8
2020	14.0	12.0	86%	0.0	12.0
2021	15.1	11.6	76%	3.1	8.5
2022	19.9	13.2	66%	2.6	10.6
2023	55.8	34.6	62%	24.4	10.2
2024	34.2			1.0	33.2

The highest CIP expenditures occurred in FY 2020 when the construction of the Uptown roadway improvements of \$4.3 million was the largest project completed that year.

CIP Priorities

Departments were given instructions to use the definitions included in the Capital Improvement Projects section on page CIP-1 when ranking projects. As a factor in the decision-making process, these priority definitions have been used for identification of projects recommended to move forward.

Decision Packages

The FY 2024 Proposed Budget includes the recommended Decision Packages. Decision Packages are used for requests to enhance existing services or add a new service, while the Base Budget is intended to reflect the costs to maintain services at current levels. A list of all of the Decision Package requests has been included in the Overall Summaries section on page SUM-14. The list includes comments regarding the recommendations of the City Manager and the Citizens Budget Work Group. Each Decision Package request form is included in the applicable department budget section.

Carryover Requests

At the end of each fiscal year, all budget appropriations lapse in accordance with state law. However, frequently projects cross fiscal years and are not completed by June 30. Any budget balances remaining for those projects must be re-appropriated in next year's budget.

The Proposed Budget includes \$130,000 of General Fund budgeted operating projects, \$12,500 of Grants, Donations, & Restricted Funds budgeted operating projects, \$45,000 of Development Impact Fees Funds budgeted operating projects, \$75,000 of Wastewater Enterprise Fund budgeted operating projects, and \$9,600 of Information Technology Internal Service Fund budgeted operating projects to be carried over to FY 2024. A schedule has been included in the Overall Summaries section on page SUM-13 detailing each of these carryovers.

Carryovers for capital improvements have been indicated on each of the applicable capital project schedules.

Internal Charges

The Proposed Budget includes a cost category labeled internal charges. These costs include indirect cost allocations, equipment replacement reserve funding, and wastewater major maintenance reserve funding. For more detailed discussion of the internal charges, see the Internal Charges Descriptions in the Overall Summaries section on pages SUM-15 through SUM-16.

Revenues and Other Financing Sources

The increases and decreases in the FY 2024 Proposed Revenue and Other Financing Sources Budget are as follows:

COMPARISON OF TOTAL REVENUES AND OTHER FINANCING SOURCES TO PRIOR YEAR (In Thousands)

	FY 2024 Proposed	FY 2023 Budget	Increase/ (Decrease)	%
Ongoing Revenues				
City Sales Taxes	\$30,384	\$36,570	\$(6,186)	(17%)
Bed Taxes	8,025	10,232	(2,207)	(22%)
State Shared Revenues	5,830	5,301	529	10%
Other Intergovernmental	793	584	208	36%
Wastewater Charges for Services	6,270	6,248	22	<1%
Other Miscellaneous	9,078	8,150	928	11%
Subtotal Ongoing Revenues	\$60,379	\$67,085	\$(6,706)	(10%)
One-Time Revenues				
Other Intergovernmental	4,419	2,398	2,021	84%
Other Miscellaneous	1,657	610	1,048	172%
Contingent Revenues	500	500	-	0%
Subtotal One-Time Revenues	\$ 6,577	\$ 3,507	\$ 3,070	88%
Subtotal All Revenues	\$66,956	\$70,592	\$(3,636)	(5%)
Other Financing Sources				
Bonds Issued	\$ -	\$10,000	(10,000)	(100%)
Grand Totals	\$66,956	\$80,592	\$(13,636)	(17%)

City Sales & Bed Taxes

For the current fiscal year so far, Sedona has experienced slightly lower sales and bed tax revenues compared to FY 2022. The comparison of sales and bed tax revenues to last year and current year budget projections as of March 2023 are as follows:

*Sales and bed tax as of March 2023
are slightly less than the prior year.*

**DECREASES IN CITY SALES & BED TAX REVENUES
AS OF MARCH 2023**

(In Thousands)

	Under FY 2023 Budget	%	Under FY 2022 Actuals	%
City Sales Taxes	\$3,204	-12%	\$ 954	-4%
Bed Taxes	937	-13%	198	-3%
Grand Totals	\$4,141	-13%	\$1,152	-4%

The projections for FY 2023 are based on data through February 2023 (prior to receipt of March 2023 data) and the following assumptions for the remainder of the fiscal year:

- Sales tax for March-June was projected to be 5% lower than last year.
- Bed tax for March-June was projected to be 10% lower than last year.

The projected decreases for FY 2024 based on conservative estimates and the potential of a coming recession are as follows:

**ASSUMED FY 2024 DECREASES
CITY SALES & BED TAX REVENUES**

(In Thousands)

	FY 2024 Projection	FY 2023 Estimate	Decrease	%
City Sales Taxes	\$30,384	\$31,246	\$862	-3%
Bed Taxes	8,025	8,315	290	-3%
Grand Totals	\$38,409	\$39,561	\$1,152	-3%

*Sales tax and bed
tax projected 3%
lower than FY 2023.*

State Shared Revenues

The FY 2024 state shared income taxes will be based on 2022 income taxes. The FY 2024 state shared income taxes are projected to increase significantly compared to FY 2022 estimates based on a substantial increase in the size of the pie, projected by the State at 41%. The City's estimated share as projected by the State is \$856,000 higher than the FY 2023 budget amount.

State share gas tax (HURF monies) are projected as a 3% decrease compared to FY 2023 estimates but 23% lower than the FY 2023 budget amount or \$299,000. A conservative estimate was used in case of a potential recession coming, continued reductions in fuel usage as more vehicles are replaced with hybrid and electric, and Sedona's reduced share of the pie¹².

Please see the General Fund and Streets Fund in the Fund Summaries section on pages FUNDS-1 through FUNDS-4 for the amounts budgeted and projected.

Other Intergovernmental

Operating grants for the Public Transit Fund are estimated approximately \$154,000 higher than the FY 2023 budget as a result of a preliminary grant award for micro-transit operations.

¹² Since Sedona's population has decreased while the population of other municipalities in the State have increased, Sedona's share of the state shared revenues is reduced.

One-time grants include approximately \$406,000 for a Community Development Block Grant (CDBG), reallocation of Congressionally Directed Funding for Shelby Drive to the shared-use path project (\$425,000 in FY 2024), possible award of Regional Priorities Project Lists (RPPL) special line item grant from state legislature (\$450,000 in FY 2024), an increase of approximately \$576,000 in capital grants for the Public Transit Fund including the maintenance/operation center and additional micro-transit vehicles, and an increase of approximately \$333,000 budgeted for American Rescue Plan Act (ARPA) monies to be spent.

Wastewater Charges for Services

The FY 2023 Proposed Budget does not include any assumptions for rate increases and just the normal adjustments to customer accounts for changes in rate categories. Discussion regarding the need for completion of the wastewater rate study is on page 18 of this memo in Wastewater Enterprise Fund Reserves section.

Also, please see the Wastewater Enterprise Fund in the Fund Summaries section on pages FUNDS-14 through FUNDS-15 for the amounts budgeted and projected.

Other Miscellaneous

Licenses & Permits. Short-term rental permit fees were not projected during the FY 2023 budget process; however, the FY 2024 budget includes an estimated \$236,000.

Other Charges for Services. Internal charges for the Information Technology Fund are estimated approximately \$246,000 higher than the FY 2023 budget as a result of increases in equipment replacement costs and hardware/software maintenance and support costs.

Development Impact Fees. One-time development impacts fees are estimated approximately \$460,000 higher than FY 2023 budget due to anticipated significant development projects.

Capacity Fees. Ongoing capacity fees are estimated at approximately \$614,000 less than FY 2023 budget, based on conservative estimates and the potential of a coming recession. One-time capacity fees are estimated approximately \$645,000 higher than FY 2023 budget due to anticipated significant development projects.

Other Revenues. With the increase in interest rates and the assumption that minimal additional markdown for unrealized losses on the fair value of investments will be necessary, interest earnings are projected as \$1.1 million higher than FY 2023 budget.

Contingent Revenues

The contingent revenue of \$500,000 is an offset for the contingency in the Grants, Donations, & Restricted Funds to allow for expenditures related to any new grants or donations received.

Other Financing Sources

The FY 2023 budget included \$10.0 million for the issuance of bonds for acquisition of the former Cultural Park. No bonds are projected to be issued in FY 2024.

Fund Transfers

The Proposed Budget includes regular ongoing transfers between funds similar to prior years. The following one-time transfers were also included:

- \$742k from the General Fund to the Streets Fund for establishing an operating reserve.

- \$1.9M from the General Fund to the Housing Fund to cover increases in costs for Sunset Lofts if the Council chooses to increase the total amount loaned.
- \$4.5M from the Capital Improvements Fund to the Development Impact Fees Funds to cover transportation master plan project costs paid with proceeds from the Series 2022 bonds.
- \$184k from the Grants, Donations, & Restricted Funds to the Wastewater Fund for American Rescue Plan Act (ARPA) funding to support capital improvement needs.

Additional information on fund transfers can be found in the Overall Summaries section on pages SUM-3 through SUM-5.

Reserves

All policy reserves are fully funded with the exception of the Wastewater Fund discussed on page 18. The following is a recap of the policy reserves and discussion regarding their funded status:

All policy reserves are fully funded, except the Wastewater Fund.

General Fund (total \$10.8M)

- Operating Reserve (\$7.6M) – This reserve is fully funded at 30% of the total adopted budgeted operating expenditures of the General Fund budget.
- Equipment Replacement Reserve (\$1.8M) – This reserve is fully funded based on the policy requirement, which requires funding for the year to be calculated based on the annual amount of the allocation.
- Reserve for Loans (\$1.4M):
 - Art in Public Places Fund – As discussed in the FY 2020 budget process, Council directed staff to move forward with all of the remaining roundabouts and rely on loans to the Art in Public Places Fund to cover any deficits. If capital improvement projects funded with capital reserves progress as budgeted, there will be sufficient monies in the Art in Public Places Fund from the 1% arts transfers in FY 2025 to repay the loan of approximately \$62,000.
 - Development Impact Fees (DIF) Funds – The DIF fee study is based on assumptions of fee collections over a 10-year period. Since many of the DIF funded projects are front-loaded in the early portion of the 10-year period, a portion of the fees covering these costs will not be available until after costs are incurred. If DIF revenue collections meet projections, there will be sufficient monies in the DIF Funds to repay the loan of approximately \$1.4 million by FY 2026.

- Net Paid Parking Revenue Balance (\$0) – The policy allows for other assignments of fund balances. There are no targets for the balance of the net paid parking revenues pledged to improvements in Uptown; however, future net paid parking revenues were intended be used to cover a portion of the debt service payments for the Uptown parking garage and were later applied toward the debt service payments for other transportation master plan projects when the garage project was delayed. The net paid parking revenues do not cover the targeted portion amount of the debt service payments by approximately \$125,000 through FY 2026 and will not cover the targeted portion amount of the debt service payments by approximately \$675,000 starting FY 2027. There have been no increases in paid parking rates since the program began in June 2017. Gradual increases in rates starting as soon as possible will help offset the portion to be covered by other General Fund revenues. Changes to the paid parking rates are currently on hold pending completion of the parking garage study.

Paid parking revenues will not fully cover debt service costs. Gradual increases in rates recommended.

After these reserves, there remains approximately \$23.8 million available in the General Fund. Of that amount, \$8.6 million represents actual surplus balances from FY 2022 discussed starting on page 3 of this memo.

The surpluses for FY 2023 of \$12.3 million and FY 2024 of \$2.9 million are projected amounts. Our past practice has been to wait until actual surplus balances are known prior to allocating those amounts. However, if the Council would prefer to see a portion of these surpluses allocated now, we estimate that the actual surpluses would be plus or minus \$1-\$3 million each year.

Streets Fund (\$1.1M)

- Operating Reserve (\$742k) – A reserve is being proposed for streets costs other than rehabilitation and pavement preservation. These costs were recorded in the General Fund prior to FY 2022 and would have been covered by the General Fund operating reserve at that time. A reserve for the operating streets costs other than rehabilitation and pavement preservation is recommended at the same level used in the General Fund at 30%. The transfers from the General Fund cover the funding of this reserve. If the Council supports this reserve requirement, the revision to the fund balance policy will be provided at the June 27th Council meeting.
- Streets Rehab/Preservation Reserve (\$300k) – The average streets rehabilitation/pavement preservation costs are approximately \$1.1 million per year based on a target of an average of 4.5-5.0 miles per year. Each year, the number of miles maintained may vary based on economies of scale by performing streets maintenance in sections that make the most sense. The estimated highest cost in one year is approximately \$1.4 million. The difference in estimated highest cost and estimated average annual costs is approximately \$300,000.
- Equipment Replacement Reserve (\$37k) – This reserve is fully funded based on the policy requirement, which requires funding for the year to be calculated based on the annual amount of the allocation.

Change to fund balance policy for Streets Fund recommended.

Housing Fund (\$6.9M)

- Reserve for Loans (\$6.9M) – This includes the following loan programs:

- \$6.2 million for Sunset Lofts – Current loan balance is \$1.7 million, includes an additional \$2.0 million for projected increases in project costs in case the City Council chooses to approve the increase.
- \$300,000 for 2250 Shelby Drive – Current loan balance is approximately \$190,000.
- \$400,000 for down payment assistance program – Current loan balance is \$25,000.

Currently, there are no targets for the fund balance. Once the housing program is more fully developed, staff may bring forward recommendations for reserve policies if deemed appropriate.

Grants, Donations, & Restricted Funds

The balance in the Grants, Donations, & Restricted Funds is restricted to the purposes for which the monies were received: approximately \$109,000 for court restricted purposes, approximately \$14,000 for police programs, approximately \$66,000 for various purposes specified by donations, and approximately \$45,000 for Prop 207 monies designated for payment toward unfunded PSPRS liability. These balances will automatically carryover to the following fiscal year.

Transportation Sales Tax Fund

The tax has been committed by Council ordinance to transportation projects and related administrative and operational costs. The remaining fund balance will be insufficient to cover the capital project costs of \$7.4 million in the next fiscal year; however, revenues projected for FY 2025 will be sufficient to cover these costs.

In order to bring the costs within the projected balances available for the first three-funded years of the CIP plan, a projected \$2.0 million of SIM projects have been budgeted as a portion paid from capital reserves instead of the SIM tax for FY 2026:

- SIM-04c Pedestrian Crossing at Oak Creek – \$858,500 for possible improvements to the existing at-grade crossing.
- SIM-11t Coffee Pot Shared-Use Path – \$505,000
- SIM-11v Navoti Drive to Upper Red Rock Loop Road Shared-Use Path – \$505,000
- SIM-11w Tranquil Avenue to Madole Road Shared-Use Path – \$121,200

SIM tax insufficient to cover project costs. Projected \$2.0M in FY26 will need to be paid with capital reserves.

Since CIP projects frequently do not move forward as quickly as budgeted, the extent of the deficit may not occur and the use of capital reserves funding for Sedona in Motion (SIM) projects may not be needed to the extent budgeted.

In last year’s budget process, the projected need for capital reserves to cover SIM projects was \$7.5 million for FY 2024. However, due to delays in the projects, the current estimate is that no capital reserve funding will be necessary to cover SIM projects. The change is largely due to the delay of the Uptown parking garage and the change to use the bond proceeds to cover costs of other transportation master plan projects, instead of transportation sales tax funding.

Capital Improvements Fund (\$6.5M)

A portion of the balance in the Capital Improvements Fund is set aside to meet anticipated capital project costs in the next fiscal year. Other capital project costs are anticipated to be covered by other restricted funding sources. The projected need for FY 2025 projects is \$6.5 million.

In last year's budget process, the projected deficit for FY 2024 was approximately \$8.4 million as of June 30, 2024, and a transfer of General Fund surplus to cover the deficit was budgeted. However, due to delays in the projects, the current estimated fund balance as of June 30, 2024 is a positive \$13.7 million. The change is largely due to the delay of the Uptown parking garage and the change to use the bond proceeds to cover costs of other transportation master plan projects, instead of supplementing SIM projects with capital reserves funding.

It is recommended that the remaining available balance of approximately \$7.2 million be carried over to cover future capital projects beyond FY 2025.

Development Impact Fees Funds

Loan to DIF Funds will likely be necessary in FY 2024.

The balance in the Development Impact Fees (DIF) Funds is restricted to the purposes for which the monies were received. The remaining balance is insufficient by \$1.4 million to cover the anticipated CIP costs in FY 2025. The DIF fee study is based on assumptions of fee collections over a 10-year period. Since many of the DIF funded projects are front-loaded in the early portion of the 10-year period, a portion of the fees covering these costs will not be available until after costs are incurred. Loans may be necessary to cover deficit balances. Since CIP projects frequently do not move forward as quickly as budgeted, the extent of the deficits may not be as significant as they appear. It is projected that there will be more than sufficient surplus available in the General Fund in FY 2024 to cover the estimated deficit in this fund of approximately \$1.4 million.

In last year's budget process, the projected deficit for FY 2024 was approximately \$2.6 million as of June 30, 2024, and a transfer of General Fund surplus to set aside as reserve for loans was budgeted. However, due to delays in the projects, the current estimated fund balance as of June 30, 2024 is the above-mentioned deficit of \$1.4 million. The change is largely due to the delay of the Uptown parking garage and the change to use the bond proceeds to cover costs of other transportation master plan projects, including those partially funding with development impact fees.

It is recommended that an additional \$2.6 million of General Fund surplus be set aside to fully cover the projected need for FY 2025.

Art in Public Places Fund

The balance in the Art in Public Places Fund is committed by Council ordinance to be used for public art. The remaining balance is insufficient to cover the anticipated CIP costs in FY 2024. As discussed in the FY 2020 budget process, Council directed staff to move forward with all of the remaining roundabouts and rely on loans to the Art in Public Places Fund to cover any deficits. There is more than sufficient General Fund surplus available in FY 2024 to cover the estimated deficit in this fund of approximately \$62,000.

Loan to Art in Public Places Fund will be necessary in FY 2024.

In last year's budget process, the projected deficit for FY 2023 was approximately \$84,000 as of June 30, 2023, and a transfer of General Fund surplus to set aside as reserve for loans was budgeted. However, due to delays in the project, the current estimated fund balance as of June 30, 2023 is approximately a positive \$147,000.

Public Transit Enterprise Fund (\$237k)

Change to fund balance policy for Public Transit Fund recommended.

- Equipment Replacement Reserve (\$237k) – This reserve is fully funded based on the recommended policy requirement, which requires funding for the year to be calculated based on the annual amount of the allocation. The transfers from the Transportation Sales Tax Fund cover the funding of this reserve. If the Council supports this reserve requirement, the revision to the fund balance policy will be provided at the June 27th Council meeting.

During the FY 2023 budget process, the City Council approved a transfer of \$5.0 million of the General Fund surplus to the Public Transit Enterprise Fund. While not a formal reserve established in the fund balance policy, the policy allows for additional committed, assigned, or unassigned fund balances in any amount as deemed necessary. Transfers from the Transportation Sales Tax Fund have been budgeted at a level to cover FY 2024 costs and retain the full \$5.0 million for future transit system implementation.

Wastewater Enterprise Fund (total \$13.1M funded, plus \$1.1M unfunded)

- Operating Reserve (\$1.4M-\$1.9M) – The policy for this reserve is a range of 25%-33.3% of the total adopted budgeted operating expenses of the fund. At the 25% funding level, the shortage to cover reserves is approximately \$585,000. At the 33.3% funding level, the shortage to cover reserves is approximately \$1.1 million.
- Capital Reserve (\$10.7M) – This balance is set aside to meet anticipated capital project costs in the next fiscal year. This amount is significantly higher than in prior years due to significant costs projected in FY 2025 including additional recharge wells (\$5.1M), replacement of the drying beds (\$1.5M), and completion of treatment process upgrades to be started in FY 2024 (\$2.9M). To keep within policy requirements for funding of the reserves, options may be considered for delaying the start of one or more projects, debt financing possibilities, or an increase in wastewater rates.
- Equipment Replacement Reserve (\$1.2M) – This reserve is fully funded based on the policy requirement, which requires funding for the year to be calculated based on the annual amount of the allocation.
- Major Maintenance Reserve (\$386k) – This reserve is fully funded based on the policy requirement, which requires an annual allocation of major maintenance costs over the life of the anticipated maintenance need.

Current projection is a Wastewater Fund shortage range of \$585k-\$1.1M.

Discussion was held during the Council Retreat about the need to finalize the wastewater rate study in the near future. The capacity fee portion of the rate study was completed, but the monthly service fee portion has been on hold due to staffing constraints. In the last Council meeting when the consultants presented various options for consideration, the City Council was not satisfied with those options. The consultants do not recommend the current rate structure, and there are many administrative issues with the current structure as well as various complaints from customers, so at least some change to the structure is recommended. Plans include assembling a work group to talk through the issues, identify acceptance for the potential changes that would result from changing the structure, and receive any suggestions from the work group.

Information Technology Internal Service Fund (total \$1.0M)

- Equipment Replacement Reserve (\$1.0M) – This reserve is fully funded based on policy, which requires funding for the year to be calculated based on the annual amount of the allocation.

After these reserves, there remains approximately \$670,000 available in the Information Technology Internal Service Fund. Each year, the Information Technology indirect cost allocations are calculated to recover the full costs of the program based on budget amounts with the intent that any excess generated by budget savings be added to the reserve. When the reserve was initiated, the policy did not require setting funding levels based on what past accumulated reserve contributions would have been, so the additional contributions are intended to help build up the reserve to the fully funded level based on the replacement of all information technology equipment.

Revenue Forecasts

We would like to thank the following for their input in the development of the revenue forecasts: Michelle Conway, President of SCC&TB and Cari Meyer, Planning Manager. They provided great input in the development of the revenue projections with their individual perspectives of the local economy and its impacts on the City's revenue sources.

Citizens Budget Work Group

We would like to recognize the participation of the Sedona citizens who made up this year's Citizens Budget Work Group: Philippe Buillet, James Cashin, Christian Eaton, PJ Harrison, Guy Lamunyon, David Price, Pilisa Rainbow Lady, Rob Smith, and Dick Williams. This was the ninth year the City has included a citizen work group in the budget development process.

The goals for the work group included:

- Recommended changes to programs and services and any community issues with budget implications
- Recommendations on the additional major budget requests for FY 2024
- Hear presentations by the six service providers of their proposals for renewals of their agreements and review and provide recommendations
- Summarize and present the recommendations to the City Council

This year's process included:

- Kickoff meeting – March 9, 2023
 - A high-level explanation of the budget including:
 - Arizona budgeting requirements
 - Budget process and structure
 - Impact of Community Plan and Council Priorities on the budget development
 - FY 2023 budget highlights and current financial status
 - Results of community budget survey
 - Group discussion to identify the following:
 - Is anything missing from the budget?
 - Should anything in the budget be reduced?
 - Are there any changes to programs or services needed?
 - Are there any community issues with budget implications that need to be addressed in this budget cycle?
- Presentations of service provider proposals – March 23, 2023 and April 6, 2023

- Review of preliminary FY 2024 budget – April 6, 2023
 - A high-level explanation of the preliminary budget including:
 - FY 2024 base budget requests and FY 2023 estimates
 - Projected General Fund surpluses
 - Significant FY 2024 CIP projects
 - FY 2024 Decision Package requests
 - Remaining steps in the budget process
 - Selection of department heads to hear from in the following work group meeting

- Decision Package review and discussion of recommendations to Council – April 17, 2023

The work group was highly engaged and asked numerous thoughtful questions. The group members brought insights from their unique perspectives and added value to the overall process. Their input is greatly appreciated, and it was an absolute pleasure to work with each and every one of them.

Representatives of the work group will attend the Council budget work session to discuss the group's recommendations and answer any questions the Council may have.

Community Budget Survey

A public online survey was released to gauge support on a variety of budget topics. In addition to questions related to each topic, participants were asked to rank projects against each other. The survey was open to anyone who wished to respond, and participation was solicited through press releases, eNotify, social media, and the City's website. We would like to thank the members of the community who took the time to respond to this survey and provide their thoughts on their needs, wants, and desires for our city.

The survey results have been included in the Community Input section of the budget book on pages CI-3 through CI-74. The following summarizes the results of the 681 complete responses¹³ (significantly higher than last year's 437 complete responses):

1. Uses for the former Cultural Park – The five highest ranked areas and their scores¹⁴ were:
 - 1) Open space preservation – score of 6,129
 - 2) Multi-family housing (affordable/workforce housing) – score of 3,344
 - 3) Park(s)/outdoor recreation – score of 3,246
 - 4) Recreation center – score of 3,222
 - 5) Missing middle housing – score of 2,839

2. For the 168 respondents who selected the “other” option for uses of the former Cultural Park (lowest ranked option with score of 1,223), the most commonly mentioned (56 respondents) recommendation was an amphitheater for live music.

3. Neighborhood connections – 69% do not support additional street connections in their neighborhoods.

4. For the 206 respondents who supported additional street connections in their neighborhoods, the most commonly suggested area for a new road was a connection of Lower Red Rock Loop Road to the Village of Oak Creek (34 respondents).

¹³ Some respondents start the survey, but do not submit as their completed response.

¹⁴ Scores include factors for number of respondents who ranked the item and the relative ranking the respondent selected compared to other items.

5. Broadband funding – 55% do not support funding for broadband.
6. City-owned broadband network/utility – 79% do not support funding for a City-owned broadband network/utility
7. Homelessness – ranking of options:
 - 1) None of the options – 49%
 - 2) Transitional housing – 33%
 - 3) Indoor daytime-use center – 32%
 - 4) Legal place to sleep/basic needs – 31%
 - 5) Full-service shelter – 22%
8. Sustainability/resiliency – The five highest ranked areas for program expansion and their scores were:
 - 1) Open space/creek preservation – score of 4,743
 - 2) Water conservation/education – score of 2,921
 - 3) Renewable energy – score of 2,035
 - 4) Food security – score of 1,819
 - 5) Waste diversion – score of 1,578
9. For the 120 respondents who selected the “other” option for expansion of the Sustainability programs (lowest ranked option with score of 646), the most commonly mentioned (10 respondents each) recommendations were a reduction of tourism and recycling.
10. Ranking of priorities in the survey and their scores were:
 - 1) Uses of the former Cultural Park – score of 1,556
 - 2) Sustainability/resiliency – score of 1,325
 - 3) Broadband – score of 1,114
 - 4) Homelessness – score of 1,061
 - 5) Neighborhood connections – score of 1,027

There were numerous respondents who included additional comments. Frequent comments were related to reduction of spending, no on amenities serving the homeless, improving the community pool, saving the environment, increased focus on resident needs, reduction of tourism, and restoration of local control for short-term rentals.

Budget Calendar

The remainder of the budget process has been scheduled as follows.

FY 2024 BUDGET PROCESS COUNCIL MEETINGS

	Dates	Legal Requirement
Tentative City Budget Adoption	July 11, 2023	Must be no later than 3 rd Monday in July
Tentative CFD Budget Adoption	July 11, 2023	Must be no later than July 15
Final City Budget Adoption	August 8, 2023	Must be in a special meeting
Final CFD Budget Adoption	August 8, 2023	Must be no later than October 1

Sedona Citizen Budget Work Group

FY2024 Budget Recommendations to City Council

Final...April 19, 2023

Overall Message:

The Sedona City Council has too many priorities. There are 18 priorities per the presentations. The Council needs to get serious and focus on the 5-6 most important ones each year. Traffic would be one of those right now, as would garbage and recycling, and the various facets of housing. We believe the Council needs to focus resources on the things that need to be completed now.

The Work Group is very concerned about vacancies in City Staffing, the ability to attract new staff, and the retention of staff. Without staff, the ability to finish projects in the budget, or even provide basic services, is greatly jeopardized.

Specific Observations and Recommendations:

- 1) There are too many priorities. We suggest Council provide much more focus on specific traffic, garbage/recycling programs, and housing issues this year. We believe there should be 5-6 true priorities each year.
- 2) Staffing: City has a critical number of staff openings, with more looming on the near-term horizon with pending retirements, and that will jeopardize its capability to deliver the basic services and projects in the budget. Is there a different way to recruit, perhaps a staff position to oversee this? What incentives do we need to provide?
- 3) The trash and recycling situation is untenable for the long term. If you are going to tout sustainability, then be sustainable. Streamline garbage pickup and recycling into one city-wide contract to reduce the logistical issues of pollution and road wear from multiple trucks, etc. Recycling center needs to become self-sustaining. If citizens are really serious about this, they need to share some accountability in the process. Council should consider mechanisms to address Firewise Prevention and more brush pickups or collection opportunities. This is not just evacuation planning, but should include prevention.
- 4) The historical completion percentages of CIP's are about 50-60%. This means either priorities are off, estimates are off, staff levels are incapable of completing the work in a timely manner, or the overall budgeting process just allows too much aspirational stuff into the plan. Confidence of the citizens in the City's ability to deliver is being eroded with things continually moving from year to year. Delays also allow dissenting factions to further bolster their attacks on projects. Both staffing and project prioritization play into this.

- 5) Sedona has some much appreciated investment in the trail systems, \$40K to the FS and \$52k to the Trail Keepers (which also goes to the trails), but should consider more trail development and maintenance support, including cleanup activities. The trails, after all, are the goose that lays the golden egg and attracts a majority of the visitors.
- 6) Municipal Court has several needs to function better. Is this really a priority given other things, including both staffing and building modifications? Would combining with Cottonwood or some other nearby government be more efficient in the long term?
- 7) Are Pickleball Courts really as high of a priority as other things, especially for \$1.4MM? Council should also consider not charging Sedona Residents, **with a valid ID**, for using the swimming pool.
- 8) Past challenges with the ADOT relationship surfaced several times in our presentations. They seem to have gotten much better through efforts of Andy and his department. Sedona should continue the relationship building and cooperation activities. Likewise, City Council needs to quickly define how to address Tourism related functions and how to play nicely in the sandbox with the Chamber of Commerce. Need some serious relationship mending here.
- 9) Do Departments have processes and metrics to look at the actual effectiveness of fulfilling their normal work and special projects? Staffing levels and priorities play into this. Combined with No. 4 above, should metrics of effectiveness be put in place BEFORE an FTE addition is approved? Look at effects on the budget in outlying years and collateral additions.

Report for Budget Survey FY24

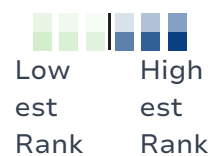
Response Counts



Totals: 682

1. Cultural Park
 In December 2022, the City purchased the 41-acres known as the Cultural Park. Plans for this property will originate from an extensive public outreach and master planning effort. Question at hand: To get initial feedback on resident sentiment, rank the following in order of importance for City funding.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Open Space Preservation	1		6,129	589
Multi-Family Housing with rents based on local median income (affordable/workforce housing)	2		3,344	360
Park(s)/Outdoor Recreation (playground, dog park, ramadas, sports, etc.)	3		3,246	361
Recreation Center (indoor fitness facilities, pool, meeting space, classes, etc.)	4		3,222	355
Missing Middle Housing (duplex, four-plex, cottage communities, etc.)	5		2,839	337
Neighborhood Commercial (neighborhood market, coffee shop, retail, etc.)	6		1,965	289
RV Park or Campground (to serve local or seasonal workforce)	7		1,875	296
Art Museum	8		1,734	274
Business Space for Economic Diversification (office space, low impact manufacturing/production, etc.)	9		1,676	282
Conference Center	10		1,471	268
Homeless Shelter	11		1,468	268
Other	12		1,223	168



2. Question at hand: If you ranked the “Other” option in question 1, describe your Cultural Park idea(s).

ResponseID	Response
13	cancel the sale. why is the city in the real estate business?
15	amphitheater for outdoor concerts/events, facilities for outdoor festivals
19	Sell to a private developer. With certain restrictions approved by by the residences of Sedona
26	Senior housing Botanical garden
30	I was involved in the initial stages of the Cultural Park development in the early 90s (I created the first flyer for fundraising), along with my dad, Ron Bacon, who was on the Board. Part of the vision was a Sculpture Walk as part of the outdoor recreation area, displaying works by prominent local artists, such as John Soderberg. I also would hope that we might resurrect the amphitheatre, although as I recall there were locals who complained about the noise level from concerts. A friend of mine suggested the possibility of a drive-in or casual outdoor theatre, which might be another way to preserve the amphitheatre and capitalize on the gorgeous summer nights in Sedona. I do hope that, as much as possible, the surrounding land is preserved, and that perhaps there might even be a center to educate people about the animals and plants that are part of this sacred land.
31	Id rather be able to walk and cross streets in sedona. With the park think it through, you only get one chance to do it right!
32	This IS the chance for our city to promote a large number of housing units for Sedonans of every age... and, hopefully can add housing stock for young families and people who work in Sedona... which can help our dwindling schools, medical support, etc...
36	Affordable housing! We need to build a much more diverse community.
37	Community meeting rooms. There are not enough meeting rooms across the city for residents and businesses to meet.
39	Broadband/wifi and cell service connectivity is very small and unreliable. In 2023 there is no reason we should have this much trouble with this. After traveling abroad in October, I found even the most rural areas had better service than we do here and it's unacceptable.
41	Enclosed dog parks for large and small dogs
42	Indoor Pickleball courts, pool, bocci ball courts

ResponseID Response

44	Return it to its original intent - a concert venue. This is an epic location and would be a boon to the local businesses every night of a concert.
46	large outdoor theatre for music, plays and other cultural events
50	I want it to be very similar to how it was before it was closed. Music venues with the parking up top brought back to its original design with additional spots opened up. seating on grass and tables down front. Guy Grand could help with the particulars.
54	Open space for trail heads, picnic, equestrian trailhead, possibly reopening the venue to some extent. But, not for homeless worker overnight car park. Sedona should not be in the business of encouraging this type of slippery slope.
56	Affordable workforce housing. Multi-family housing with rents based on local median income. RV Park/Campground for local & seasonal workforce.
58	Indian Cultural Village as in the original Land Trade with forest service
60	n/a
64	Anything but art museum, homeless shelter
65	Public Bathrooms Uptown. The lack of them is causing MANY issues for Uptown businesses that nobody in Council is even aware of. People are relieving themselves outdoors. Tourists are getting angry b/c there are no/few CLEAN bathroom facilities. Our town is getting a bad name for this. It takes years to feel this impact ripple through the travel blogs but it is happening.
69	Preserving the music venue, although smaller than the previously unsustainable size, but larger, and with a more robust stage and backstage space than the Posse Grounds Pavilion. I would prefer this in tandem with the outdoor and/or indoor recreation. Creating some form of housing (probability the 'middle' level listed in the question) with neighborhood community space that is truly multi use. I.e the venue is also suitable for markets, perhaps 1st floor of housing options are for coffee shops or museum space (not just high cost retail catering to tourist). A multifaceted space that can benefit the community tenfold.
70	Independent and/or assisted living facility. As people age they need to leave Sedona because there are no options here for them.
71	Music venue

ResponseID Response

73	Low cost tourist lodging to reduce the demand for STRs and thereby reduce, and potentially reverse, the conversion of homes into STRs and preserve/restore our neighborhoods. Park and ride facility for transit.
75	Alternative transportation gateway.
76	I read the article in the Red Rock news about the original plans for the site. That sounded like the highest and best use— truly as a cultural park with open space, outdoor venues (more modest ones) and mixed use/low density. Think neighborhood coffee shop or studios with housing above. But preserving serenity and open space.
81	Tiny home community
84	Leave as open space with no development.
86	Outdoor concert venue with major acts
90	Open space preferred.
91	Development of trails for biking, hiking, horses, etc. (Not the same as the multi-use trails along the roadways for pedestrian multi-use).
93	If it was used as originally envisioned and developed for (live performance arts) in a way that could attract world class theatre, musical and cultural acts, that would be EXCELLENT
95	Continuum of care senior living; outdoor performing arts area (amphitheater)
103	I didn't rank it but I strongly feel we immediately need affordable housing for people who work in our community
108	Dedicated Music Venue
109	Local wildlife rescue center/biology research center/learning center
111	My #1 is an indoor recreation center. I ranked "other" as #2 to push the other options down the list and emphasize the importance and NEED for an indoor recreation center similar to the one in Cottonwood.
115	I would love a large indoor pool facility! I think the more housing we put into Sedona, the worse the traffic will become and it is awful now.
116	Business incubators
117	Restore Cultural Park after the bumbling idiots in the City totally blew it years ago.

ResponseID Response

121	Senior housing, assisted living housing
123	tried a cultural park before and it was a disaster. I lived in Stockbridge MA a long time ago by Tanglewood, worlds best cultural park. if you could mimic that I would love it, but too many people ruined what we could have had
128	Higher tax and regulation on short term rentals. Short term rental ps drove up real estate. Real estate agents drove up real estate. Short term rentals and residential housing should not be the same comps for setting home prices. This is a national problem. Investors small and large greatly accelerated the housing crisis.
130	Include Senior living facilities as a part of the Culture Park development along with affordable/multi-family housing.
133	Upscale senior living center.
137	I think the original outdoor performance space should be considered for the cultural park. When we think about the kind of tourists we want, I would prefer tourists coming for a music festival instead of tearing up the land in ATVs.
142	A very low-impact blend of preserved open space (perhaps at least 50%) and a mix of diverse, affordable local workforce housing options (tent/RV sites, apartments, fourplexes), with dark sky-compliant lighting and commuter shuttle service to stops in town
146	Housing Limited retail Open space preservation with park like amenities
151	The original Cultural Park design would add much to our community.
152	Shuttle pickup and parking. Rental hall
153	Cultural Park to be affordable living & strictly enforced, no airb&b's. Open space & availability to access the wilderness from that location. Maybe few shops, or restaurant.
156	I would like to see more outdoor spaces that are accessible to people who have limited mobility. This ideally would include areas that are smoothly paved so a person in a wheelchair, knee-scooter, or people who just cannot walk on uneven surfaces, can enjoy some quiet outdoor time.
157	Independent Living / Assisted / Nursing / Memory Care Residence, ie: an alternative to Sedona Winds
159	Mostly should be OPEN area with moderate building, development. This could be a form of City Center in lieu of a PLAZA or other central gathering point for resident activity.

ResponseID Response

160	Outdoor amphitheater that is used (booked) (free and reasonably priced) and maintained. Maybe alternative use on colder months for homeless camping or portable shelters. Possible tiny house community for singles and couples only.
162	We need senior living facilities, both independent and assisted.
165	Sell to a developer
166	No more tourist recreational buildings or outlets. City should focus on residential needs and not high volume resorts.
171	A recreation center similar to Cottonwood, but smaller, at the Posse Grounds site.
174	Create a parking area and trailhead shuttle route from this location to 152C(Devil's Bridget) and Mescal trailheads to increase use of these routes and minimize people driving all the way into Sedona.
179	I picked the two most important projects. The other choices do not interest me. Sedona should not be treated like any other city. Workforce housing should not be developed here. It should be developed on less expensive land in nearby communities.
180	To have it be an amphitheater as it was originally built. While it was open, Sedona thrived and it was an amazing addition and community building space along with bringing others in for amazing concerts.
188	N/a
190	Transportation hub, move all ATV's, Jeep companies out of Uptown and West Sedona, offer financial or land/tax benefits to get owner to move there. A Visitor Center with parking for free bus transportation around town, mountain bike transportation to trails
192	Why did the city purchase this property for 20 million dollars knowing we are entering a severe recession and knowing they have several other properties and projects they haven't any idea of when they will be completed. You've already had to revise the cities budget down. Reckless
193	Community gardens, via the Sedona Greenhouse Project

ResponseID Response

195	A Children's Museum. The Sedona Children's Museum would add so much to this town, and it would be frequented by tourists and locals alike. Families from Flagstaff, Prescott, Camp Verde, and the whole region would bring their children to it. This would pay for itself and eventually turn a profit for the city, not to mention the fact that activities for kids are lacking in this town. Invest in our children, our future, with the Sedona Children's Museum: a place to learn and play. It doesn't need to be as big as the one in Phoenix.
202	An ecological center, and growing local food which thanks to Bill Gates etc we will desperately need. Revamp our water conservation. There is much more that can be done! Invite community comments if you don't know enough.
204	Open space! Indoor community center with pool for year-round exercise. Easy walking trails or track. I support workforce housing - smaller structures, like 4-plexes or very small and limited apartment communities mostly studios and 1-bedrooms, 2-max. I do not support large multifamily housing projects. BUT they need to ensure actual affordability and be regulated to ensure units are rented only people who verifiably work full-time within Sedona city limits - and should be revalidated annually.
205	Cultural Park area to be a gracious planned community of multi generational, multi ethnic, varied cost and size housing, services and amenities.
209	Assisted living
210	Would incorporate some of the above ideas with changes from several categories. Some categories too broad to really be feasible.
211	Senior living center (Affordable and with different levels of assistance/care). Keep the Amphitheater - Hire Danny Zelinski to run it properly.
213	Music venue with professional musicians
215	Listed ideas are OK for now
217	Music venue, walking trails in a botanical park, dog open run space. Hopi / Native American museum.
218	Botanical Gardens
219	Other for me is traffic management, including pedestrian control near the Y and a means to let cars heading north get past the blocked Y.
223	You spent all that money including 10 million in debt without a plan ? ? ? ? ?

ResponseID Response

227 Allow the owners/city to make a profit by building restaurants, bars, coffee shops, hotels, paved parking lots, etc. Repair and/or rebuild what what a great concert venue for national and international acts. During the morning and afternoons prior to events tourists could pay for day parking and hop on a shuttle to take them to the trailheads.

229 Renew Cultural Park as a venue for music and entertainment not housing. Improve residents' life and families ability to live here with encouraging teachers, schools and parks and recreation for kids and not dogs

232 The Cultural Park has been serving as an amazing space for locals to meet and engage with our trail system. Ample parking, an amazing network of trails, less tourists, and no business interests. If development happens on this property, I would like to see it in line with this use, and I think the remodeling the existing performing arts amphitheater should be first on the list, with additional community amenities. People like to say Sedona is animated by the arts, but it is equally animated by the outdoors. A grand concept that brings the arts and outdoors together is what is needed on this property. In fact, it's what it already is - let's just improve it. Not a housing development, not a business area, not another place for corporate interests to seize our dwindling local public assets. "Other" in this instance reflects that all other uses besides arts and entertainment venue and open space/outdoor recreation are significantly lower in appeal and appropriateness for this property

233 Go with the original plan.

234 Big park

238 As it was first intended: as a COMMUNITY and visitor outdoor entertainment venue for the enjoyment of events for residents and neighbors alike.

244 Sell it! You should have never bought with tax payers money

249 City has no business on housing. Let the market decide.

250 The city has NO business in trying to 'solve' housing issues. The RETAILERS will need to pay more for staff, create incentives to commute. Any housing solution at cultural park will degrade the neighborhood

251 Pickle-ball courts would be one of my top selections.

253 N/A

261 Other -- I don't think the City itself should own and operate "affordable" housing. Find other ways to promote private organizations to develop and administer these properties. Same for homeless shelters -- provide support but not overall ownership/responsibility by City.

ResponseID Response

264	A state of the art sustainably built senior living facility that provides everything needed to live a happy healthy life in our beloved Sedona, including dependable and excellent health care for our aging population would be a good component of the Cultural Park. With 40+ acres, additional housing for diverse groups as well as support retail and services would be a good goal for creating a great solution to many areas of concern.
266	Senior Living Complex: 1) for those wanting to downsize current home and stay in Sedona 2) complex should have assisted living wing which may also house small dementia patient rooms.
267	a homeless shelter will only increase the transient situation in our town. Without mental health providers and STRICT drug testing this would be a disaster.
270	Budget dollars should be used for improving traffic (add alternate routes)
273	Sidewalks. We also need sidewalks on streets like Coffee Pot or Mountain Shadows in order to get to Bashas and CVS.
275	Visitor RV park for units 28' or less.
281	make uptown traffic free by rerouting traffic around uptown.
282	Restore it back to the cultural park where locals can hold events and gather.
283	an open park, for walking, peaceful meditation, native gardens, and free from noise
285	Multi-use paved paths for leisurely bike/E-Bike rides and walking. Easy walking/hiking paths. Community gardening.
287	The Cultural Park needs to be brought back to life as an outdoor live music venue at the existing pavilion, artist colony, artist housing and parks as it was initially designed to be.
290	Refurbish the existing stage and have outdoor events and recreation once again.
294	Music venue like originally intended
295	Dedicated bicycle paths
300	A combination of developments that allow for a walkable area focusing on what the city does best. 41 acres can accomplish great parks, access to the trails, cultural opportunities, as well as housing and transit options.

ResponseID Response

303	There once was a beautiful live music venue that brought esteemed and world class artists to the area. Is it possible to bring this cultural feature back to our community?
306	Renovation and restoration of the Amphitheater.
309	If funds are available, I'd devote more please to secondary or neighborhood roads. Many are under-maintained. Each of the other listed tasks seem better attended to by the private sector.
311	Make part of it another outdoor music venue.
313	space for lectures on botany, ethnobotany, indigenous culture, geology of Sedona/Oak Creek area
314	First is multifamily housing included in the Cultural Park area so it is a part of the community & close to middle & high schools, & public transportation. I liked the architect's ideas of including a wide variety of opportunities & activities open to ALL.
315	City take over of airport
316	Government should stay out of real estate, and business
317	Healthcare chronic care clinic
322	Open space, easy walking trails or prayer circle, community indoor salt water pool and gym
326	Marked by mistake
330	No more development, no more government projects - Sedona is a resort/national treasure - don't develop it more Now that the city has purchased the land - it will feel compelled to develop it - this is not right - it's only going to build government larger to justify itself. We came here to admire the beauty of the area - not to develop another Prescott or such
334	Night time observatory / scenic attraction /
335	I don't like any of the other choices other than what I picked.
336	We have been promised pickleball courts. Where are they? As the popularity of the sport grows, the promised courts are now not enough and we don't have them yet. You're way behind.

ResponseID Response

337 Regarding homeless shelters: If you build it, they will come. Look at the police reports, transients cause a lot of the problems. Sedona does not have a lot of families who have lost their jobs and homes. This is not that type of community. It is nonresidents begging on our street corners. Do not invite more of them.

347 Concert venue

349 Concert venue

353 Options too limited. Where is Police? Other community services?

358 Low income multifamily and apartments based upon the LOWEST wages provided in Sedona, Open space to allow for concerts at the pavilion and walking trails. As well as parking for trail Shuttle bus. Homeless shelter or homeless services building - open 24/7 (because people might need to use the toilets at night) with toilets, shower, electricity for charging electronics, etc. and with listing of jobs, community services, and housing. Dumpster for trash. No commercial use, recreational use, or office space whatsoever because there is more than enough already in town.

363 I was here when we voted on the land trade creating Cultural Park. The only reason it passed was because the city and developer both promised it would be used for community space and never be developed as housing or a hotel. The stage should be brought back up to code, the rest left as forest and perhaps returned to the Forest Service. Many of us remember the city's promise and feel betrayed that the city now is planning on doing exactly what was promised wouldn't happen.

365 Outdoor music venue. Workforce housing near 89A and the college facing Sedona high school. Affordable spaces for the community for dance classes, and a dog-run area. Botanical garden. Hopi art museum.

371 Mixed use. Housing and affordable restaurants

374 2. Host an Architectural Competition by inviting a 'short list' of Architects and Designers. This is the most efficient, cheapest and fastest way to find the most productive use for that Site. Period.

382 My 'Other' is my issue that there is so little parking for areas where parking could easily be expanded like along #179 for Bell Rock & Courthouse or out the end of Verde Valley School Road & multiple other parking areas are too small to serve the large hiking/biking area.

388 Frisbee golf Keep the one at Posse and expand it, and put a 2nd one at cultural park. Also miniature golf with ice cream stand, and a driving range. More activities that both locals and tourists can do. Locals recreational center like the one cottonwood has and lap swimming but more lanes!

ResponseID Response

390 Outdoor amphitheater for concerts & plays. Miss Jazz On the Rocks. Also preserve open space, hiking trails.

393 There has been a shortage of warehouse space in Sedona for more than 20 years.

397 Improve and manage Sedona Community Pool one of /Sedona's neglected most treasured recreational facilities.

401 Affordable artist studios

406 We need the parking garage built in Uptown! Shame on the city for not finishing this desperately need parking structure. No to cultural park.

412 Return to being a live music venue

415 First Priority: High-density housing... so young families can work AND LIVE in Sedona, #1 Sedona problem (after "overtourism"). Broadband - Fiber to the Home (FTTH) enables all Sedonans to be in the 22nd century and has a 20-30year payback cycle (versus 5G wireless which is spotty and has a 3-5 year lifecycle).

417 Install rain gutters on uptown businesses

429 Maintain trail heads

430 Concert space

443 Low cost housing.

444 Music

446 A 2nd Frisbee golf course. A miniature golf course. Climbing gym. Golf driving range.

449 I would like to see the amphitheater brought back to life. That space has so much potential to bring in artist from all over the world. Would be a shame to see it torn down

451 A shared outdoor food truck pavilion with a stage. A great example is the one in downtown Moab called "Moab Food Truck Park". It would provide a wide array of affordable food options, as well as give locals a great opportunity for self employment/expression of culinary creations. A stage in the middle would allow it to be a place to host live music/festivals/markets as well. After living in Sedona for 3 years, I really feel like Sedona is missing a gathering space that is diverse in events held.. somewhere you go & it just feels lively!

ResponseID Response

454	Other could be included in #3. Less roads and concrete. Utilize paths and green spaces with trees and natural vegetation to connect whatever is built.
456	keep the music venue and contract it out to a real promoter
459	Amphitheater for live events
460	Venue for concerts, plays, theatre only. NO COMMERCIAL DEVELOPMENT FOR BUSINESSES, SHOPPING OR HOTELS!!!
462	Other: refurbish current amphitheater or tear down and build a new venue that can accommodate multi-use like concerts, events, weddings & parties.
463	Other=Paved Biking trail for cyclists, runners, joggers, walkers with 15+ miles of paved trail from Sedona to Cottonwood off of 89A. This trail would be in nature and for the purpose of exercise and those that could commute via the bike path.
464	Keep this money in the locals hands. The community would be so much more supported with affordable housing for the job market. We need to sustain our community with security from the city instead of established resentment. We have parks, we live in a giant park with trails. Cottonwood has plenty of space for business offices. Do not make this place more STRs because what's the point of adding more traffic to our current disaster of road rage and traffic. Support your citizens, not your tourist money makers. Do the right thing Sedona!
467	Theatre for stage plays.
474	Disc golf Course 18 holes
478	Anything Other than conference or business center, shops etc - ideally open space with use (some improvements) of existing structure for music and entertainment venue
480	Peace & quiet at night. Fund nighttime noise enforcement
481	Performance arts venues
483	Live/Work space within a park setting that has amenities of Indoor Rec center available to all Sedona residents, neighborhood store, coffee shoppe, etc. That is open to residents only. There are plenty of tourism spaces.
485	Leave it as open space and bring in concerts
486	N/a
487	Out door concerts. Open space. No housing.

ResponseID Response

488	Concert/performing arts venue
489	Music center/ art festivals etc. A gathering place for businesses
493	Centralized trailhead access
498	I have heard that noise may be considered an issue, but that is truly an amazing and beautiful venue for events/concerts. Have parking, bussing, and possibly a campground to reduce the additional congestion. It would be a sad waste to have the amphitheater not utilized.
507	This is the best & most easily accessible sunset view in the town, Whatever you do, there should be public access and parking for both locals and tourists, especially since other views are being cut off for the public. I would support an entertainment area like there was before - only with better management and public parking for the view to the west.
508	Cultural Park to remain open space.
511	I support neighborhood commercial IF it's done with a master plan to characterize the look, feel, and user experience. It could work well with housing. I also support a conference center because of the economic benefit of bringing in big conventions.
513	This could be part of Parks, but there is no sense of community in Sedona. There is no local park/gathering place/town center. It's all about tourism. Maybe the new Cultural Park will fill his bill.
519	"other" to me is a homeless shelter outside the city limits on the property owned near the water reclamation facility. This gives our police dept a place to direct people to, and keeps homeless encampments outside the city.
523	Keep it as it was originally designed. Concert venue with housing community with shops and resturants
525	NA
530	Return it back to a cultural park with a music venue. Return it to the vision that the architects wanted, but with work force housing and possibly an art museum.
543	Affordable/workforce Housing
557	Sell the cultural park to a development company. With the provisio that they develop it as retail commercial and they will restore the cultural park venue. The City should not be in the commercial property business.

ResponseID Response

560 Why does it have to be cultural parks instead of community parks? Look at the Prescott AZ Model a town square! (north side of 89A next to Safeway store)

564 City Control of Sedona airport

568 Hiking trails

571 Bring in some great entertainment

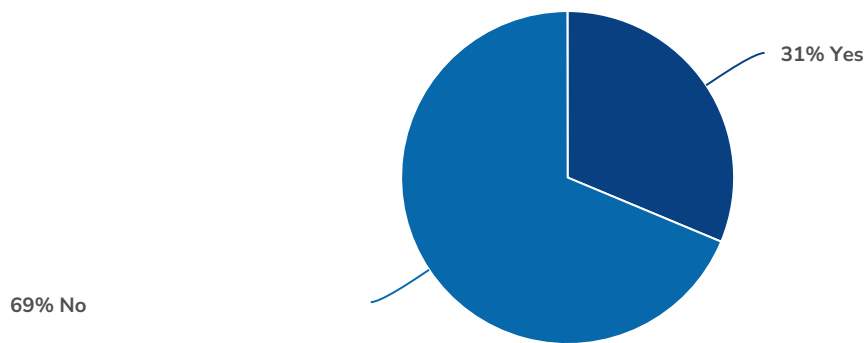
575 Outdoor concert venue utilizing the existing stage.

582 I would like to see it used for cultural activities: concerts, festivals, school programs, theatre, educational events.

584 Why would this only apply to the Cultural Park area?

585 Preserving the environment, ecology, and natural history of the area.
Preserving existing hiking trails.

3. Neighborhood Street Connections
 The need for more neighborhood street connections is included in the City of Sedona's Transportation Master Plan and is also included in the emergency evacuation planning efforts. In the past, this initiative has been put on pause but with current concerns for increased safety and for resident convenience, the City would like to revisit resident interest. Question at hand: Do you support additional street connections in your neighborhood?



Value	Percent	Responses
Yes	31.3%	206
No	68.7%	453
		Totals: 659

4. Question at hand: If you said yes to question 3, provide the neighborhoods or street names where a new road would be helpful in any capacity.

ResponseID	Response
5	Northview to Sunset, Birch to Panorama, Palisades to 179, Chavez Road to 179, Schnebly Hill Road to north of Uptown on 89A (dream world)
8	1. A crossing over the creek at lower rock road.
10	Crossing at Lower Red Rock Loop Road
11	Complete the SUP from the library to Navoti and 89A.
13	thunder mountain road could go further than coffee pot.
15	unsure
17	Please, no new roads!!!
21	Connect Navoti all the way to Dry Creek Bypass around Uptown from Soldiers Pass to 89a North Connection from Verde Valley School Road across Oak Creek to one of the Red Rock Loop Road off-shoot roads
22	Uptown West Sedona to the village
23	A connection from Rolling Hills to Mormon Hill as an alternate route available only in emergencies (accident at the Y, evacuations, etc) would be helpful. Note that since road maintenance is funded by residents (rather than the City), a permanent connection doesn't seem fair. In general, any connections facilitating travel parallel to 89A would be helpful.
24	1) Yule Ave to Panorama Blvd (Purchase empty lot at 670 Panorama Blvd) 2) Continue Carruth Dr past school through 205 Zane Grey Dr
29	Mountain Shadows to Soldiers Pass
31	Just imagine had you done this when things were 60% cheaper. The more you drag your feet the more it costs. Stop listening to deranged right wing big mouths.
37	Sidewalk Priorities - Andante from Sanborn to 89 - complete Coffee Pot from Sanborn to 89

ResponseID Response

38 There should be a bridge over Oak Creek to facilitate getting from Sedona to the VOC. Although many people do not want that for various reasons it is the only solution that would facilitate people evacuating during a major fire that blocks the roads we have now. What do we do if 89 is blocked? Send people up the firetrap that is the canyon?

39 A secondary road around tlaquapaque and the 179/89 roundabouts. It's as bad as Aspen's 82.

42 Mountain Shadows road to airport road.

44 There needs to be a connection between VOC and Sedona. There needs to be another route for the two areas to connect easily - for fire, for emergencies, for traffic congestion.

45 Don't know

46 exiting Chapel Road area to route 179

47 Kachina Sub to Las Lomas/Quail Run Grasshopper Flats to Sunset Dr.

48 Uptown to Posse Grounds area

51 West Sedona: Through from Northview to Sunset

52 Any community that is blocking a way to avoid the TlaquePaque area to get to West Sedona

53 Northview?panarama to Sunset

54 What if I answered "NO". That answer needs a valid explanation and should not be overlooked. These neighborhood street connections only increase traffic(cut through) in the neighborhoods and add to congestion and safety issues in our quiet neighborhood. This is also an invitation to unwanted elements cruising the neighborhoods. Why not work on making the traffic signals work better on the major roads.

55 Madole Road: Bring it and other similar non-city-maintained roads within city limits up to standard and maintain. This is not a private road and is in the heart of west Sedona, doesn't make sense that the City doesn't take any responsibility.

56 Improve and maintain all roads such as Madole Road which are designated private but are not private as they are open to the public. They should have been grandfathered in when the city was incorporated in 1988. We pay taxes and should receive city services.

ResponseID Response

60	Neighborhoods that are isolated, generally providing only one method of egress (i.e. Soldiers Pass, Kachina, etc.) create a serious risk with respect to being able to evacuate in case of fire. These should be a priority. Other connectors to enable residents to avoid driving on 89A should also be a priority.
62	Any and all would be helpful to keep people off 89A.
63	Uptown to West sedona
67	Roundabout at Emergency Center opposite Foothills South.
69	I'm not sure exactly where at the moment, but I support the connections and understand this may mean a connection in my own neighborhood. Walkability (off of the main busy thoroughfares) is important to me as a young family.
70	Continue Thunder Mt /Sanborn thru to MountainShadows.
77	I answered yes for connections but not roadways. No more cars. We need way more bike lines and pedestrian walkways that are ADA accessible.
78	Need bicycle route in West Sedona (Dry Creek Rd to Shelby) south of 89 for safety to not ride on 89 ,also safer ways to cross 89, intersections with lights are dangerous
79	Coffee Pot/ Sanborn to uptown
86	Verde Valley School Road to West Sedona connection
87	Connect the Thunderbird/Roadrunner neighborhood to the Arroyo Pinion/El Camino neighborhood.
88	Verde Valley School Rd
89	Bridge across oak creek by red rock crossing
91	I don't see the need to increase connections - i DO see the need to widen and make existing secondary roads safer for pedestrians. Some of the existing older neighborhood roads are very dangerous for pedestrian use.
93	Owenby road to the northern most roundabout in Uptown should be a two way street. Toll road/connection VOC to Loop roads. Reduced/annual rate for local/residents. EXPENSIVE for tourists in order to discourage private vehicle transportation, encourage PUBLIC or ACTIVE transport, and funds collected from toll should be designated to mitigate the environmental impact of tourism to oak creek

ResponseID Response

95	Parallel to 89A exiting into Sunset
96	Tanager Ln. --> Panorama Blvd. Oak Creek Blvd. --> Rockridge Dr.
97	All neighborhoods should be connected with each other.
101	All areas should be explored for street connections. The needs are greatest in West Sedona, on both sides of SR89A.
102	Add shortcut to Brewer Rd. off of East bound 89A to reduce back up traffic.
109	I don't support new roads but multi use paths for bikes and pedestrians
110	Alternative connections along the west side to up town corridor
111	Connect Soldiers Pass Road to Uptown through the Coconino National Forest
115	The Forest Road connector being built now is exactly what I would have described for our neighborhood. I would support more roads like that but I don't know enough about what can be done to make a suggestion.
119	Connect West Sedona to VOC with bridge over Oak Creek. This would eliminate a lot of uptown traffic congestion.
120	Not sure, but whatever makes sense, I would support.
126	Road connecting Soldier Pass with upper west Sedona around the school.
127	Bike friendly way from y to high school
129	I would support additional street connections that make a significant improvement to the overall Sedona emergency evacuation plan or significantly improve traffic on 89a or SR179.
130	We desperately need a connector from VV School Road to RR Loop for emergency evacuation. We are a Paradise, CA situation waiting to happen. "Not in my back yard" is irrelevant when lives are at stack.
132	No new roads. Just manage existing roads to facilitate evacuation. (Make both lanes thru West Sedona and down 179 one way during evacuation.
137	There needs to be a connection from Thunder Mtn Rd and Sandborn to Soldiers Pass Rd.

ResponseID Response

138	Connecting 89A to 179 via red rock loop area, or alternate connections to stop jamming up the roundabouts for travel to/fro Phoenix airport. Bypass of uptown for 89A travel to stop jams to/fro flagstaff. The above are making traffic untenable for residents just living here trying to get between local businesses.
141	Verde valley school road to west Sedona for emergency access
145	Broken Arrow is in the middle of National Forest.
147	Sedona shadows/Sedona hills. There is only one road out for over 400 homes - a disaster waiting to happen in a fire
153	Road from airport road across to Sunset.
155	More direct routes behind 89a on both sides to facilitate residents' ability to do errands and get places while staying out of traffic. Also, a direct connection from west sedona to voc, avoiding 179.
157	Another street parallel to 89A and to 179 near Tlaquepaque somehow
158	No, not necessary in my neighborhood. I believe connections are essential in West Sedona, or any Y or Uptown bypass from 179.
159	Street connections SHOULD ONLY be acted upon with the MAJORITY of stakeholders who own property (not rent) who will be directly impacted. This is not something that should be undertaken without the express consent of people already living in the affected areas.
164	The cost for this project is not justified. The SUP thru the Library has narrowed exit from the parking lot. SUP thru Thunder Mountain area has created exit issue for homeowners and decreased property values.
166	No new roads to restrict traffic but better local public transportation
167	89a from airport rd. to ranger rd. is horrible uphill or downhill if you are pedestrian or bicycling. The bike lane is narrow the cars pass frequently less than 3 feet at speeds 50mph or more sometimes swerving in to the bike lane. There should be a separate path for pedestrian and another one for bikes. Car speed should be slowed down. There no sign for merging bikes and no way to get off the road at ranger rd. Very dangerous speeding cars and trucks cut you off and force you to ride to close to the curb.
169	West Sedona
170	1. Verde valley intersecting bridge at red rock loop 2. Jacks canyon road and Lee mountain road should be 4 lane roads from 179 to pine valley.

ResponseID Response

174 From Posse Grounds to West Sedona

185 Soldiers pass to get to VOC

186 Brewer Road Rolling Hills to Mormon Hill

187 Bypass into uptown near the post office. Bridge across Oak Creek off the Lower Red Rock Loop Road

189 It's very telling that the City only wants explanations for a YES answer. If you were truly "listening to residents" like you constantly brag about, you'd also want to know why they chose NO. In fact, if you were truly listening to residents, #3 would not even be on this survey since residents made it very clear 5 years ago that they did not want this vandalism of our neighborhoods. In short, butt out!

190 Power Station Road in Uptown to Soldiers Pass Road, keep trails, by making tunnels or bridges over or under road.

191 From Kachina to Bristlecone Pines

192 Finish Forest Road

194 South of 89A in West Sedona that connects south down to VOC and evacuation route out of Uptown

197 Verde Valley School Rd to Red Rock Crossing, Schnebly Rd paved

199 It doesn't really have any merit in my Jordan Park neighborhood but certainly is practical north of 89A west of Airport Road.

202 Leave our homes alone and the property around them. If you have to connect something connect commercial properties on 89A

203 None. Zero. Absolutely none! Especially now with increaching crime. The city doesn't adequately maintain the streets we have, let alone developing new streets. Most importantly, this is an example of the city not listening to residents. When Neighborhood Connectors were originally initiated, resident opposition was strong. It was only then that the issue of safety was raised as justification. But pushback and opposition was still so strong that the then city manager finally conceded - but still residents didn't accept this and Mr Clifton spoke forcefully in a city council meeting to try to reassure residents that the city had heard them. He tried to convey that this would be dropped, but his language left it open for the future - and here we are again. This is one of the biggest reasons for distrust of the city among residents.

209 A through street connector south of 89A from Airport Road to Dry Creek Road intersection

ResponseID Response

211	Birch Blvd to Panorama Anything south of 89A
214	Bypass the uptown traffic and the roundabouts uptown
215	Just connect the roads east and west of 89A so local traffic doesn't have to use 89A.
217	I am not sure.
222	2 Lanes between VOC and Sedona each way
223	This will increase speed - children play out front
226	Red rock crossing. Ross Rd. & Sunset
227	The Forest "loop" / Emergency Access road to 89A is GREAT, but there should NEVER be a parallel road north of 89A connecting Uptown to The Posse Grounds going behind the power station! I saw mention of the possibility of one last year and it is the WORST idea anyone could have! OMG NO!
228	Red Rock Crossing Chapel Make Schnebly usable by visitors Brewer
229	Please connect 179 with 89A to Reduce the traffic problem at the Y. The Forest Rd helps but we really need a connection between 179 to West Sedona It will cost a lot but will save this city. Please look for an alternate route and save our City!
230	We have one already but what about the south side,of 89
231	Connect Panorama through all the way from Nothview to Airport Mesa (or go all the way to Shelby). Connect Brewer Road across the creek to 179 with a bridge somewhere like Blackhawk over to Oak Creek Mobilelodge. Some safer way to bike from Airport Mesa to 179 without being on scary Cook's Hill and past Tlaquepaque would be great!
232	Airport Rd to Shelby Brewer to 179 (across creek) Schnebly to Oak Creek Canyon (across creek) Uptown to Soldiers Pass Soldiers pass to Mountain Shadows
239	Kachina neighborhood has only one point of entry and exit onto dry creek road. Any connection to the south or west will be expensive but is necessary. Do you remember when the gas line was cut at Thanksgiving some years ago and Kachina residents were stuck for hours. It happens every year for the marathon too. An alternate access is important
244	Open red rock loop road for locals

ResponseID Response

245 Sidewalks along Mountain shadow drive and coffee pot road

249 Uptown bypass

251 A road at red rock crossing for locals to use would be extremely helpful. If there was a way to make it gated and have resident buy a yearly pass it would keep traffic down but help locals.

253 N/A

254 Connect Jordan Rd to Soldiers Pass Rd.

255 Get from Coffee Pot east and west from north of 89a

264 In West Sedona the areas off Thunder Mountain, Sanborn from Mountain Shadows to Dry Creek have many roads that do not connect. Also, we need a bridge over Oak Creek around Airport Mesa so medical and other vehicles can get to people to save lives. We need a road from west Sedona to 179 to bypass uptown and reduce congestion in addition to creating paths for emergency vehicles.

267 People look at traffic flow when they buy a home and don't want their neighborhoods to become throughways. I would rather spend an extra 5 min. in traffic than increase neighborhood traffic.

270 Road to cross of creek between VOC and West Sedona. Bypass from Schnebly Rd to uptown.

271 A route connecting Mtn Shadows Rd to Soldiers Pass Rd. A route connecting Saddlerock Circle to Arroyo Pinion Dr.

281 I believe we need a route from 89A to 179 in West Sedona. We need more ways to get around. As it is there is only one route to the Village which is frequently a problem.

282 South of 89A connection with bike path, like what was done north of 89A and Sanborn.

285 Some connector streets needed behind Wallgreens, Thai Fresh and Natural. Additional round a-bouts on 89a in West Sedona would help bring incoming traffic to the lower speed limit and provide a safer environment for drivers and pedestrian's.

288 Connect Mountain Shadows Dr to Payne Pl Connect Verde Valley School Rd to Red Rock Crossing Rd or Jones Lane

289 bridge over Oak Creek to Verde Valley Road

ResponseID Response

290 I support some of these connections. I think that West Sedona Neighborhoods need more connections. It would give locals more choices than just 89A. NO to Uptown and Brewer because connections will not make a difference in these neighborhoods. with the exception of the Forest Road connector. No more building anything in Uptown!!

296 connection for Uptown to bypass 179 - 89A and get to West Sedona. Aware that this is being worked. Needs highest priority!

299 An outlet from the top of Navahopi towards the "Y" to provide an alternative to all traffic dumping down to Jordan in case of emergency evacuation.

300 Kachina Drive - One way in and one way out

301 Re-open red rock crossing bridge and make Schnebly road usable.

306 Almost everywhere.

309 From High School to Village, at Red Rock Crossing. Althol am not familiar w/ other proposed locations of new connections, but do believe many neighborhood road could use improved maintenance & repaving please.

314 Sidewalk on Andante and then the most efficient way to connect the many streets in Harmony Hills to either Andante or Sanborn. The streets that come off of 89A such as Willow Way but do not connect with Panorama Blvd to get back to 89A. is another area. Those streets are narrow so that is a challenge.

316 Sedona is a natural area to be preserved not developed further

317 Back o beyond to Cresent moon

320 Anything between 179 and West Sedona to get out of roundabout traffic.

321 South side of 89A needs more connectors. The existing connection along Thunder Mtn/ Sanborn is needed and well used, but once it reaches Coffee Pot Dr, it turns into a maze of roads as it attempts to stretch east. Changes to this area would be extremely helpful. Finally, any way to circumvent uptown to go from Oak Creek Cyn out to VOC would be helpful also. Something that crosses the creek and ties into the bottom of Schnebly Hill Road and Rt 179.

322 No

326 Better connection between Rodeo and Andante

327 Coffee Pot Neighborhood 89A into uptown Another connection between Sedona and the VOC

ResponseID Response

334 A bypass between 89a and Uptown

346 Hohokam to Bristlecon. The Kachina neighborhood has a single ingress/exit point that has been blocked before by an accident that cut off the neighborhood. There is an easement for the gas line already present that used to be open to pedestrian use, but has been blocked by homeowners. Opening this for pedestrians, and having a provision for emergency use, would be both useful and improve safety.

349 Uptown to soldier's pass to bypass tourist travel

353 The question is too limited. Don't make residential streets into highway bypass zones.

354 Additional exit to Rolling Hills Estates housing

356 Birch Blvd connection to panorama. Dry creek road connection to narvoti. Lower red rock loop connection to verde Valley school road

358 Build a bridge/road from Doodlebug Road or Oak Creek Cliffs Drive up and over to Airport Road before Chimney Spire Road where it curves to go up to the airport. Plenty of space to put it in so it would not impact the houses built on Mingus Mountain Road. Something is needed for residents to use to get to and from I17 and West Sedona where they won't get held up in or contribute to the traffic at the Y and Tlaquepaque with tourists heading to Uptown and 89a north to Flagstaff! Answer for question 6 - not unless residents are able to get the service for \$20 a month or less. With Airbnb and VRBO paying substantially more as they are a business!

365 1-7.

366 Five years ago the people living along the route made it clear they don't want this. LEAVE US ALONE!

370 A resounding NO to street connections on Carol Canyon Drive.

371 Another route around Tlaquepaque

380 1. Emergency evacuation (option other than 89A) from W. Sedona west out of town. (priority) 2. West Sedona to Y (area of post office) and Uptown

388 Birch/willow to Panorama connector. Dry creek to narvoti. Soldiers to Jordan. West Sedona over river to verde Valley school rd.(at a minimum a road bicycle and foot bridge.remember not everyone rides a mountain bike many ride road bikes that can't handle dirt tracks).

389 Emergency evacuation routes to alleviate 89A,

ResponseID Response

390	Some way to get from West Sedona to 89A northbound towards Flagstaff without going thru Uptown. How about connecting Schnebly Hill road to I-17 as an alternative to bypass Uptown?
391	Road that connects West Sedona to VOC bypassing Uptown traffic
395	Uptown, red rock crossing, pave schnebly hill, some sort of connection between the Tlaquepaque area and airport road area.
406	Extension of Forest road to 89a
415	My neighborhood is fine. Others need some help.
417	No
419	Connect El Camino Grande to Arroyo Piñon. Connect El Camino to Deer Trail. Connect Carol Canyon to Canyon Wren/Prairie Falcon. Allow foot traffic through SunsetMobile Home Park and other "gated. Communities"
421	Any route to uptown besides 89A
425	I say we should build a double decker road. Doesn't have to be too long say maybe from Morgan Rd to over by Mariposa. That way through traffic that wants to go from the village to cottonwood and vice versa can use the upper deck. Maybe just leave the bottom road the way it is or you can build a monorail system to take folks to uptown.
426	We need 2 179 to 89A connector roads like 20 years ago. This has to happen. I have no idea how but it must be a priority.
428	Continue Thunder Mountain Road to Cultural Park and/or Uptown
437	All the east/south roads from Sunset to Airport road.
438	More roads out of Sedona in case of emergency evacuation and to alleviate traffic.
444	Not any in particular
446	Paved way from dry creek road to narvoti drive for road bikes. Paved way from soldiers pass to jordan for road bikes. Neighborhood layouts are a disaster and force everyone to use 89a, even road bikes and walkers are forced to use it because nothing connects. Willow way to panorama to saddle rock.
449	I live in the coffee pot neighborhood up on Lipton, what I would like is a full bike path / bike road out on dry creek road

ResponseID Response

450	Upper Red Rock Loop Road to Verde Valley School Road
451	Designated bike lane on the 179 connecting uptown to the VOC. There's already a shoulder but it doesn't feel safe when you're biking. If it was a designated bike lane with little concrete barriers like you see in cities such as Phoenix, that would be awesome & I would often choose biking to the VOC instead of driving. This would also be great down dry creek in place of all the cars parked on the side of the road.
454	I would be open to thoroughfares for biking and walking across neighborhoods. Less interest in adding more concrete solutions.
455	Connection to RRLR from Turkey Creek. Connect Schnebly Hill to 17 with TWO lanes leaving two, only one lane in!!!
456	extend forest road as is being done.
459	Uptown
460	Connect VOC to West Sedona thru Chavez Ranch once and for all.
462	It's telling that the City and its council are ONLY looking for feedback from those who replied "YES" to the "Neighborhood Streets Connection" question. This connection initiative reminds me of the following quote: "The nine most terrifying words in the English language are: I'm from the government and I'm here to help." - President Ronald Reagan The fact that for a number of years the City effectively supported the increase in the 89A traffic problem through its past financial support of the Chamber of Commerce and Tourism Bureau via their destination marketing efforts along with the City's past "bend-the-knee" approach to both in- and out-of-town business owners who don't seem to care that our Sedona subdivisions/neighborhoods are already being inundated with transient "neighbors" via an out of control Airbnb and VRBO "neighborhood hotels" market, it's mind-blowing that the City is considering to ease a traffic problem that the City itself partially helped create on 89A by propos
463	All neighborhoods where the only way out is 89A.
465	East side of 89A in West Sedona...Saddlerock over to behind Harkins..parallel 89A.
467	Connection from Loop Roads to VOC.
474	Side connection from dry creek to narvoti. Connection from lower red rock loop to verde Valley school road.

ResponseID Response

477 Just please have more bike lanes and public transportation. If you are discussing emergency evacuation plans please consider how beneficial people using public transportation instead of being addicted to their cars to such a point they can't see that a bus that can fit 50 people on it will be able to move more people efficiently, than 50 people individually getting into their cars and clogging up the roads.

485 Yes, a road (new bridge) from Verde Valley School Road to Red Rock Park. If the concern is really 'safety' here, then give us another way out if there is a natural disaster, besides 17, and 89A. Stop the studies and just do something

486 Thunder Mountain Rd- it would be nice to get past the Y to go to Flag without having to go through uptown.

487 Bike and walking only.

488 I would like to explore the addition of an "emergency use only" exit/entrance from Coronado Trail to Apache.

489 Village to west Sedona access.

490 Rolling Hills

493 Connect Little Elf Lane to Grasshopper Lane.

498 I live on roadrunner road. The farthest east I can get is 2 blocks to Sunset. If there was a connector to the east of sunset that would be helpful to get to banks, whole foods, etc.

509 Lower loop to verde valley rd

510 Upper Chapel and lower Chapel neighborhoods

511 Is it possible to connect the Upper Chapel and Lower Chapel neighborhoods with a street other than Chapel Road?

519 I can't think of anything right now, but I know there are neighborhoods that require long drives around to get out, like the area below Airport Mesa.

530 Finally build a crossing on Oak Creek from the VOC to Red Rock Loop Road. Enough pandering to the NIMBYs in this town. Take some initiative and make the bold choices that need to be made.

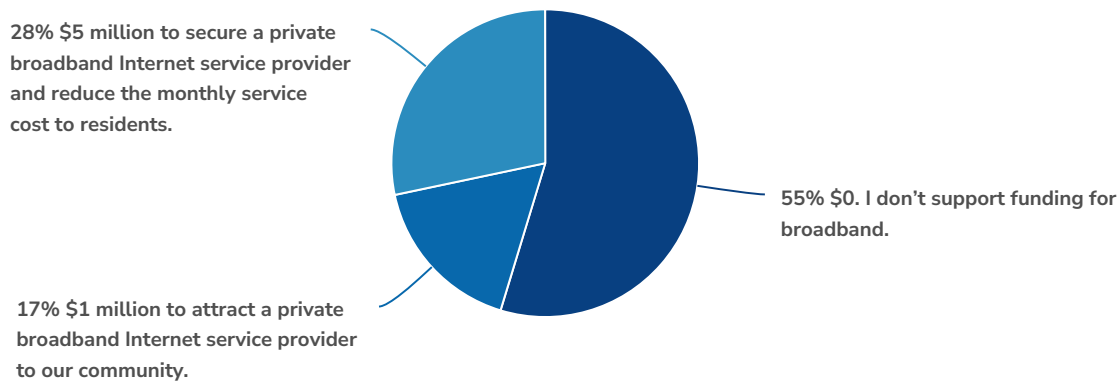
533 Potential alternate routes to bypass congestion on 89A in West Sedona during busy times.

535 Street connections south of St. Rt. 89A from Sunset Park to Airport Rd.

ResponseID Response

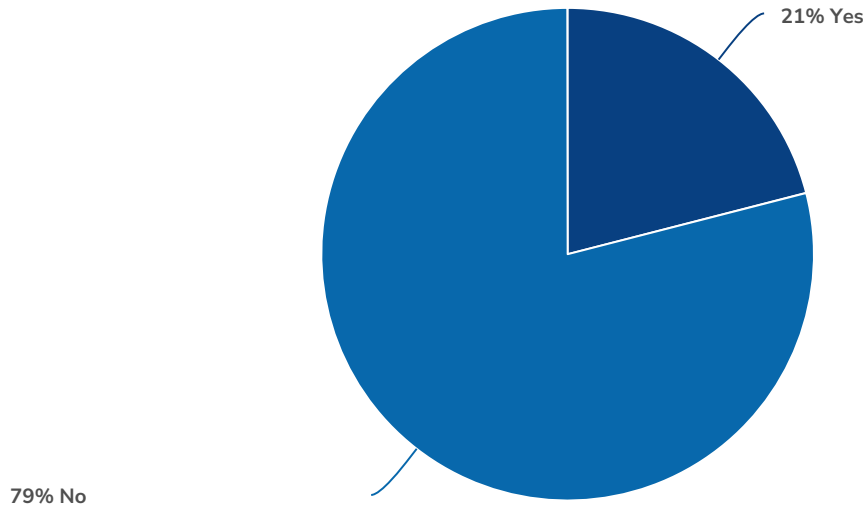
555	Solders pass road with Sanborn
556	Provide separate bike pathway along 89A and around the roundabouts so that bikers can navigate the city without a car. Continue pathway north or south of 89A to provide safe transportations routes to walk or bike
566	Tough to connect Casa Mañana and Mystic Hills. Our neighborhood has only one access and egress road, but it would involve major excavation. Maybe when they put in the sewer we were promised decades ago.
568	Uptown
574	all over the city. most towns/cities have blocks that connect all streets to aid in movement of traffic and emergency vehicles.
575	Connecting Uptown Sedona to west Sedona bypassing the roundabouts at the Y.
579	West Sedona connection to the Village of Oak Creek
582	1. Uptown near the first roundabout as you approach from the canyon to 89A west of the Y 2. Verde Valley School Rd. to Loop Rd across Oak Creek
607	Shelby Road to SR 179. Will give locals a direct route to West Sedona and less traffic at the Y.

5. Improving Broadband Improving broadband access and quality (faster and more reliable Internet) is an identified priority for the City Council. Question at hand: What level of funding do you support in bringing accessible quality broadband to Sedona?



Value	Percent	Responses
\$0. I don't support funding for broadband.	54.7%	358
\$1 million to attract a private broadband Internet service provider to our community.	17.0%	111
\$5 million to secure a private broadband Internet service provider and reduce the monthly service cost to residents.	28.3%	185
		Totals: 654

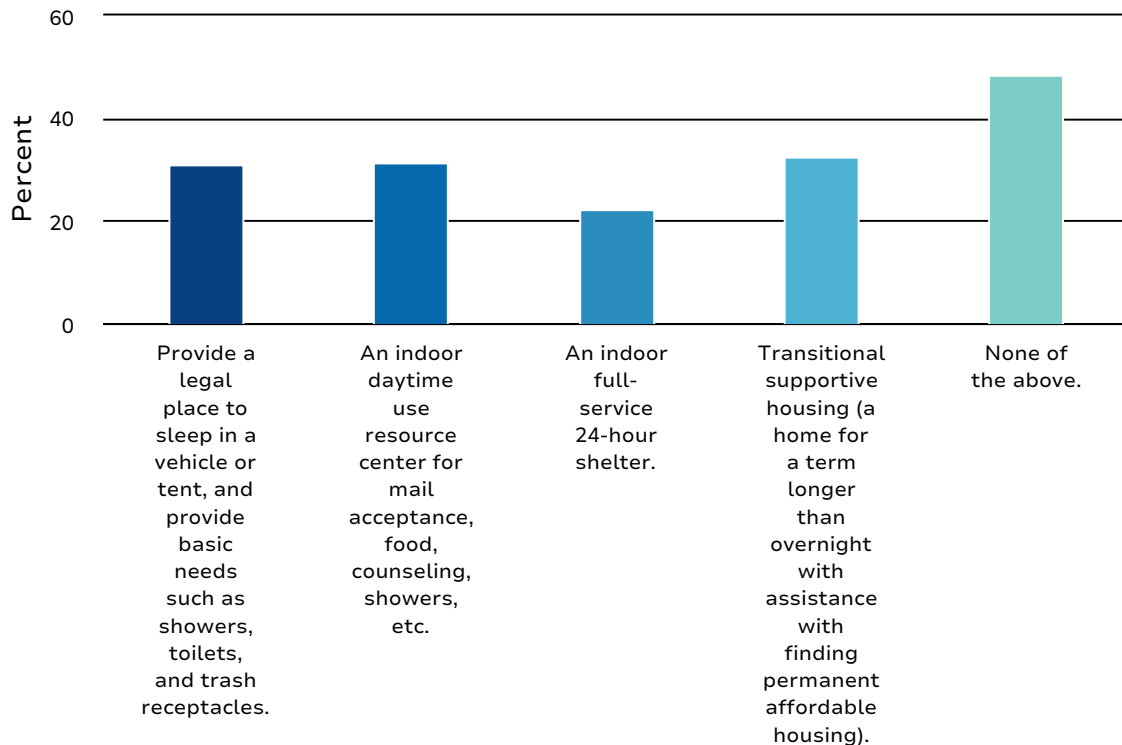
6. Improving Broadband part 2 Question at hand: If the above referenced private Internet service provider options are not possible, would you support spending \$20+ million for a City-owned broadband network/utility?



Value	Percent	Responses
Yes	21.0%	136
No	79.0%	511










Totals: 647

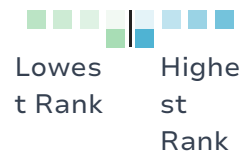
7. Homelessness Addressing homelessness has been identified as a priority for the City Council. Legally, the City cannot prohibit camping or sleeping on all public land if there isn't a sufficient overnight shelter available. Additionally, some local workforce have been displaced and have become homeless. The City is exploring solutions to help those experiencing homelessness. Question at hand: Which of the following options would you support? Check all that apply.



Value	Percent	Responses
Provide a legal place to sleep in a vehicle or tent, and provide basic needs such as showers, toilets, and trash receptacles.	31.3%	207
An indoor daytime use resource center for mail acceptance, food, counseling, showers, etc.	31.5%	208
An indoor full-service 24-hour shelter.	22.4%	148
Transitional supportive housing (a home for a term longer than overnight with assistance with finding permanent affordable housing).	32.8%	217
None of the above.	48.7%	322

8. Sustainability and Resiliency In 2023, the Sustainability Department is looking at ways to expand programs and opportunities. Question at hand: Understanding that we need to protect our resources, while also adapting to and mitigating the effects of our changing climate, rank the following in order of importance for City funding.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Open space land and creek preservation	1		4,743	592
Water conservation and education	2		2,921	388
Seeking renewable energy opportunities for the community	3		2,035	322
Food security for all residents	4		1,819	324
Waste diversion	5		1,578	300
Community outreach, events and education	6		1,378	288
Public electric vehicle (EV) charging infrastructure	7		1,362	292
More rapid reduction of carbon emissions from city buildings and vehicle fleet	8		1,279	280
Other	9		646	120



9. Question at hand: If you ranked the "other" option in question 8, please describe your idea(s).

ResponseID Response

11 This is a seriously deficient and dangerous question. The ranking of projects should not be based on resident preference, but on the maximum impact/cost on climate change. Our Sustainability Department differs from other city departments in this very important way: they need to tell us what the priorities need to be and the cost necessary to execute those priorities to meet our CAP commitments.

12 No one likes to see homeowners insisting on maintaining grass lawns in the dessert, yet there they are, as water becomes a more and more pressing issue. When will the City take action on this? Just because we are not at the point of desperation, doesn't mean we should ignore misuse of water.

13 there is a difference between caring about our resources and wasting taxpayer money on pretending to mitigate effects of a "changing climate". Pushing EV technology which is not ready to be a primary source of energy at this stage is a waste of time and resources. "Climate Mayor" - what is this doing for Sedona?

17 We LOVE our wildlife and our trees. Please put codes in place so developers cannot destroy all the trees and shrubs (as they do now) and make them preserve some unfenced spaces where animals might roam.

19 Sell city assets and get the city out of the land and building purchase business. Safety and security only.

26 Mandatory recycling and composting in Sedona. One trash pickup company. Any new buildings energy efficient.

30 I would like to see the elimination of propane tanks, and get the City to at least make natural gas available to all residents.

31 Rush forward for public transportation that is focused on locals, yet helps tourists.

34 Improve the quality of bike lanes. Sedona has active residents and guests. More should be using bicycles as a transportation means

37 Creating more ways for residents and tourists to get out of their cars- biking, walking, transit. E.G., The only way to get to Sedona is by car. How about motivating a bus service operator to provide bus service from Phoenix to Sedona?

39 .

41 Model recycling on programs that work. Be smart.

ResponseID Response

44 A lot of these issues, are not city issues to address. They are free market issues and will take care of themselves. The main priority should be preserving open spaces and what makes Sedona, Sedona - the beauty and nature around us.

52 Reduce tourism and its effect on OUR environment due to lack of respect for OUR home

54 The City should not be acting like a large city. We are small and now smaller still. Our impact is very low and most of the above items are all feel good and "woke". Please stop that and put our monetary resources to better the community in practical ways. Emissions are being reduced in other ways through Federal regulations. Help Sedona by educating the tourists on being stewards of the land and city. Handouts are a form of socialism and let's not go down that rabbit hole. People say the residents don't pay taxes here. Well, every time I buy something in town or online, yes, online, I pay local taxes to the max. Please remember the locals pay a good portion her too!

58 Tourism impacts and reduction.

60 n/a

64 No

69 A shift in verbiage from 'sustainability' to 'resiliency' in order to refocus community and resident attention away from what has become a sometimes controversial term and emphasizing the community aspect of this resilience.

71 Would love to see a plan for gardens and food sovereignty for Sedona and the Verde valley

73 Requirement to recycle green wastes on site or at a local composting facility. Habitat for Humanity "Restore" for reuseable building materials. Increased enforcement for pet owners to pick-up after their animals.

75 City-funded weatherization experts available for consultation and referrals.

77 Just want to say you all are doing good work with the shuttle system. It's hard to make tangible change and we appreciate the work that went into it.

ResponseID Response

78 How about the city being sustainable with their own projects and parks? The most "beautiful place on earth" is being ruined by its own government with the insensitive, ignorant, old school approach to public works projects. Is the city too cheap to do it right? How is it that the city is known for strict rules about colors, signs, etc then they blast through a hillside for Owenby Rd (that no one uses) and leave it as is for the weeds to "beautify" it. Posse Grounds park is being destroyed to build parking, pathways, disc golf for tourists when it was a locals park to get away from tourists. Probably the worst public works project is the city's destruction of the wash next to Tlaq (concrete ditch?) - what is this, the 1960s? Bulldoze and pave over everything? Then the cherry on top is to leave the concrete construction barriers as the finishing touch? Even city hall could be a better example of Sustainability and demonstrate with native, low water landscaping, green building, etc.

84 Only the individual person can make effective, sensible stewardship choices. Electrification of the motor vehicle fleet is short-sighted, and along with other unsustainable electromotive conveyances, will only exacerbate power shortfalls. The City should consider Total Cost to the Environment of vehicle electrification, considering that APS is OUR ONLY PROVIDER of energy, as well as long-term health affects of electromagnetism on human cellular physiology.

89 Do not buy into electric vehicles are cost effective and safe for environment. Just the opposite and a danger to our first responders!!! Where do you dispose of batteries after life cycle? What about thermo runaway fires????!!!!

91 More effectively manage the tourism trade to manage the number of visitors per day. We've "too succesfully" promoted Sedona in my opinion. Also, we need to work on the road access to and from Sedona. We are an isolated island and business diversification is going to be much more difficult without better access to the Phoenix Valley.

93 Forcefully discourage private vehicle transportation, and ENCOURAGE PUBLIC and ACTIVE transport

101 There is a need to get input and inform the community about the city's sustainability activities and goals. However, please don't waste money on "outreach events" and other activities that have no practical impact. If a zillion people go to a Sustainability Fair and then have no practical way or outlet to engage in actual environmentally sound behaviors, it's meaningless.

103 Didn't rank that option but we must start looking at stopping development until we have a handle on water access and what that looks like for the future of our current residents. The other is to get local control over STR'S.

108 City wide composting sites for yard waste etc

ResponseID Response

109 Multi use paths throughout Sedona for bikes and pedestrians

115 I am concerned about things like wind turbines on our rock summits.

117 Dissolve the Sustainability Department. It is completely worthless.

123 the city has already ruined my neighborhood and my piece an quiet with all the jeeps, bikes people and over the years ATV's coming by my home constantly to get to Soldiers Pass Trailhead, my home is on the path coming in and going back out. I cannot sit on my deck which is on the street side and have any peace and quiet like I did when I moved in 23 years ago. you need to take trailhead access out of neighborhoods and let people access in other areas. the city has not even come close to its obligation to make the city for the comfort of the residents.

128 A river walk all along oak creek. Better safer larger bike lanes

130 Emergency evacuation routes. Summer are hotter and wild fires are abundance. It is just a matter of time.

137 Contract with a single waste hauler with the best possible recycling program. It is stupid to have three companies traveling our streets spewing diesel exhaust and who cannot certify that they are actually recycling the mixed plastics they collect.

142 Renewable energy that preserves natural open space, such as solar panels on existing rooftops and above existing parking lots

145 Reduce STR and drastically reduce ORVs

146 Neighborhood sustainability program

153 An alternative route to the Village of Oak Creek. Our roads are barely sufficient for residents but when holidays come they are impossible. Not safe for escape in emergency either.

159 #1 LIMIT new building, development, and other invasive activities that are removing trees, pristine land, and open space. Sedona must hold firm against the propensity to build, pave, develop so that this place is and remains a REFUGE from all the other places on the face of the earth that are developing as though there were no end in sight. This will take discipline and vision and guts.

160 Education, regulation, and compliance enforcement for residents and especially tourists to protect the natural beauty, wildlife, health of fauna, flora, and waters. More shuttles and frequency to and from popular sites, trails, commercial areas, and hotels with secured parking lots outside the city restricting the number of vehicles allowed on the streets day and night.

ResponseID Response

165	Support for Sedona recycling
179	I only support preservation of land. The "Green" agenda is a waste of money and is politically motivated by the current administration.
180	Ban plastic bags, plastic bottles, More containers to deposit recycled containers.
181	Refuse transfer station closer than 40 miles away. Nearby location to drop off to transform yard waste into useful compost and wood chips. Space is available at the wastewater treatment facility.
184	The city should not be involving itself in political affairs. Energy, emissions, EV charging, food security etc. are not the mission of the city.
189	Wake the hell up! Global warming is bunk.
190	I need to think about this one....
192	Climate change is a hoax and the greatest transfer of wealth that only hurts the middle class and the marginalized
193	EVs are a major wildfire hazard.
202	Reducing CO2 is a myth you probably have bought. We are at all time lows in CO2 on the planet! Trees and plants need CO2!!!! But you have to dig deep and ignore Klaus Schwab who plans to destroy this planet and our lives!!!
203	A concensus is growing that traditional climate change mitigation strategies have not worked and will not work - especially at local levels. We need big government solutions among counties worldwide. I support the more practical sustainability options. It is critical in our area to preserve open space, address water shortages with minimal new development, minimize new roads and pavement that further heat the climate, promote solar and public EV charging infrastructure. I support reduction of carbon emissions and sustainability for city insfrastructure, but not at an accelerated rate. Food security is important, but I don't understand its role in sustainability and feel it is best accomplished in partnership with partner city and county resources to maximize economies of scale. Sedona cannot be everything to everyone. Resources are limited.
205	I don't understand the "waste diversion" issue. I do want our community to be proactive in waste management recycling, providing eco responsible alternatives.
217	More allocation for animals. Spay neuter clinic, adoption and healthcare for animals.

ResponseID Response

218	put the brakes on further development of high end communities (gated communities, for example)
223	Food security? ? ? A communist approach !!!!
229	Please look for an alternate route between Hwy 179 and 89a! It will save our town.
230	We know recycling is supported by the city but it's becoming more of a challenge to run the center. How can the city the help?
232	N/a
234	Getting rid of people living in the parks
237	Program to financially assist homeowners to make their homes more energy efficient via insulation and higher efficiency heating/cooling units.
242	stop over promotion and putting tourist first
244	The current Electric plan is just embarrassing it is so ignorant . Electric vehicles are just as bad if not worse for the environment. The fact that you are pursuing this tells me you are listening to some very IGNORANT advisors
245	Inclusive recycling program (more places/ more items)
247	Protect nearby natural resources from OHV damage.
249	Nothing for other
250	Conservation of open space is needed, wise use of water resources, making city space energy-efficient is fine. But city government has no role in picking / choosing technologies or opportunities for solar or other
251	Many of these I believe are not in the best interest of the residents of sedona. I feel like the city of sedona is taking on too much and by doing so harming the community more. Stop catering to tourists and start supporting locals.
253	N/A
255	NO GRASS!! NO GOLFING!! CUT WATER USAGE!!!
261	Other: preserve land and curtail building-out expensive subdivisions; promote refurbishment of commercial spaces already built vs. expanding the number of new buildings and the territory they occupy

ResponseID Response

265	Sedona could disappear off the face of the world, have a net zero pollution and it wouldn't make a lick of difference in climate change. Patrol and fine people for littering and let the tax payer keep their money. Climate change can't be fixed by over reaching local government.
267	Above options should be chosen by individuals and driven by market forces. It is not the governments right to spend taxpayer money on these issues.
274	Science shows that climate change / global warming is a hoax. It is all about control of the population. Please see the WEF website and its goals.
279	Not sure what many of these items really mean. I don't think a lot of money should be spent in this area. I don't think the technology supports any effective means of making headway towards real "sustainability."
282	You can't address climate change without addressing climate manipulation by the government and globalists. You have to be blind not to look at weather manipulation by HAARP and the military industrial complex. The UN discusses geothermal engineering in their plans. It's a control mechanism used as a way to kill the freedom of humans. Electric vehicles are manufactured in the most toxic and inhumane ways. Putting charging stations in at our Children's skate park is not the answer. The energy when you plug one of these idiotic cars in comes from natural gas, coal, nuclear and maybe a small amount from solar. The whole thing is absolute stupidity and encouraging our community to convert to Electric vehicles will just perpetuate the agreement to be enslaved. Many of you don't see it, but it's true. The evil globalists couldn't enslave us with a manmade virus, so now they move onto their climate change agenda to take away our freedoms and limit our movement and free will.
295	Incentivize selling excess residential solar power generation to the city.
300	Update the Land Development Code to encourage, allow, and reward sustainable and not car-centric development.
306	Requiring all new developments to preserve the existing unique qualities of Sedona, specifically preserving native pinons, junipers, redrock formations etc. to the fullest extent possible. No more clearcut grading of our natural sites.
313	implement water reclamation from COS buildings to water landscape; have more publicity about converting residential/commercial toilets to low-flow toilets; compel water companies to replace the old, undersized water line within the city.
316	Again this is a resort not supposed to be a full service city
320	Affordable housing, if you want service industry quality to improve.

ResponseID Response

327	Reduce the amount of traffic into Uptown and Talaquepaque. All this idle traffic makes our town unpleasant and the emissions are causing pollution
330	West Sedona has become ratty along the 89A route. The shops there should start to conform to a beautification model. Other cities - Del Mar, CA, Santa Barbara, CA all changed the 'old city' into something more appealing to the eye. Uptown is crowded but the same concept works there in taking the eye off the 'tourist shop' and onto the center divider of the road
334	The food security response was unclear. Only those needing assistance should be offered help, not offered to everyone
337	I do not support the city providing services not in its domain. Renewable energy, carbon emissions, and EV charging stations are political issues.
347	Not the governments place to be involved
348	Regulation of number of visitors allowed at certain trails and sites...this must be in partnership with USFS
353	Only a small percentage of the population is concerned about climate change.
358	Purchase the land in VOC at the corner of Jacks Canyon and 179 then build a shuttle parking area. This would prevent significant traffic on 179 as the parking area is before most of the trailheads. Having parking at the church and in town, while great, means people have to drive past where they want to hike and it causes significant congestion on 179. If those hikers were able to park before the trails - the congestion would be significantly less.
363	It's really a second vote for open space. The ecosystem doesn't stand a chance with the current rate of development.
365	Spay neuter clinic funding.
371	Indoor family activities
374	9. 1. Prioritize protection of the Environment both Inside and Outside Sedona City Limits. That is your 'Golden Egg', nothing more. The trail system has suffered since the Pandemic as Tourists trample new trails (my estimate is appx. >300% more connector and stem trails since 2019) over sensitive grounds, build Fire Rings without thought of proximity to foliage or high winds, create more erosion and widen trails/ roads available to the ATV's and 4x4's. Note: ALL these people are told are told by where to go hiking, photographing, playing with the above, and biking. 2. Make Sedona 'Recreational Business' Owners, Drivers, Consierge, Sales- people, Et. AL., responsible Representatives/ Spokespeople for Sedona Environment both In and Outside of Sedona.

ResponseID Response

386	Support local organic food farmers, farmers markets, Good wholesome food and water for the community at large.
388	If you actually believe the climate change propaganda then you should look into getting some serious mental health help. Its a money laundering scam, and using this as a way to adjudicate funds IS blatant fraud.
394	Recycling paid for by city and mandatory for businesses and homes. this should be phased in by product recycling meaning a product is recycled then a new product added each year. Our maintenance department needs to work harder to clean up trash, debris, get rid of dead trees and weeds in roadways. they should be proactive not reactive. they have told me they are reactive.
396	The term "sustainability" is entirely subjective. A more appropriate and sensible term is "stewardship", which begins at the individual citizen level. This impracticable and unattainable fixation on "electric everything" is reactive, short-sighted, and ultimately self-defeating in the short and long-run. Placing our energy dependence on a SINGLE SOURCE PROVIDER (APS) is unwise, ultimately leading to monopolization, commodity shortage, and environmental damage. The City should FOCUS ON ATTAINABLE STEWARDSHIP, not "sustainable cultural paradigms".
417	NA
419	Repurpose wastewater by bringing it back to the city for use in watering landscaping to mitigate heat island effects of built environment. Use cool pavements throughout the city.incentivize its use for private parking lots. Use it on repaving of city roadways.
425	
427	Concern for unintended consequences by the cultural park such as increased traffic on 89A, more costs to the City for trash control and pickup.
449	Somehow the roads need to become more biker friendly to encourage more people to bike /walk .. the path through west sedona was a good start but I feel like the city needs more
450	Improved bicycle and pedestrian facilities. Continue to expand the Sedona Trails and Pathway network.

ResponseID Response

451 No parking allowed on 89A through oak creek canyon. Not only is this a massive safety concern because 1. there's people walking ON the road with babies, leashed dogs, wagons, etc when there's numerous blind turns & 2. If there's an actual vehicle emergency, there's no where to pull off. Additionally, this is destroying the habit of our beautiful oak creek. I lived in OCC for a year & I would fill up trash bags with litter. There are WAY too many people using the creek, esp in the summer. No more shoulder parking. To significantly limit the damage being done, the number of people allowed to use the land needs to decrease. There are several parking lots - bootlegger, slide rock, banjo bills, west fork, etc. that can be used. The overflow is entirely way too much & I've seen the damage first hand. I think the same can be said for Dry creek. This is a very real, undeniable problem.

452 Do not want to put one penny toward your "woke" nonsense. You already destroyed our community with your BS covid lies and rules and masks. Not one penny goes to your World Economic Forum climate change LIES. Stop now!

454 Trash on the trails and along the roadsides is a problem. Enforce laws that prohibit open truck beds and collaborate with the FS on trash on the trails.

456 we should be forming a local grid and work towards removing APS.

464 Stop building things we don't need! We don't need an EV station?! Leave the land alone and protect it. Nothing will be left to see if you tear it all down and cover it all up.

483 Tesla Free Energy

486 Reclamation of gray water-

487 Non of the above.

488 A program for caring for and stewarding our wildlife including: education and outreach, appropriate human interaction, creating mini wildlife habitats on private property (hummingbird gardens, native plantings, etc).

493 Ensure the full planned transit system is implemented using electric vehicles as quickly as they are feasible. Continue to support maintaining and sustaining flow levels in the Verde River

ResponseID Response

507 Water security for all residents. Food forests/community gardens as we head into anticipated world-wide food shortages Sustainability education like we used to have Emergency preparations, community networks, etc. - education, groups, etc. How will the city help & protect residents and handle an EMP, for example, when there is no communication or electricity? Where are the communication trees, for example? Are there old emergency vehicles without any computerized components that might still work after an EMP? Inquiring minds want to know. Depending upon the size of the nuke and the height, we could be affected by attacks on at least 4 places.

511 We need research, education, and choices.

524 There needs to be an honest assessment of how much pollution is created by the creation of electric batteries and the production of electricity when considering "green" solutions. Also, how dependent are we becoming on foreign countries and what happens when power supplies are cut or in short supply?

530 Support recycling efforts by encouraging recycling, mandating garbage companies recycle glass or subsidizing Sedona Recycles so that they can.

533 I would like to see the original concert venue brought back to life and made available for smaller musical/theatrical performances, like schools, churches, private parties and other organized groups.

545 none of the above aforementioned, climate change is a natural occurrence not created by man. electricity is needed for electric cars and batteries are loaded with expense and toxic materials. Abandon this idea now.

546 climate change is an ongoing condition of nature and is not created by man. Solar energy production is a scam and not practical at this time.

547 Yes, the climate is changing we can agree...it has always been changing.. but the science is not clear on what the smartest solution might be. The Green Field of experts is riddled with activists pushing agendas that will not mitigate the global issues we're facing and ushers in "ideas" that are costly and create little more than money laundering as the full effect of these exorbitant costly changes will have minimal effects. If China And India will not be participating in the 2030 target (they are not) this is clearly a money changing scheme. Focus on an expanding the search to a broader outreach of varied climate experts. It's not worth anything to exist in an echo chamber.

560 We are a small community! Why are you spending lot and lot of money to make us into something thing we don't want.

561 Gov't doesn't belong involved in commercial, retail, housing interests. Sell Cultural Park. "Climate Change" is a communist created HOAX. Read the book, "Climategate" for details.

ResponseID Response






568 Anything


571 Get rid of ATVs they are ruining Sedona

584 How about some true education on climate, energy, food and water?!

607 None. This is a major contributor to homelessness by driving housing and utility cost up. It prices the working class out of home ownership.

10. Priority Ranking Resources are limited. Please rank the survey topics in order of importance to fund:

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Cultural Park Planning	1		1,556	420
Sustainability and Resiliency	2		1,325	386
Broadband	3		1,114	376
Addressing Homelessness	4		1,061	363
Neighborhood Connections	5		1,027	369



 Lowest Rank Highest Rank

11. Are there any other comments you would like to add?

ResponseID Response

9	Regarding homelessness: "IF YOU BUILD IT, THEY WILL COME"
10	We need a recreation center with an indoor swimming pool for residents. Better broadband is also a necessity.
12	Spending, growth and expansion is not the desire of the majority, and it's illogical and the wrong mindset. We need to focus on being kinder to ourselves, to others and to the environment and all its inhabitants. We need an attitudinal shift before one is forced upon us, as we see happening all around the world today.
13	The priority of the city should be to maintain it's charm and welcome visitors. Currently, the city is refusing to welcome it's tourists and actually now tells them what to do and how to behave with the new respect red rock country pledge.
14	First, the homeless issue is particularly complex as most of the homeless have no ties this area and many are visiting because we are a tourist destination. Other high-tourism towns have addressed it by providing services only to those with a connection to the town (current job, previous legal resident, family in town) but not to anyone who shows up. If we don't manage this correctly and provide homeless services to everyone who wants to come here, we will be inundated with homeless tourists looking for a free vacation. Recommend studying other tourist towns before building solutions in this area. If you have a campground, it should be for workers only. Second, we wouldn't have homeless workers if we had 16% of our houses that converted to STRs back as residential housing. Changing the state law must be a priority.
17	The environment is absolutely Number One. I am not hard-hearted, but when I worked in Beverly Hills, nobody offered to provide housing for me, and I rode a bus 1-1/2 hours each way. I think some workforce housing for police, teachers, city workers, etc., would be great, but it needs to be carefully restricted, and pleasepleaseplease, NO NEW BUILDINGS if possible! We are already overbuilt and views are being blocked, which is an insult both to those of us who are long-term residents and to the tourists.
21	5. Starlink is already providing great service in Sedona, but wait times for new dishes is over a month now. They might be a good company to encourage expanding in the area. 7. Another possible idea is to reimburse short-term rental properties with vacancies for homeless stays.
26	Phasing in solar and water catchment throughout residential and commercial properties.

ResponseID Response

30 I think the top issues in Sedona are housing and traffic. We need more roads in and out of Sedona, as well as neighborhood connections. We are fortunate to have one of the best trained fire departments in the world, but one well-placed fire in this area, and it's not going to be pretty, as heavy traffic will make it all but impossible to get out quickly. As for housing, we need to make it illegal to build massive "homes" for the sole purpose of income property. Some of these properties are like small motels without a manager or security on the property. I think that the way to get around the short term rental laws in AZ, is to create an HOA (no funding necessary from the community; perhaps run by volunteers), solely for the purpose of being able to limit or eliminate short term rentals, as HOAs are able to make their own rules about this. Of course, the rules for the HOA itself would have to be clearly defined, as I don't want my lifestyle and home to be ruled by it. (Such as the HOA t

31 You need to show us citizens your here to help us. Make life better for our shrinking population. Tourists will come no matter what but locals keep moving away.

33 no

36 Have no problem with our internet connection. We don't bother with cable. Been streaming with no problem since we moved here 4 years ago. Not sure why this is such an issue.

37 Most of the growth in the city's budget and workforce is due to tourism. (The city's population over the last 15+ years either has remained stable or slightly declined.) Please create the city's vision statement on Tourism and include a section on Tourism in the updated Community Plan.

41 Don't intentionally waste your money and purge Sedona like other democrat cities. The country is watching your streets.

44 Sedona is a small town. We do not need to operate under the idea that we need to do all that the big cities/towns are doing - because we do not. Perspective is key in planning and decision making.

45 Would love to see more recreational possibilities - indoor and outdoor. An indoor large lap pool would be incredible.

47 Put back the left turn lane from Dry Creek Rd. to Kachina Dr.

50 I would love to see a slow down on growth and development. Hopefully advertisements to encourage more tourism has stopped. I have lived here for 32 years and the quality has declined steadily. I would like to see more respect for the rocks, land, wild animals and the permanent residents.

ResponseID Response

52 We MUST reduce the harmful impact tourism has on our small community! Residents hide out in our homes during weekends because of the traffic, congestion, and demand on ALL our resources as a result of tourism.

54 To address the above, I don't care for any of the choices. Instead, let's address things left out. Upgrade the schedule for repairing neighborhood roads. Mine is scheduled for over a year from now and it's falling apart. Yes, housing is an issue for workers but it shouldn't be the city's main issue. Times change constantly along with economic swings. Stop the knee jerk reactions and playing with pipe cleaners. Most of us have commuted in our lifetimes to work and many like myself for long distances. Have businesses provide more incentives or go elsewhere. Stop allowing more huge projects like Miramonte with high density. What an ugly addition to the City! Work harder to make STRs less desirable and stop building more hotels!

55 I appreciate the current Council's leadership direction and the opportunity to provide input.

57 Guard decking revenue

58 It is time to welcome the residents as stakeholders and the small business owners. The city has given the Chamber way to much freedom. The city council, chamber and manager have made the playing field uneven, the chamber has built an army to fight the residents. Small business and residents shouldn't be excluded. The city shouldn't be in business to promote their favorite businesses.

60 This is a difficult but worthwhile exercise. I hope that it yields useful results.

61 The easier you make it for homeless people, the more will come here. It is a vicious cycle.

63 The residents of Sedona need a state of the art Rec Center, something like Telluride. The city should serve the residents and not be so focused on the needs of tourists. We need Creek access! I heard Crescent Moon is going to stop honoring the pass for entry! This is so sad. Ban ATV's, they do not belong here. Lastly, affordable housing should not prioritize rentals which does not get people out of the cycle of renting. This puts money in the developers pockets versus empowering people. Affordable housing initiatives should focus on the ability for residents to buy real estate not rent it.

65 Get the basics before trying to leave a legacy. Build some bathrooms. Keep the streets and trails clean of litter. Stop panhandling and harassment of tourists Uptown and at traffic circles and intersections such activities cause car accidents. Stop leaving the "Lot Full" sign constantly ON even when trailheads are not full. Sedona is already getting a reputation for "Lying" about this on the up-to-date travel blogs. People don't trust the signs when they never turn off.

ResponseID Response

73 Our revenue generating model, primarily sales tax, should be reviewed and potentially reduced. The higher the tax rate, the less our visitors are willing to purchase. This hurts are local businesses as well as our City revenues. To supplement this loss, we need a [toll] fee for all tourist vehicles entering the city. During peak times, the toll will be higher. During slow times, the toll will be lower or free. Any visitor making significant retail purchases or paying a lodging tax will receive a credit for their toll fee. Such a toll fee would also reduce traffic congestion caused by day trippers who do not make purchases. The greater the revenue from tolls, the lower the sales tax burden, and the more likely visitors will stay overnight and make significant purchases which in turn helps our businesses and our City revenues.

75 There is no reason why the city of Sedona should have the highest SALES tax rate in all of Yavapai county. This revenue should be reduced/offset through other sources.

76 I would hope that the city is joining forces with other municipalities in the Verde valley to discuss affordable housing and homelessness issues so that solutions and resources can be coordinated and shared.

77 Your priorities are ALL important so it was hard to rank. Overall, this city spends way too much money on policing/public safety. We would be able to do more if we allocated funds differently. For instance much of the "crime" could be prevented by making sure people have homes and food.

78 I did not select any of above because I dont think what is listed are high priorities. Instead improve bike safety (and walking), starting with safe ways to ride on or cross 89. Rather than a whole program for sustainability, start with the city itself- such as train public works on how to build environmentally friendly - which is sometimes to not build at all. And if the city is going to pave over Posse Grounds for the tourists, maybe cultural park can become a park with quiet recreation that was taken from Posse Grounds. A City should have a park with places for quiet, natural recreation which we had at Posse Gr. until the city ruined it with parking lots, road size trails and frisbee golf. Yes, locals used and loved that part of the park - but I guess you didn't know that because you didn't ask.

79 A walkway ffrom 89A to Sanborn, lots of foot and bike traffic here with no sidewalk

81 Fight fit short term rental restrictions, control and restrict atv rentals, more housing for lower income workers

84 As the Boomer generation attrites in the next 5-15 years, Gen X will be the permanent resident revenue stream engines for Sedona. Almost all of us remote business operations from home offices; the current broadband provisions here are woefully inadequate.

ResponseID Response

87 I fully support economic diversification! I support regaining control of short-term rentals. Once we stop their growth, we start assessing fair impact fees. I support all efforts to stop the "hollowing out" of our Sedona community. Great job buying the Cultural Center property! As you are considering, let's use it for economic diversification and affordable housing. Let's become the Silicon Vortex, ie, high-tech jobs. Let's have a continuum of housing options from studios, apartments, to town homes attractive to craftsfolk, engineers, and medical professionals. And let's connect Thunderbird neighborhood to Arroyo Pinion before I get killed turning left onto 89A!

88 Thank you

91 One of the things being overlooked (and it is becoming too late for many parts of town) is how the property lines have created a cordon around the national forest areas. In the past "social trails" allowed residents to access the trail system from their neighborhoods, but now that so many of the lots are built, those trails are almost all gone. I think we should look at creating formal access points from the neighborhood (for residents, not public) to allow residents easy access to the trail system. This is a major part of the draw for many people to live here - and is something that has almost been lost - it will result in a reduction of desirability for active professionals to invest in living here.

93 Thank you for your efforts

94 Please address homelessness and aibnb take over!!! Affordable and actual inventory of affordable housing.

98 If broadband is pursued the city should not get into this technology but rather let the open market [provide options. I believe cities do not manage these items well.

101 Broadband is important if we want to create an environment supportive of non-tourism-based business development. Tourism will always have a place in the Sedona economy but we MUST stop treating it as the be-all and end-all. After years of neglecting resident desires and concerns, the city must put its attention and money into addressing other needs.

103 Sedona must find and build affordable housing for our community. Along with that continue to try and get local control back from STR'S. I would like to see a stop on future construction until we know the ramifications particularly for water availability and sustainability. We need to find an answer for our traffic issues when the town is overwhelmed with tourists.

109 Multi use paths for pedestrians and bikes

110 This survey was difficult to initially access. When I go to the site after being asked or requesting the survey. The FIRST thing should be here is the survey and this is how you take it.

ResponseID Response

- 111 Sedona residents need an Indoor Community Recreation Center similar to the recreation center in Cottonwood.
- 115 About the broadband. Yes, we need better internet connections but I don't want the towers on the rocks or tall structures disrupting the beauty of our town. If I have a choice, I would keep all as it is unless there is a guarantee there would be no invasive infrastructure on our landscape.
- 117 Quit wasting money and cut the sales tax.
- 122 Trying to alter the basic economics of who lives here with affordable housing is a waste of money.
- 123 Sedona when I moved here was a terrific place for peace and quiet in my home and neighborhood. The City has destroyed that.
- 127 Since the city bought the cultural park they need to figure out the plan!
- 128 Would be great for Sedona to buy the large piece of land in front of the fire station on 89a and build a beautiful park
- 130 As I have said before - emergency evacuation routes. It is a matter of when, not if.
- 131 Most of the current and planned public transit is an expensive failure. Most of it should never have been instituted in the first place. City needs to set clear, measurable outcome goals for all public transit both current and planned. Setting ridership expectations is NOT the same as setting OUTCOME goals.
- 132 Dedicate part of the cultural center land to camping for workforce and homeless. Dedicate police/fire/ambulance resources to look after it. Then enforce loitering laws on public and private (give owners a form to request it) property.

ResponseID Response

- 142 Many of these issues could be solved by 1 simple solution: Incentivizing vacation rental owners to convert their units to affordable workforce housing. Particularly, big "party houses" could be switched from erratic sources of noise complaints to stable affordable housing duplexes or fourplexes. This would decrease homelessness and housing insecurity, improve sustainability (by preserving open space and not building new workforce housing on it and reducing daily commutes to and from more affordable towns, thus reducing air pollution.) It would also integrate workers into the community with dignity, not segregate them to "low-income" areas. And it would restore a sense of community for everyone by returning our neighborhoods to caring locals, not uncaring tourists.
- 145 It might be worthwhile to engage a social media person to identify and counteract all the misinformation being spread by people who want our city government to fail.
- 149 Tighten the belt - stop looking for ways to spend money, and cut.
- 151 It is important to protect our wildlife. I also support removal of cattle grazing from public lands.
- 152 Daytime parking lots at edge of town for workers, tourists, and hikers/cyclists to use bus & shuttle system.
- 153 Do something about traffic. Buses are NOT the answer...make an alternative road to the Village. I've lived here 30+ years and am tired of nothing being done!
- 156 As a city, we should outlaw pan-handling. We have resources for that our residents can use. We should direct people to those resources.
- 158 I'd like to see hydroponic farming on part of the wastewater treatment land. Public/private partnerships, low-rate land lease to qualified individuals, etc. We have the land and the need to disperse water. We also have a need for food, and restaurant markets for many items that respond well to hydroponics, such as tomatoes, salad greens, herbs, etc. Could be started on a trial basis, or hold a competition with a small entry fee, and promise a lease contract to the winner.
- 159 Homelessness is a global problem. It has been with humanity from the cave days. It is regrettable and perhaps preventable, but it is NOT the overarching responsibility (morally or fiscally) to FIX it here or anywhere. The residents of Sedona are not heartless, but we are no more SPECIAL than any other municipality in that our resources are limited and should not be overburdened to address this.
- 161 Get rid of the Tlaquepaque Crosswalk! Make them use an underpass by creek. Get it done, it will eliminate a lot of traffic jams!

ResponseID Response

164 With tax revenues decreasing, the City should reduce spending, not take funds from the reserve.

165 Don't destroy Sedona by trying to make it something it is not.

166 Keep Sedona beautiful and affordable for residents. No more funding for additional resorts.

167 89a is a really ugly street in a beautiful town. Less cars and more room for pedestrians and bikes, slower speeds and better thought out landscaping would be nice. Whats everybody in such a big hurry to go 5 or 6 miles for? Sedona should reject rat race culture and return to its roots.

171 You have completely omitted the traffic problems which are the number one concern of most residents.

178 I fear that business centers, showers, rec centers, and other amenities catering to transients and/or vanlifers will increase our homeless population and attract more panhandlers from out of the area. Moab, UT has a rec center, and now lines are up to an hour long to get in to use the showers, which has resulted in fewer locals wanting to use their own rec center. I hope we can learn from their mistakes.

179 I picked two choices. The remaining do not interest me.

180 Yes I would like to add that we need to subsidize our school and pay our teachers more. The fact that we have teachers that live in Sedona, but commute to Cottonwood as they are paid \$10,000 more a year, is something that needs to change. Without our youth, there is no community and we become a place where there are only tourists. A community that does not take care of the families, is a dying community. Please help the schools, they would benefit greatly from the millions of dollars going to tourism. Thank you!

181 Prioritize funding for basic infrastructure projects.

184 The city should not be involving itself in any of this.

187 Thank you! This survey is very helpful and welcomed.

189 Everything on the list is a waste of money.

190 It is hard to balance all the needs for Sedona, I feel the long term residence's, the people who live here, should be closer to the top of the priorities rather than those that come and stay for weeks vacation...

ResponseID Response

193 I answered these questions using the options available, yet the full truth is that the city is so grossly mismanaged, and the priorities listed here are completely divorced from what this town actually needs. You all have no real longterm vision, which is to be expected from a council full of retirees. Worse, none of you seem to understand what makes Sedona so special. To you, it's simply a beautiful place to retire and vacation, and your policies reflect that outlook. Yet the truth is that Sedona is so much more than that. Further, it can easily become a great place to raise a family, if only the council made family development a priority. I beg you to reach outside your white-haired echo chamber and bring in some new opinions and fresh blood.

197 You need to reduce the size of Sedona City Government. It is ridiculous.

199 Don't accommodate the homeless except for immediate and emergency needs. We already live one of the most expensive places to live in America and the homeless need to be moved on to other areas where they might actually overcome their homeless situation.

200 I am concerned that the City of Sedona will adapt plans that are quite ambitious (i.e., expensive) and that in the long run, we will not be able to afford them. My top discretionary spending would be a rainy day fund for unforeseen future needs. It would be a real shame, given the fairly high income that the City currently enjoys, if the City ended up needing to borrow money due to past high discretionary spending. I especially feel that the City should not get involved in areas (like broadband and art) which are currently pretty well served by private funding sources, and indeed typically are addressed by private business or charity in most communities. I am not sure why the City purchased the Cultural Park, but I don't want it to become a sinkhole for future expenses, simply because the deed is done and we feel have to do something big to justify the purchase.

202 NO MORE TO THE CHAMBER! let them get money from the businesses like other Cities do!!!!!! Sedona is known all over the world. Enough is enough. Stop Air B&Bs and ALSO their related use in Human trafficking (if you are unaware of this research it with groups who fight it). Give us back our City.

203 I would like to see all decisions factored through a focus on improving resident quality of life. I am also opposed to resuming tourism marketing, which has proven extremely detrimental to Sedona's sustainability and quality of life. I would also support funding to proactively manage Sedona's status as an International Dark Sky Community - more and more businesses and residents are installing non-compliant lighting detrimental to our dark skies. I would also support funding to more proactively address, manage and regulate short term rentals to whatever extent is allowable by law. For example, strengthen noise ordinance and enforce the trash ordinance.

205 Thank you. I'd like to learn more about growth. I don't want to see houses/structures obscuring the land/views

ResponseID Response

207	Please keep current residents in mind with your planning. Thanks!
208	The more services you provide to the homeless, the more homeless there will be in Sedona. The only way to mitigate the problem is to not encourage it.
211	The Tlaquepaque pedestrian crossing. It has been a problem for decades and need to be fixed now. More important than the forest road connector!!!!
215	Restore/rebuild the Parks & Recreation Posse Ground offices in order to have all P&R personnel at the Posse Ground location so they are on site in our major park.
217	No interest in attracting homeless to move to Sedona to enjoy what we have. We don't want to become San Francisco. If you provide shelter, medical, free places to sleep, or food they will come to enjoy it. Sedona could easily become the homeless Mecca.
219	Homelessness is a regional problem, and for the non working, better addressed by Sedona supporting existing programs in Cottonwood, including transitional housing. The focus in Sedona should be on working homeless, i.e. staff who cannot afford rental.
222	Affordable housing for workers is a must! Top priority. Quit wasting money on the Chamber Of Commerce. Let their members fund them.
223	The government was working on broadband for Sedona?
224	sustainable growth above all else; tourism tax to help water conservation (?); taxes on private tour companies that have high emissions (eg, atvs)
227	The city of Sedona should not be in the Landlord business for workers, or providing low income housing! Affordable housing is 20-30 miles away, plus the city is already providing a shuttle service for workers to save money. If anything needs to be done it should be to make taking the shuttle back and forth to their job more affordable, or even free, to verified Sedona workers doing 30+ hours/week.
229	No but thank you for this survey!!!
230	This was tough to rank these very important issues for our city. Thank you for asking for our input

ResponseID Response

232 New shared use pathways are great. We need about 10x more. Especially a safe and fun path that connects West Sedona to the Y/179. Cooks Hill is a death trap and we need separated bicycle pathways and walkways to connect the town. Vehicular traffic will never ever ever be solved, sorry to say. So let's make alternative transportation more accessible and appealing. The trailhead shuttle system is an amazing example how big things can get done in a short time. Now let's put that energy into something people will actually use and will improve the local quality of life. More alternative transportation pathways, neighborhood connectors, and a Cultural Park that serves the arts and outdoors that keep the few of us who continue to live here, here!

233 Pay attn to the people!

234 Get rid of the hobos and bums

235 Keep working to reduce traffic congestion. Get the Oak Creek bridge pedestrian underpass finished. Have traffic volunteers working at Tlaquepaque whenever traffic gets backed up to the Y, and/or 1/3 of the way up Cook's hill.

237 Focus on issues that have attainable, affordable & measurable solutions. Focus on higher-efficiency motor vehicles & higher-efficiency heating/cooling & building insulation. Electric vehicles (EV's) are not an eco-friendly solution as they are very destructive to the earth through mining on the front end and through toxic batteries that have no place to be stored on the back end. Not to mention that there is not enough electricity (powered by petro anyway) to service many people having EV's. Improve/make more efficient energy sources that we know work and are reliable.

238 Dry creek road parking has new pressure on the roadside where the stones already placed have pushed visitors to find new and local parking. The day visitors park their cars along the road, damaging asphalt, harm terrain and often don't stay overnight if from Phoenix. Parking passes and permits would contribute income to roadside and terrain management.

240 Environmental issues should be left to the state/federal government. The City should try to undo the damage it has caused over the past 10 years with regard to traffic, etc. Best to reduce the size of the city government. The more activities the city becomes involved in the more things get screwed up.

ResponseID Response

244 Yes. Homelessness PLEASE do not make the mistake of "helping" and in the process encouraging and promoting more to come here and more to think this is an ok lifestyle. Homelessness is often a choice . There are some who Truly need help and many who do not but are simply working the system. I have personally witnessed this being said by "homeless" people multiply times . Handouts are often enablers to a non productive lifestyle . Everyone needs self worth and that comes from within and from work.Do not take away a persons opportunity to help themselves . With that being said kindness is a must to everyone . Do not mistake handouts for kindness. Kindness can be hard .

245 Utilize current community pool better- year around offerings for people of sedona . It is a great forgotten jewel for all ages that should be focused on . Thank you !

247 Please don't create more waste by creating programs that are meant to be better for the environment and are not.

250 Homelessness is an acquired problem. These people aren't locals. Any 'solution' creates an incentive for more to move here, ala CA. Stop with the virtue signaling.

251 I believe the trying to help the homeless will not actually help, but promote that behavior and lifestyle in sedona and cause for more homeless and ultimately make sedona more unsafe. Our local government should not be addressing homelessness, instead that should be left to private residents and private business.

252 Very interesting survey. Hope lots of good things happen as a result.

253 None

255 Cut sales taxes. Cut city budget. Cut employees. CUT, CUT, CUT!!

260 Maintaining a sacred land space in Sedona Lowering the noise the ATV vehichcles make and the destruction to the land It is out of control!!!!!!

264 I hope that once projects and priorities are established, these projects move forward. We need action based on well thought out plans!

265 Homeless will only increase as an issue if we offer services. Sedona should not be a place for Homeless to congregate. It has limited space and even more limited work options. Attracting more Homeless with shelter to an area where they have no hope to start up a self sufficient life is a cruel feel good policy. You'll be creating a purgatory that benefits no one but your ego.

266 Provide vision and action plan for future health facilities to include family PP's and specialists within the Verde Valley

ResponseID Response

- 267 The city code enforcement needs to do its job when it comes to STR's as many of them violate city codes. I have personally seen code enforcement ignore blatant violations. Sooner or later there will be a lawsuit or worse.
- 270 Traffic flow should be the major priority!!
- 274 We are long time residents, The population in 25 years has decreased to below the level some 25 years ago. We do not need 166 employees when the city did just fine with 80 to 90 percent less staff.
- 277 Stop using taxes for tourists/transients
- 279 Need to address homeless problem in Sedona. It's the same people I see asking for money at grocery stores and street corners. They need to join the workforce or provide temporary work in exchange for shelter/food. I do not support free long-term hand-outs. It will make the problem worse if word spreads they can have free shelter and food in the city of Sedona. I absolutely do not support tent encampments, as we don't want to become the next San Francisco. Not sure what the answer is. And not sure where you would put a homeless shelter??
- 280 Quit spending money on the homeless. It only brings more homeless. I came from CA and saw it first hand. As for affordable housing, do the workers in Beverly Hills and other high-end towns/cities have affordable housing? We can't afford to take care of the entire world. Let's focus on keeping Sedona clean and healthy and continue to educate tourists on keeping Sedona beautiful.
- 281 I suggest a 9 hole municipal golf course across from the water treatment plant. It would be a good use of the surplus water and a money maker for the city. And it would guarantee the open space.
- 282 Freedom and love wins. The city will crumble by perpetuating the globalist agenda. People are awaking to all of this.
- 289 I am glad our wonderful swimming pool is open year around Thanks.
- 290 The purchasing of the cultural park was a good idea. Why isn't the city using The Dells for an affordable housing project? Like the RV, pull trailer or van lifers? It would be more appropriate farther outside of town. I think that if we give too much to the homeless then Sedona will become known as a homeless refuge like other cities in this country. I think that we should work with the folks that are willing to work for a wage doing something. Incentive programs that reward those willing to help themselves and others.
- 294 Limiting short term rentals in neighborhoods throughout Sedona so that communities feel connected to their neighbors. Let's come together. We are not a city of tourists.

ResponseID Response

306 Sedona needs more cultural experiences - music, art, performances to regain its leadership in the Verde Valley and Northern Arizona. Cottonwood has a more vibrant cultural life than Sedona now. The concerns over the homeless and workforce housing are way overblown.

309 For a city the size of Sedona, it is not in a position to meaningfully address Homelessness. Other communities have found that partial measures actually exacerbate the problem, attracting more homeless.

311 As someone who has, and continues to study economics, I think our city government should refrain from interfering with the the fair and free market system with regards to housing and business in general.

313 yes. Have decisions reflect the needs of residents, not tourists; roundabout education is sorely lacking: long and STRs should have information available.

314 Maintaining a COMMUNITY which means children, families, and retirees who can afford to live here is most important. We have good schools (including the before & after program,) walkable areas, activites, & parks, but housing is THE issue. I do not want Sedona to become another high-end tourist destination where workers are forced to commute long distances and cannot be part of the community.

315 Reduce number of "staff"-a city of less than 10K doesn't need a staff of over 160, and a budget of over 105 million dollars!!

316 Don't try any of these. Leave it to the markets and community to solve them. More government is not what we need

322 More open space protection and dark sky protection. More aggressive STR enforcement especially fines. No more connector roads.

326 Thanks for working for our community

327 I love the outdoor, year round opportunity to swim. The pool is so beautiful, the masters community is great and I appreciate the opportunity to workout for my mental health. I share this amenity with as many people as I can so everyone can experience the joy that i do. Thank you.

328 I think we have a wonderful asset that is not marketed. The outdoor swimming pool (by the school) is a wonderful place for residents to work out year round. I think the city should see the pool as an asset and not as a thorn in their side.

ResponseID Response

330 again, no more development - Sedona should be a resort/national park area - not a city with all the attributes of a full service city. Let market dynamics work out the social issues - make the big corporations and large property/business owners pay their own way on attracting employees and creating transportation methods to get them from other areas surrounding Sedona - to their place of work. Cottonwood, Clarkdale, VValley, Cornville etc.

334 Support public safety. We need strong and capable systems and people in place. We can't survive by hoping nothing bad happens.

336 As a member of the Masters swim program and a long time fan of the pool and swimming year round, I feel the simple upkeep of the pool is completely neglected. We have pool covers that are in shreds. Why haven't they been replaced? The city builds parking lots for tourists, yet we, the swimmers, drag these old rags around trying to save money on heating the pool. It's shameful. Park and Rec doesn't care about the swim program nor does it care that we are LOCALS trying to keep our pool open and clean and well cared for. This pool is an asset but it is run like a liability. The Park and Rec department doesn't own the pool, the High School does and the City is in charge. It's not a program that seems to work with no city oversight and Park and Rec indifferent or perhaps even hostile. Get us some pool covers. People are out in freezing temps trying to roll tattered covers up. It's icy and very uncomfortable. Come see those covers. You won't believe it.

337 I don't believe the 5 items above are top priority for the city. When I moved to Sedona 14 years ago, I was shocked that there was not an indoor pool. I have found I can use the outdoor pool year around and do so. Unfortunately the city gives the impression they would rather not have people using the pool. Why is the emphasis on grand projects and tourist attractions (festivals) with minimal attention to amenities for locals like Pickelball courts and the pool. It must have been 8 years ago I went to a city council meeting where we were promised Pickelball courts at Brewer Road within 4 years. And by the way, the pedestrian path on Dry Creek Road is useless. Please do not build any more of these paths to nowhere. The one on Soldiers is an example of what can be done. It us highly used and has a logical beginning and end.

338 I already sent in a survey- however I forgot to mention the community pool. The pool is just another awesome benefit of living in Sedona. Please support the pool. Such an important asset to our community.

339 The community pool deserves to be funded with full time lifeguards and more open swim hours with longer public aquatics season, e.g., mid-March to mid-November. The men's and women's toilets and showers need to be repaired. We need replacement pool covers please. Create a brochure about the "Jewel of Sedona" for placement in tourist information centers. Thank you very much.

ResponseID Response

340	Traffic management and flow improvements are central to the acceptance and success of any other endeavors
342	KEEP THE COMMUNITY POOL OPEN JAN - NOV. & MORE HOURS PER DAY
344	I'm a senior with both hips replaced and swimming at the community pool year round is so important for me for my health. Please send more support for the community pool and its equipment and programs!!!!
347	Not all people can live in Sedona. Ticket or remove homeless people. Stop people from living in their vans and cars
348	I feel strongly that the city should not be involved in promoting certain businesses or managing business. The city should be building parks and planning the cultural park. Mission creep into business is not welcome.
353	STOP OHV NOISE AND TRAFFIC
354	I would like to see more funding for the community pool. It is a wonderful place but the season is extremely short. Can you find life guards in nearby communities so we don't have such a short season?
358	With more and more residential homes being used as vacation/Airbnb rentals - I would like you to consider changing the property tax law that would require these places to be designated as businesses and not residential property. Because they are not residential property - they are business property. Once that is done, property taxes on those business properties need to be increased 3 times what they would be if it were a residence. People who use these vacation rentals actually utilize more of the city's services (sewer, water, etc.) and frequently impact the neighborhood.
363	The phone lines here are terrible. When it rains, we don't have phones and they can't fix it. Since we have a business that is run over the phones, it is a problem. I was very excited when we were told we would be getting broadband with the installation of the new cable line through here, as we could switch our phones to be completely internet based and avoid the poor phone lines. It was quite disappointing to read someone hadn't filled paperwork out properly and Sedona would be skipped over, while Cornville and Cottonwood are getting good internet service. We need this in Sedona. Thank you!
366	Re #10, you left out a choice for none of the above.
371	No
374	11. ENVIRONMENTALISM. IT IS YOUR GOLDEN EGG.

ResponseID Response

382 Why is Schnebly Hill road allowed to deteriorate when it could be a viable arterial in & out of central Sedona, esp. heading north to I 40. Someone told me that Pink Jeep has a powerful negative vote on that. Seems so obvious to me that would get drivers in & out of Sedona quickly & directly.

383 #10: You forgot NONE OF THE ABOVE!

388 Add more masters swim times, that club has grown quite a lot and needs more hours, it's one of the best things about the town but the time frames are way too short. The Frisbee golf at posse grounds is fantastic and excited that will be expanded there are many of us locals that play several times a week and it's nice because we can walk there or ride our bikes there.

389 Please fix the giant potholes at the cultural park across from the Marriott so we can go more often.... They are destroying our cars

390 Reduce number of permits for noisy, polluting ATVs! There are way too many of them & they are destroying the forest! Also, try getting Cox to provide Internet service in Sedona. They are #1

393 We need to communicate to visitors and residents. There has been zero progress with this from the Chamber and City. None.

394 The city council needs to be more concerned with the residents of the city. Keeping the city clean, less traffic and maybe getting us a recreation center like Cottonwood. Did you know or care that most residents go to the rec center there? No, you're concerned that workers commute from Cottonwood to here but do not care about seniors needing to commute to Cottonwood to get use a year-round pool and gym equipment for health reasons.

396 My suggestion is: focus on ONE SINGLE problem, just ONE. Pour collective city resources into conquering that ONE problem, e.g. the Telaquepaque (sic) unregulated pedestrian crossing issue. Fix that, just focus on that one thing. Once rectified, move on to another ATTAINABLE, MEASURABLE, SENSIBLE goal, and repeat. Just consider this possibility, rather than broad, subjective, undefinable, post-modernist cultural "issues".

399 I feel sad for the homeless, but a number of them (not all, of course) are people who abuse drugs and alcohol. I am not crazy about you using my hard-earned tax dollars to give them a break. Everybody would love to live in Sedona. As a taxpayer, I would love to have housing assistance too! We ALL want affordable housing. It would be great to have a place, however, for our police officers, city workers, and teachers. Can we somehow use places that have already been built? I am heartsick every day and more and more construction. I do not believe we should use our resources to build more and more, creating increases in traffic and not addressing water supplies, all the while swiftly destroying our views and our wild areas. Again: boy, I'd love to have the city help ME with housing costs, too! Do not ignore the taxpaying population, please.

ResponseID Response

401 This area was once a power place which was visited for vision quest and spiritual uplift. The land still holds this power and we must keep this in mind as we decide how to fund our projects. That's why I predominantly support caring for the land and those drawn here, to work and live, who are not necessarily the wealthy retired. This land is for all who are inspired to live in beauty, and to keep making it beautiful.

408 We need broadband (fiber optics), not only for the better security and faster speed but to avoid dangerous new neighborhood 5-G towers which is a threat to man and our flora and fauna and not in alignment with Sedona's Sustainability plans for a greener future.

412 Support the youth in the area

417 There are no questions about better managing Air BnB, would like to know if the city will continue to address issues.

419 Sustainability funding will help move neighborhood connections along. CulturalPark Planning can mitigate housing and homeless problems.

422 Please address homelessness!!! And airbnb takeover of affordable house rentals for residents. We want to live in houses not to be "shelved" in apartments. F*** you all!

423 We need to do something about the homeless and getting affordable housing in Sedona

424 Please we need something to do with the traffic around Tlaquepaque, we need a over or under bridge, it has been long time due, it is crazy the amount of money the city spent in two people to help crossing the street.

425 Yes, how about giving full time residents a 20% discount card to be used at restaurants and shops only. Good maybe from Sun-Thurs. A win for everybody! Thanks

429 Thanks for this chance for input

437 4 story apartment buildings should used at the cultural park not tiny houses. It would make better use of the land requiring less pavement.

446 Have year round lap swimming with broader time frames for locals. Expand Frisbee golf course. Its widely used and enjoyed by the nearby locals. Add an additional course at the cultural center so the small course at posse doesn't get ruined and overrun by tourists.

ResponseID Response

450 The city is doing a great job and continually improving the roads and storm drainage for us residents. The improvements to the unsafe parking and addition of the Dry Creek pathway greatly improved pedestrian safety. Adding portable toilets to areas that see the heaviest tourist use such as trailheads would help reduce the human waste that is deposited daily by visitors. Thank you and keep up the good work!

451 If anyone/any business wants fast internet, they should look into getting Starlink. The internet "issue" is not a city issue. It's a personal issue. Extremely low priority.

452 We have the most beautiful pool that our City Government will not fund to keep open. We live in the DESERT, yet the pool is open only about 2 1/2 months a year. HORRIBLE. Hire Permanent Lifeguards and staff. Improve the city website so it is easily useable for information and recruitment. Advertise the pool at all the Sedona Community outreach sites and Businesses. Why does anyone hardly know about this pool...because the CITY does everything to close it down. Are you kidding me. You can't get lifeguard year after year after year!!!! Person in charge of recruitment should be fired...Scott Jablow has his own pool in the backyard, right Scott. Never even visited the pool to see what this community of swimmers needs. "let them 'eat cake', right Scott!"

455 If the city wants to manage the homelessness issue, I would support the city building a facility in Cottonwood, where the dynamics and future opportunities are greater for people who need assistance. Traffic is on everyone's mind. Add additional lanes to get people out of town not into town. PLEASE get a turning lane onto Juniper Lane from 89A The indoor, swimming, pool and recreation Center at Incline Village, Nevada would be highly beneficial in the Cultural Park. I personally would like to see that piece of land, utilize the benefit members of the community, not tourism. Paving Schnebly hill road to get to Highway 17, should absolutely happen! Again two lanes out, one lane in! Make it a toll Road at the top!!! Shared used walkways are amazing, thank you for getting that done! We should support tourism, and we have done a good job with that. However, it is now very important to take care of the residents and our lifestyle here!

459 The Posse Grounds pool is a gift to the community. It should be open and staffed year around.

ResponseID Response

460 We would like an indoor fitness facility like Cottonwood has with reduced member rates for locals. We would like the Posse Ground pool to be open all year long. Stop closing the pool on Fridays in the 100 degree weather summer for maintenance and do the maintenance after hours. Raise pay to attract year round lifeguards and provide daily hours everyday for the Masters swim program. The pool is already being heated to accommodate the private swim teams who pay for that so the extra expense is a moot point. Put in a whirlpool as well. The cost of all this is negligible compared to all the money wasted on surveys, the chamber, tourism. Locals want the pool and fitness center as a top priority not another useless traffic study or buses to shuttle tourists to hiking trails. Locals first, tourists last!

462 Don't spend any hard to come by \$\$ on "Neighborhood Connections" and add a category on "Short Term Rentals" in Sedona. Surprising that this is subject is not listed as a topic by the City of Sedona.

463 More City Support for our Posse Grounds Swimming Pool. Staffing, Lifeguards!! And our shower facility is badly in need of an upgrade - heat in the winter, new flooring in the shower area, always hot showers, and the overall way it looks as is it very run down. Thanks

464 Keep the land sacred. Help the people of the town first!

465 Yes...There is a property behind City Hall next to Cowboy church. Perfect land to use for homeless. Has water, services run to it. It is located near library. Located off 89A. Near fire and police, could run cameras for security. Could be tent camping, with portable toilets, showers. The house that burned could be bought and made into parking for those living in cars. Then camping in city boundaries could be restricted except for here. On bus route. Free hot meal at St Andrews church every Monday. Fire and police nearby.

467 Limit and regulate STRS.

469 If you can spend an extra 75,000. For a dog park and grass (how does that conserve water?) Why can you not support the existing pool on a year round basis? Please help the residents of this town have a diversification of free recreational facilities..

474 Expanding the year round masters swim program and the hours. Swam a couple of times with them, very big group but very limited hours to accommodate most locals and very very expensive, most expensive place I've swam in the country. And showers are awful, no water pressure and cold to lukewarm water and no heat in the locker room. A real shame for such a beautiful pool and location. Meanwhile the tourists have a nice parking lot with nice buses.

476 More support for our community pool which is a valuable asset for our town.

ResponseID Response

477 The most important thing is for Sedona to be as green as it can be in terms of pollution etc., and respectful of its land. Secondly it needs to have more community based outreach and programs for youth and young adults. It also needs more of a centralized hub of restaurants etc that is geared towards locals. Something like Telaquepaque and Uptown, but not all touristy and full of fake Native American goods. This is disrespectful to our Indigenous community, by the way. There is nothing wrong with tourism and people should be welcomed into the area even if they are staying for a short time, but there needs to be something else in addition to the touristy stuff to allow space for independent local restaurants, bars, stores etc. and not all that tacky stuff in Uptown.

478 We should have public access points to Oak Creek in Sedona. Open public use space along the creek for those that are not staying at resorts which do not allow public to simply take a walk to the creek.

481 Apply the Golden Rule in all you do.

483 While homelessness is a problem, entitlement to live here is also a problem. People need to live where they can afford to live. Being priced out of a neighborhood happens all over, and most people find a new affordable place to live in a neighborhood within their financial reach. Providing a legal place to sleep, in cars and tents, with showers, toilets and trash receptacles only encourages and attracts more of the same who will use it like a transient campground. Many grow up in a beautiful area unbeknownst to most and then get priced out as the area becomes more popular and demand and supply change and reach their peak. As a local, I would move to where I could afford before sleeping in a vehicle/tent to stay. Nobody is entitled to live where they cannot afford to at the cost of the beauty of the place turning into a tent city. The marketing of this city by the city government and Sedona chamber of commerce has placed Sedona on the world map. It priced out the workforce, jus

488 Create long long term, prioritized wildfire mitigation, preparedness and fire safety.

493 Continue to advocate strongly for changing state law to allow caps and local control in general of short-term rentals. Continue to work with the Chamber to manage tourism, Ensure water supplies in the Verde Valley.

497 The ability to swim year-round at the community pool is very important to me and to many others in the community. Continued support to keep the pool running for both youth and masters programs should be a top priority

ResponseID Response

502 Sedona already has multiple broadband suppliers. I repeatedly see the City staff and Council use the term 'broadband' or 'accessible broadband' with apparent misunderstanding as to what these terms actually mean. If you mean 'fiber optic broadband' vs. the other choices which are already available, great. Then say so, versus leading residents who otherwise don't know better to believe that Sedona doesn't currently have any accessible high-quality broadband internet service available.

507 None that I think the current city council would entertain.

508 No city funding to the chamber of commerce. No more partnership contracts.

511 Regarding homelessness, having worked in Santa Monica CA for 10 years (aka "the home of the homeless"), I believe providing services for homeless people is a slippery slope. For the people who choose to be homeless, or who choose not to resolve their homelessness, providing services attracts more and more of them. I support very limited services, with the option to eliminate them in the future if they don't reduce the homeless population. Said another way, I support homeless services that get people off the street, not give them the resources to stay on the street. Regarding sustainability, my biggest concern is water. And I'm probably guilty of doing a poor job conserving it. But I'd like to see the City educate residents on the necessity and benefits of water conservation.

515 Build parking garages and shuttle transit parking lots on the outskirts of the city, and not in residential neighborhoods. Consider the impact of your actions on year round residents as you cater to tourists.

524 Any potential solutions for homelessness MUST address individual responsibility. If someone is addicted, they must be willing to enter a treatment program to qualify for housing. If simply indigent, they must be willing to work. The easier we make it to be homeless, the more homeless we will have. To get help, one must be willing to help oneself.

530 Also, work with the state to widen 179 as it should have been done 20 plus years ago. There is no question that this needs to be a four lane highway. Again, enough with the NIMBYs. Make the hard choices to fix the traffic problem.

535 The city should provide the funding to keep the community pool open all year.

543 The Neighbor Connection on our street would increase by 500 vehicles per day! Will the city provide speed bumps and Radar plus reimbursement of court costs?

545 airbnb are destroying our neighborhoods, homelessness is a product of our Federal failed policies ,no illegals, cartels, crime here. stop destroying Sedona, not city's job to pay for these things.

ResponseID Response

546 Stop trying to turn Sedona into L.A. or New York City. Sedona does not need Section 8 housing. There is nowhere in the Constitution that says you have the right to live where you work. Workforce housing is not the City's job. Life is not fair.

547 I had no idea about this survey until I subscribed to RRNews...better outreach needed.

556 Broadband should be a city utility. Much preferred to privatization.

557 Why is the City getting involved with Broadband when there are many available high speed ISP's in the market?

558 Please do not build connector roads in our neighborhoods. They are quickly discovered and overcrowded by non-residents and reduce the livability of the community.

560 I heard Scott was indicating that we should have a homeless shelter here in Sedona. No thank you! Give money to Cottonwood so that they can properly fund their their needs.

561 Get City gov't OUT of property management. Protect individual and private property rights. Stop turning Sedona into another gov't controlled Urban Project Hellhole.

569 Stop destroying Sedona.

574 I feel that changing the city vehicle fleet to EV is a big mistake. These vehicles are 2-3 times heavier than gas vehicles which will cause major road damage. Most road surfaces are a by product of oil. They will also need tires sooner which is also a by product of oil. I believe if you do the research the city will spend more over the next 20-30 year. Water is a more important issue in AZ.

575 I would love to see the beauty of the cultural park preserved by building into the contours of the land so the views are not obstructed and it has a artsy village feel that is fun and pleasing to live there or visit.

579 Improving traffic congestion on 179 and 89A.

583 The use of public funds, no matter the source, should always be prioritized to protect/enhance the quality of life for the people who live in that community. It is not government's role to subsidize private enterprise. . .let the free market determine which businesses are viable and which are not.

ResponseID Response

584

Looking at your pie chart, it's sad such a huge budget, for a blessed community, only sees fit to spend 1%-2% on the health, welfare, and housing for the people who actually live here. I've attended meetings, been involved in focus groups, conducted interview, etc., and it's still the same old thing - a lot of talk of caring for the people and community, but in reality, it's about big business and money. The trendy, buzz words of the day, such as "sustainability" and "resiliency" mean different things to different people; hence, making it difficult to accurately rank said category. If your definition is to actually educate people on growing real food, having water availability and purity, realistic energy options, affordable housing and community connections, so that we can sustain our health and well-being, not only as people, but as a community, then ok. If, on the other hand, your definition falls under the World Economic Forum, UN agenda definitions of same, you need

FUND SUMMARIES

All Funds

	General Fund	Streets Fund	Housing Fund	Grants, Donations & Restricted Funds	Transportation Sales Tax Fund	Capital Improvements Fund	Development Impact Fees Funds	Art in Public Places Fund	Public Transit Fund	Wastewater Fund	Information Technology Fund	Totals
Revenues												
Ongoing Revenues	\$42,904,890	\$1,023,560	\$121,850	\$144,670	\$4,500,540	\$821,330	\$456,900	\$4,090	\$437,900	\$7,448,130	\$2,374,840	\$60,238,700
One-Time Revenues	\$49,510	\$0	\$0	\$2,479,240	\$0	\$875,000	\$607,700	\$0	\$1,064,690	\$1,000,470	\$140,770	\$6,217,380
Contingent Revenues	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Total Revenues	\$42,954,400	\$1,023,560	\$121,850	\$3,123,910	\$4,500,540	\$1,696,330	\$1,064,600	\$4,090	\$1,502,590	\$8,448,600	\$2,515,610	\$66,956,080
Expenditures												
Ongoing Expenditures	\$22,574,380	\$2,438,390	\$490,370	\$101,930	\$158,760	\$0	\$0	\$0	\$2,639,250	\$5,828,200	\$2,189,740	\$36,421,020
One-Time Expenditures	\$1,605,800	\$225,240	\$54,000	\$429,500	\$0	\$0	\$78,000	\$0	\$435,010	\$517,580	\$305,770	\$3,650,900
Capital Improvement Projects	\$0	\$0	\$0	\$78,700	\$0	\$17,706,210	\$8,749,020	\$232,000	\$1,781,370	\$5,616,890	\$0	\$34,164,190
Debt Service	\$2,292,620	\$0	\$0	\$0	\$340,590	\$0	\$248,570	\$0	\$0	\$4,540,700	\$0	\$7,422,480
Equipment Replacement Reserve Contributions	(\$265,420)	(\$60,920)	\$0	\$0	\$0	\$0	\$0	\$0	(\$236,710)	(\$226,780)	(\$209,300)	(\$999,130)
Major Maintenance Reserve Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$362,970)	\$0	(\$362,970)
Contingency	\$1,705,720	\$0	\$0	\$2,375,320	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$4,181,040
Total Expenditures	\$27,913,100	\$2,602,710	\$544,370	\$2,985,450	\$499,350	\$17,706,210	\$9,075,590	\$232,000	\$4,618,920	\$16,013,620	\$2,286,210	\$84,477,530
Net Revenues/Expenditures	\$15,041,300	(\$1,579,150)	(\$422,520)	\$138,460	\$4,001,190	(\$16,009,880)	(\$8,010,990)	(\$227,910)	(\$3,116,330)	(\$7,565,020)	\$229,400	(\$17,521,450)
Transfers and Other Financing Sources (Uses)												
Transfer from other funds	\$0	\$2,296,880	\$2,422,520	\$0	\$0	\$6,767,760	\$4,507,280	\$19,130	\$3,353,040	\$3,284,400	\$44,450	\$22,695,460
Transfer to other funds	(\$10,603,310)	\$0	\$0	(\$184,400)	(\$7,381,340)	(\$4,526,410)	\$0	\$0	\$0	\$0	\$0	(\$22,695,460)
Net Transfers and Other Financing Sources (Uses)	(\$10,603,310)	\$2,296,880	\$2,422,520	(\$184,400)	(\$7,381,340)	\$2,241,350	\$4,507,280	\$19,130	\$3,353,040	\$3,284,400	\$44,450	\$0
Beginning Fund Balances	\$30,230,283	\$360,920	\$4,900,000	\$280,808	\$9,710,690	\$27,515,777	\$2,133,493	\$146,869	\$5,000,000	\$17,380,955	\$1,435,048	\$99,094,843
Ending Fund Balances												
Operating Reserve	\$7,580,994	\$741,810	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,887,267	\$0	\$10,210,071
Street Rehab/Preservation Reserve	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
Future Transit System Implementation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
Restricted Capital Reserve	\$0	\$0	\$0	\$0	\$7,390,580	\$6,541,530	\$2,632,600	\$0	\$0	\$10,688,235	\$0	\$27,252,945
Equipment Replacement Reserve	\$1,818,729	\$36,840	\$0	\$0	\$0	\$0	\$0	\$0	\$236,710	\$1,194,613	\$1,039,055	\$4,325,947
Major Maintenance Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$385,697	\$0	\$385,697
Reserves for Loans	\$1,432,128	\$0	\$6,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,332,128
FY22 Surplus to be Allocated	\$8,634,278	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,634,278
Estimated FY23 Surplus to be Allocated	\$12,281,866	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,281,866
Remaining Available Fund Balance	\$2,920,278	\$0	\$0	\$234,868	(\$1,060,040)	\$7,205,717	(\$4,002,817)	(\$61,911)	\$0	(\$1,055,477)	\$669,843	\$4,850,461
Total Ending Fund Balances	\$34,668,273	\$1,078,650	\$6,900,000	\$234,868	\$6,330,540	\$13,747,247	(\$1,370,217)	(\$61,911)	\$5,236,710	\$13,100,335	\$1,708,898	\$81,573,393

SUMMARY OF OVERALL BUDGET CHANGES

All Funds

	Operating Budget	CIP Budget	Totals
Comparison to FY 2022 Adopted			
FY 2023 Adopted Budget	\$49,959,990	\$55,785,050	\$105,745,040
<u>Significant Changes:</u>			
Increases for traffic improvements including construction of the Uptown parking garage, Forest Road extension, pedestrian crossing at Oak Creek, and shared-use paths		\$512,070	\$512,070
Increases for transit system capital infrastructure needs		\$424,470	\$424,470
Decrease for real estate/land acquisition for strategic protection of the City's future development		(\$20,020,000)	(\$20,020,000)
Net decreases for wastewater operating and capital infrastructure	\$194,310	(\$1,863,110)	(\$1,668,800)
Decreases for debt service payments on bonds compared to placeholder in prior year	(\$388,380)		(\$388,380)
Reduction in tourism management contingency	(\$250,000)		(\$250,000)
Increases for sustainability programs and initiatives	\$172,473	\$330,000	\$502,473
Decreases in housing expenditures and contingencies (loan programs are balance sheet items, not expenditures)	(\$888,500)		(\$888,500)
Increase for Cultural Park master plan	\$125,000		\$125,000
Increases for community service contracts	\$466,133		\$466,133
Increase for grant contingencies	\$336,320		\$336,320
Decreases for Police Department capital infrastructure needs		(\$910,030)	(\$910,030)
Increases in streets maintenance costs	\$334,860		\$334,860
Increases in utilities costs	\$137,390		\$137,390
One-time contribution toward PSPRS unfunded liability in prior year	(\$1,000,000)		(\$1,000,000)
Increases in existing personnel costs for pay adjustments, added positions, and change in insurance and pension rates	\$765,160		\$765,160
Increases in indirect cost allocations (allocations result in double counting of expenditures, not an increase in payments to employees or vendors)	\$246,420		\$246,420
Net decreases in other CIP projects		(\$94,260)	(\$94,260)
Other miscellaneous changes	\$102,164		\$102,164
FY 2024 Proposed Budget	\$50,313,340	\$34,164,190	\$84,477,530
% Change	1%	-39%	-20%

INTER-FUND TRANSFERS

FY 2024 INTER-FUND TRANSFERS

Transfers Out	Transfers In								
	Streets Fund	Housing Fund	Capital Improvements Fund	Dev. Impact Fees Funds	Art in Public Places Fund	Public Transit Enterprise Fund	Wastewater Enterprise Fund	Info. Tech. Internal Service Fund	Totals
General Fund	\$2,296,880	\$2,422,520	\$2,500,000	\$ -	\$ -	\$239,460	\$3,100,000	\$44,450	\$10,603,310
Grants, Donations & Restricted Funds							184,400		184,400
Transportation Sales Tax Fund	-	-	4,267,760			3,113,580	-	-	7,381,340
Capital Improvements Fund	-	-	-	4,507,280	19,130	-	-	-	4,526,410
Totals	\$2,296,880	\$2,422,520	\$6,767,760	\$4,507,280	\$19,130	\$3,252,040	\$3,284,400	\$44,450	\$22,695,460

The purposes for the inter-fund transfers are as follows:

- **Ongoing Transfers**
 - **Streets Fund Shortfall** – The revenues of the Streets Fund are insufficient to cover the estimated annual costs. The annual transfer is projected at \$1,555,070 for fiscal year 2023-24.
 - **Funding for Housing** – The annual transfer to provide funding for the Housing Fund for fiscal year 2023-24 is \$500,000. The intent was to create a linkage between increases in bed tax revenues partially attributable to short-term rental activity which is believed to have had an impact on the availability of affordable housing within the City.
 - **Funding for Capital Projects** – The annual transfer to provide funding for the Capital Improvements Fund for fiscal year 2023-24 is \$2,500,000. The City relies on General Fund monies as a significant source for capital improvement project needs.
 - **Funding for Sedona in Motion (SIM) projects** – A portion of the SIM capital improvement projects are funded with transportation sales tax monies. The fiscal year 2023-24 budget projects a transfer of \$4,267,760 from the Transportation Sales Tax Fund to the Capital Improvements Fund to cover those costs.
 - **1% for Arts** – Council policy requires 1% of all capital projects budgets to be designated for art in public places. A total of \$19,130 was budgeted in the Capital Improvements Program for transfer to the Art in Public Places Fund for this purpose.

INTER-FUND TRANSFERS

continued

- **Funding for Verde Shuttle** – In accordance with an intergovernmental agreement (IGA) between the City of Cottonwood and City of Sedona, the City of Cottonwood bills the City of Sedona for the grant matching costs for the Verde Shuttle, a public transit line managed and operated by the City of Cottonwood that connects Sedona and Cottonwood. All public transit costs have been consolidated in the Public Transit Enterprise Fund; however, the funding comes from unrestricted revenues in the General Fund. The fiscal year 2023-24 budget includes a transfer of \$239,460 from the General Fund to the Public Transit Enterprise Fund to cover the grant matching requirement.
- **Funding for Sedona-Owned Public Transit System** – A portion of the public transit operating costs and capital improvement projects are funded with transportation sales tax monies. The fiscal year 2023-24 budget projects a transfer of \$2,396,900 for operating costs and \$716,680 for capital improvement costs from the Transportation Sales Tax Fund to the Public Transit Enterprise Fund.
- **Wastewater Subsidy** – The City Council approved an inter-fund transfer of \$3,100,000 for fiscal year 2023-24 of the city sales tax revenues as a subsidy to the Wastewater Enterprise Fund to help pay the debt service on debt the City has incurred for the original construction as well as upgrades to the capacity at the plant and extensions of the sewer lines.
- **Paid Parking Program** – The City Council has committed to the merchants in the Uptown area that the proceeds from the paid parking program, net of program costs, will be reinvested in the Uptown area. A portion of the program costs are reported in the Information Technology Internal Service Fund, and a transfer of \$44,450 from the General Fund has been included to cover those costs with the paid parking revenues.
- **One-Time Transfers**
 - **Streets Fund Shortfall** – An operating reserve of \$741,810 for the Streets Fund is recommended. The transfer from the General Fund for fiscal year 2023-24 would need to be increased to cover this additional cost.
 - **Funding for Housing** – An estimated \$1,922,520 of additional funding in fiscal year 2023-24 is needed if Council chooses to increase the total amount to be loaned for the Sunset Lofts project from \$4.2 million to an estimated \$6.2 million.
 - **Bond Proceeds for Capital Projects** – The Series 2022 bonds were issued to cover costs of transportation master plan projects. The bond proceeds were recorded in the Capital Improvements Fund; however, the costs are incurred in other funds as well, and transfers are necessary to pay for the transportation master plan project costs in those funds. An estimated \$4,507,280 is budgeted for transfers to the Development Impact Fees Funds.
 - **Wastewater Subsidy** – The fiscal year 2023-24 budget includes a projected need of \$184,400 of American Rescue Plan Act (ARPA) funding to support capital improvement needs.

INTER-FUND TRANSFERS

continued

City Sales Tax Subsidy to Wastewater Enterprise Fund

Since the voters approved the construction of a sewer system in 1989, the City has subsidized the Wastewater Enterprise Fund with a portion of its city sales tax revenue. The subsidy has helped pay most of the debt service incurred for the original construction as well as upgrades to the capacity at the plant and extensions of the sewer lines. Since fiscal year 1988-89, the City has subsidized the Wastewater Enterprise Fund with over \$135 million of city sales taxes.

Since FY 1989, the Wastewater Enterprise Fund has been subsidized with over \$135 million of city sales taxes.

In 2013, the City hired a consultant to review the existing rate structure and to develop a long-range financial plan for the Wastewater Enterprise Fund. The 2013-14 Wastewater Rate Study and Financial Plan, adopted by City Council in May 2014, planned for a slow reduction in the General Fund subsidy over the next twelve years, along with annual increases in user fees gradually declining from 4% to 2% each year, in order to achieve the ultimate goal of making the Wastewater Enterprise Fund financially self-supporting. The City Council approved the rate increases for the first four years of the plan. Due to current surpluses as a result of the subsidies, additional increases have not yet been approved.

A new rate study is in process that plans to continue the gradual reduction of the subsidy until fully eliminated once the Wastewater Fund debt is paid off and reevaluate the increases needed. The future subsidies proposed in the rate study were approved and adopted in City Council Resolution No. 2020-03. The approved future subsidies are as follows:

FUTURE CITY SALES TAX SUBSIDIES

Fiscal Year	Subsidy
FY 2024-25	\$3,000,000
FY 2025-26	\$2,900,000
FY 2026-27	\$0

POSITION LIST/FULL-TIME EQUIVALENTS

SUMMARY OF FULL-TIME EQUIVALENTS BY FUND

Fiscal Year	General Fund	Streets Fund	Affordable Housing Fund	Transp. Sales Tax Fund	Public Transit Fund	Waste-water Fund	Info. Tech. Fund	Totals
FY2022	136.21	3.88	1.00	1.00	1.00	15.68	5.00	163.77
FY2023	145.57	4.35	2.00	1.00	1.50	17.08	6.00	177.50
FY2023	147.08	4.06	2.00	1.00	1.50	17.08	6.00	178.72

SUMMARY OF FULL-TIME EQUIVALENTS BY DEPARTMENT

Department	FY2022	FY2023	FY2024
City Council	7.00	7.00	7.00
City Manager's Office ⁽¹⁾	10.00	14.20	8.10
Human Resources	2.00	2.00	2.00
Financial Services ⁽²⁾	10.00	11.24	11.56
City Attorney's Office	3.54	3.54	3.54
City Clerk's Office ⁽³⁾	2.88	2.92	2.88
Parks & Recreation ⁽⁴⁾	8.91	9.05	9.02
Community Development ⁽⁵⁾	13.48	14.97	13.41
Public Works ⁽⁶⁾	33.85	35.65	35.65
Tourism & Economic Initiatives ⁽⁶⁾	1.00	1.00	1.10
Housing ⁽⁷⁾	-	-	2.00
Sustainability ⁽⁷⁾	-	-	3.00
Police ⁽⁸⁾	46.63	47.63	50.63
Municipal Court ⁽⁹⁾	5.48	5.80	6.33
Public Transit	1.00	1.50	1.50
Wastewater	13.00	15.00	15.00
Information Technology	5.00	6.00	6.00
Total	163.77	177.50	178.72

⁽¹⁾Decrease in City Manager's Office was due to the establishment of departments for Housing and Sustainability, as well as the transfer of an authorized FTE to Community Development and a partial allocation of a position to the new Tourism & Economic Initiatives Department.

⁽²⁾Increase in Financial Services was due to the increase in temporary city employee hours.

⁽³⁾Decrease in City Clerk's Office was due to elimination of a temporary city employee position.

⁽⁴⁾Decrease in Parks & Recreation was due to adjustments for seasonal positions.

⁽⁵⁾Decrease in Community Development was due to the net of a transferred authorized FTE from the City Manager's Office, the transfer of the Code Enforcement program to Police, elimination of the 6-months overlap for an incoming Building Inspector prior to the retirement of the current Building Inspector, and reduction of a temporary city employee hours.

⁽⁶⁾Increase in Tourism & Economic Initiatives was due to a partial allocation of a position from the City Manager's Office.

⁽⁷⁾Increase in Housing and Sustainability was due to the establishment of separate departments instead of programs under the City Manager's Office.

⁽⁸⁾Increase in Police was due to the transfer of the Code Enforcement program from Community Development and the addition of a motor officer position.

⁽⁹⁾Increase in Municipal Court was due to increase in temporary city employee hours.

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

Department/Authorized Position	FY2022	FY2023	FY2024	Change from FY2023
City Council				
Mayor (GF)	1.00	1.00	1.00	-
Vice-Mayor (GF)	1.00	1.00	1.00	-
City Councillors (GF)	5.00	5.00	5.00	-
City Council Total	7.00	7.00	7.00	-
City Manager's Office				
City Manager (GF)	1.00	1.00	1.00	-
Deputy City Manager (GF)	1.00	1.00	1.00	-
Assistant City Manager/Director of Public Works (GF)	-	0.20	0.20	-
Housing Manager (AHF)	1.00	1.00	-	(1.00)
Communications & Public Affairs Manager (GF)	1.00	1.00	1.00	-
Sustainability Manager (GF)	1.00	1.00	-	(1.00)
Assistant to the City Manager (GF)	1.00	1.00	-	(1.00)
Web Content Manager (GF)	-	1.00	1.00	-
Arts & Culture Coordinator (GF)	1.00	1.00	1.00	-
Special Initiatives Coordinator (GF)	-	-	0.90	0.90
Public Relations Coordinator (GF)	1.00	1.00	-	(1.00)
Sustainability Coordinator (GF)	1.00	2.00	-	(2.00)
Short-Term Rental Specialist (GF)	-	1.00	1.00	-
Housing Coordinator (AHF)	-	1.00	-	(1.00)
Executive Assistant (GF)	1.00	1.00	1.00	-
City Manager's Office Total	10.00	14.20	8.10	(6.10)
Human Resources				
Human Resource Manager (GF)	1.00	1.00	1.00	-
Human Resource Specialist (GF)	1.00	1.00	1.00	-
Human Resources Total	2.00	2.00	2.00	-
Financial Services				
Director of Financial Services (GF)	1.00	1.00	1.00	-
Assistant Financial Services Director (GF)	1.00	1.00	1.00	-
Procurement Officer (GF)	1.00	1.00	1.00	-
Accounting Supervisor (GF)	-	1.00	1.00	-
Accountant III (GF)	1.00	-	-	-
Budget & Financial Analyst (GF)	-	1.00	1.00	-
Revenue Supervisor (GF)	1.00	1.00	1.00	-
Accountant I (GF)	-	1.00	1.00	-
Accounting Technician II (GF)	3.00	3.00	3.00	-
Accounting Technician I (GF)	1.00	-	-	-
Administrative Assistant (GF)	1.00	1.00	1.00	-
Temporary City Employee (GF)	-	0.24	0.56	0.32
Financial Services Total	10.00	11.24	11.56	0.32

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

Department/Authorized Position	FY2022	FY2023	FY2024	Change from FY2023
City Attorney's Office				
City Attorney (GF)	1.00	1.00	1.00	-
Assistant City Attorney (GF)	1.50	1.50	1.50	-
Legal Assistant (GF)	1.00	1.00	1.00	-
Temporary City Employee (GF)	0.04	0.04	0.04	-
City Attorney's Office Total	3.54	3.54	3.54	-
City Clerk's Office				
City Clerk (GF)	1.00	1.00	1.00	-
Deputy Clerk (GF)	1.00	1.00	1.00	-
Records Clerk (GF)	0.88	0.88	0.88	-
Temporary City Employee (GF)	-	0.04	-	(0.04)
City Clerk's Office Total	2.88	2.92	2.88	(0.04)
Parks & Recreation				
Parks and Recreation Manager (GF)	1.00	1.00	1.00	-
Recreation & Aquatics Supervisor (GF)	1.00	1.00	1.00	-
Recreation Coordinator II (GF)	1.00	1.00	1.00	-
Recreation Coordinator I (GF)	1.00	-	-	-
Administrative & Recreation Assistant (GF)	1.00	2.00	2.00	-
Recreation Assistant (GF)	0.13	0.20	0.26	0.06
Pool Manager (GF)	0.33	0.31	0.27	(0.04)
Pool Assistant Manager (GF)	0.45	0.51	0.46	(0.05)
Lifeguard Instructor (GF)	1.43	-	-	-
Lifeguard (GF)	1.09	1.37	1.15	(0.22)
Swim Instructor (GF)	-	1.30	1.50	0.20
Aqua Fitness Instructor (GF)	0.19	0.04	0.03	(0.01)
Scorekeeper/Umpire/Referee (GF)	0.29	0.32	0.35	0.03
Parks & Recreation Total	8.91	9.05	9.02	(0.03)
Community Development				
Director of Community Development (GF)	1.00	1.00	1.00	-
Chief Building Official (GF)	1.00	1.00	1.00	-
Planning Manager (GF)	1.00	1.00	1.00	-
Principal Planner (GF)	1.00	1.00	1.00	-
Senior Planner (GF)	1.00	-	-	-
Associate Planner (GF)	1.00	2.00	3.00	1.00
Building Inspector II (GF)	1.00	1.50	1.00	(0.50)
Plans Examiner II (GF)	1.00	1.00	1.00	-
Senior Code Enforcement Officer (GF)	1.00	1.00	-	(1.00)
Building Permits Technician II (GF)	-	-	1.00	1.00
Code Enforcement Officer (GF)	1.00	1.00	-	(1.00)
Building Permits Technician I (GF)	2.00	2.00	2.00	-
Administrative Assistant (GF)	1.00	1.00	1.00	-
Temporary City Employee (GF)	0.48	1.47	0.41	(1.06)
Community Development Total	13.48	14.97	13.41	(1.56)

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

Department/Authorized Position	FY2022	FY2023	FY2024	Change from FY2023
Public Works				
Assistant City Manager/Director of Public Works (GF)	-	0.71	0.71	-
Assistant City Manager/Director of Public Works (SF)	-	0.05	0.05	-
Assistant City Manager/Director of Public Works (WWF)	-	0.04	0.04	-
Director of Public Works/City Engineer (GF)	0.88	-	-	-
Director of Public Works/City Engineer (WWF)	0.07	-	-	-
Director of Public Works/City Engineer (SF)	0.05	-	-	-
Assistant Director of Public Works (GF)	0.75	0.75	0.75	-
Assistant Director of Public Works (SF)	0.25	0.25	0.25	-
Engineering Supervisor (GF)	-	0.75	0.75	-
Engineering Supervisor (SF)	-	0.25	0.25	-
Associate Engineer (GF)	2.50	1.85	1.85	-
Associate Engineer (TSTF)	-	1.00	1.00	-
Associate Engineer (WWF)	0.50	0.15	0.15	-
City Maintenance Manager (GF)	0.76	0.76	0.76	-
City Maintenance Manager (SF)	0.15	0.15	0.15	-
City Maintenance Manager (WWF)	0.09	0.09	0.09	-
Assistant Engineer (GF)	1.97	1.95	1.95	-
Assistant Engineer (TSTF)	1.00	-	-	-
Assistant Engineer (WWF)	0.03	0.05	0.05	-
Grants Analyst (GF)	-	0.50	0.50	-
Chief Engineering Inspector (GF)	0.50	0.50	0.50	-
Chief Engineering Inspector (WWF)	0.50	0.50	0.50	-
Facilities/Administrative Manager (GF)	0.78	-	-	-
Facilities/Administrative Manager (WWF)	0.19	-	-	-
Facilities/Administrative Manager (SF)	0.03	-	-	-
Right-of-Way Supervisor (GF)	0.36	0.36	0.36	-
Right-of-Way Supervisor (SF)	0.58	0.58	0.58	-
Right-of-Way Supervisor (WWF)	0.06	0.06	0.06	-
Facilities Maintenance Supervisor (GF)	0.91	0.95	0.95	-
Facilities Maintenance Supervisor (SF)	0.04	0.05	0.05	-
Facilities Maintenance Supervisor (WWF)	0.05	-	-	-
Assistant Project Manager (GF)	1.00	1.00	1.00	-
Right-of-Way Specialist (GF)	0.24	0.24	0.24	-
Right-of-Way Specialist (SF)	0.70	0.70	0.70	-
Right-of-Way Specialist (WWF)	0.06	0.06	0.06	-
Bike Park Maintenance Worker (GF)	0.25	0.25	0.25	-
Public Works Administrative Supervisor (GF)	-	0.97	0.97	-
Public Works Administrative Supervisor (SF)	-	0.03	0.03	-
Engineering Services Inspector (GF)	1.20	1.20	1.20	-
Engineering Services Inspector (WWF)	0.80	0.80	0.80	-
City Maintenance Worker II (GF)	2.54	6.47	6.76	0.29
City Maintenance Worker II (SF)	1.26	2.20	1.91	(0.29)
City Maintenance Worker II (WWF)	0.20	0.33	0.33	-
Facilities Maintenance Worker (GF)	1.00	1.00	1.00	-
Administrative Assistant (GF)	0.91	0.91	0.91	-
Administrative Assistant (SF)	0.09	0.09	0.09	-
City Maintenance Worker I (GF)	4.14	-	-	-
City Maintenance Worker I (SF)	0.73	-	-	-
City Maintenance Worker I (WWF)	0.13	-	-	-
Custodial Maintenance Worker (GF)	2.00	3.00	3.00	-
Traffic Control Assistant II (GF)	1.00	1.00	1.00	-
Traffic Control Assistant (GF)	2.60	3.10	3.10	-
Public Works Total	33.85	35.65	35.65	(0.00)

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

Department/Authorized Position	FY2022	FY2023	FY2024	Change from FY2023
Tourism & Economic Initiatives (previously Economic Development)				
Economic Development Director (GF)	1.00	1.00	-	(1.00)
Tourism & Economic Initiatives Manager (GF)	-	-	1.00	1.00
Special Initiatives Coordinator (GF)	-	-	0.10	0.10
Tourism & Economic Initiatives Total	1.00	1.00	1.10	0.10
Housing				
Housing Manager (AHF)	-	-	1.00	1.00
Housing Coordinator (AHF)	-	-	1.00	1.00
Housing Total	-	-	2.00	2.00
Sustainability				
Sustainability Manager (GF)	-	-	1.00	1.00
Sustainability Coordinator (GF)	-	-	2.00	2.00
Sustainability Total	-	-	3.00	3.00
Police				
Chief of Police (GF)	1.00	1.00	1.00	-
Deputy Police Chief (GF)	1.00	1.00	1.00	-
Police Lieutenant (GF)	1.00	1.00	2.00	1.00
Police Sergeant (GF)	6.00	6.00	5.00	(1.00)
Police Detective (GF)	2.00	2.00	2.00	-
Police Officer (GF)	18.00	18.00	19.00	1.00
Communication/Records Supervisor (GF)	1.00	1.00	1.00	-
Senior Code Enforcement Officer (GF)	-	-	1.00	1.00
Code Enforcement Officer (GF)	-	-	1.00	1.00
Communications Specialist (GF)	7.00	8.00	8.00	-
Community Service Officer (GF)	2.00	2.00	2.00	-
Executive Assistant (GF)	1.00	1.00	1.00	-
Police Records Clerk II (GF)	1.00	1.00	1.00	-
Property & Evidence Technician (GF)	0.73	0.73	0.73	-
Support Services Technician (GF)	1.00	1.00	1.00	-
Police Records Technician (GF)	1.00	1.00	1.00	-
Community Service Aide (GF)	2.90	2.90	2.90	-
Police Total	46.63	47.63	50.63	3.00
Municipal Court				
Magistrate Judge (GF)	1.00	1.00	1.00	-
Magistrate Judge Pro-Tem (GF)	0.05	0.05	0.05	-
Court Administrator (GF)	1.00	1.00	1.00	-
Court Clerk (GF)	3.00	3.00	3.00	-
Court Security Officer (GF)	0.43	0.50	0.50	-
Temporary City Employee (GF)	-	0.25	0.78	0.53
Municipal Court Total	5.48	5.80	6.33	0.53
Public Transit				
Transit Administrator (PTF)	1.00	1.00	1.00	-
Grants Analyst (PTF)	-	0.50	0.50	-
Public Transit Total	1.00	1.50	1.50	-

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

Department/Authorized Position	FY2022	FY2023	FY2024	Change from FY2023
Wastewater				
Director of Wastewater (WWF)	1.00	1.00	1.00	-
WW Regulatory Compliance Specialist (WWF)	1.00	1.00	1.00	-
Chief Collections Operator (WWF)	1.00	1.00	1.00	-
Chief Plant Operator (WWF)	1.00	1.00	1.00	-
Mechanic/Electrician (WWF)	1.00	1.00	1.00	-
Wastewater Inspector (WWF)	-	1.00	1.00	-
Collections Operator III (WWF)	1.00	1.00	1.00	-
Lab Technician (WWF)	1.00	1.00	1.00	-
Plant Operator III (WWF)	1.00	-	-	-
Collections Operator II (WWF)	1.00	1.00	1.00	-
Plant Operator II (WWF)	1.00	3.00	3.00	-
Collections/Camera Operator I (WWF)	-	1.00	1.00	-
Collections Operator I (WWF)	1.00	-	-	-
Preventative Maintenance Technician (WWF)	-	1.00	1.00	-
CCTV Van Operator (WWF)	1.00	-	-	-
Administrative Assistant (WWF)	1.00	1.00	1.00	-
Wastewater Total	13.00	15.00	15.00	-
Information Technology				
Information Technology Manager (ITF)	1.00	1.00	1.00	-
GIS Analyst (ITF)	1.00	1.00	1.00	-
Network Engineer (ITF)	1.00	1.00	1.00	-
System Administrator (ITF)	1.00	1.00	1.00	-
Systems Engineer (ITF)	-	1.00	1.00	-
IT Support/Help Desk Technician (ITF)	1.00	1.00	1.00	-
Information Technology Total	5.00	6.00	6.00	-
City-Wide Totals				
General Fund	136.21	145.57	147.08	1.51
Streets Fund	3.88	4.35	4.06	(0.29)
Affordable Housing Fund	1.00	2.00	2.00	-
Transportation Sales Tax Fund	1.00	1.00	1.00	-
Public Transit Fund	1.00	1.50	1.50	-
Wastewater Fund	15.68	17.08	17.08	-
Information Technology Fund	5.00	6.00	6.00	-
Total City Full-Time Equivalents	163.77	177.50	178.72	1.22

(AHF) = Affordable Housing Fund
 (GF) = General Fund
 (ITF) = Information Technology Internal Service Fund
 (PT) = Public Transit Fund
 (SF) = Streets Fund
 (TSTF) = Transportation Sales Tax Fund
 (WWF) = Wastewater Enterprise Fund

POSITION LIST/FULL-TIME EQUIVALENTS

continued

FY 2024 Staffing Changes

The City staffing changes were based on analyses of departmental needs and funding allocations. The fiscal year 2023-24 budget includes the following changes:

- Two full-time positions were added:
 - A full-time temporary planner position was converted to a permanent Associate Planner position in the Community Development Department.
 - A Police Officer position was added to the Police Department for a second motor officer position to address traffic-related issues.
- A temporary 6-month overlap of the retiring Building Inspector with the incoming Building Inspector to assist with the training and transition of the position was eliminated in the Community Development Department.
- The following positions or portions of positions were transferred to another department:
 - The Housing Manager and Housing Coordinator positions were transferred to a new Housing Department.
 - The Sustainability Manager and Sustainability Coordinator positions were transferred to a new Sustainability Department.
 - The authorized FTE for the Assistant to the City Manager position was transferred to the Community Development Department for an additional Building Permits Technician position.
 - The Public Relations Coordinator was reclassified to a Special Initiatives Coordinator and a portion of the position was transferred to the new Tourism & Economic Initiatives Department.
 - The Senior Code Enforcement Officer and the Code Enforcement Officer positions were transferred to the Police Department.
 - The Economic Development Director and the Economic Development Department were restructured as a Tourism & Economic Initiatives Manager and a new Tourism & Economic Initiatives Department.
- During fiscal year 2022-23, the City Council authorized staffing changes to address the workload pressures due to significant turnover and difficulties with recruiting, lack of adequate local workforce, and affordability of housing. As a result, a Police Sergeant position in the Police Department was restructured to Police Lieutenant position.
- Other adjustments included adjustments to the hours of some temporary positions.



**City of Sedona
FY 2024 Proposed Budget
Summary of Carryover Requests - Operating Budget**

Department	Program	Description	FY Approved	Status	Amount
General Fund					
General Services	Administration	Consultant for airport evaluation	FY 2023	In Process	\$ 80,000
Community Development	Community Plan	Consultant for Community Plan update	FY 2023	In Process	50,000
General Fund Total					\$ 130,000
Grants, Donations & Restricted Funds					
Police	K-9	Trained narcotic detection/tracking dog	FY 2023	Won't receive until FY 2024	\$ 12,500
Grants, Donations & Restricted Funds Total					\$ 12,500
Development Impact Fee Funds					
General Services	Administration	DIF 5-year update study (plus additional appropriation of \$33,000 in case full study needed)	FY 2023	Working on contract	\$ 45,000
Development Impact Fee Funds Total					\$ 45,000
Wastewater Enterprise Fund					
Financial Services	Revenue Management	Wastewater rate study	FY 2023	On hold	\$ 30,000
Wastewater	Plant Operations	WIMS training & development	FY 2021	Not started	5,000
Wastewater	Plant Operations	PLC 4 rack upgrade	FY 2022	Not started	15,000
Wastewater	Collections	Northview generator install	FY 2021	Not started	25,000
Wastewater Enterprise Fund Total					\$ 75,000
Information Technology Internal Service Fund					
Information Technology	Info. Tech. Services	GETAC video on-premise storage backup	FY 2023	Not started	\$ 9,600
Information Technology Internal Service Fund Total					\$ 9,600
Grand Total					\$ 272,100

City of Sedona
 FY 2024 Proposed Budget
 Summary of Decision Package Requests

Personnel Requests

Department	Description	Priority	FTEs	One-Time Costs	Ongoing Costs	Total Request	CM Recommendation	FTEs	One-Time	Ongoing	Total Recommended	CBWG Recommendation	FTEs	One-Time	Ongoing	Total
General Fund																
Human Resources	Tuition Reimbursement Program	Medium		\$ -	\$ 10,000	\$ 10,000	Recommended		\$ -	\$ 10,000	\$ 10,000	Yes, 8-1-1		\$ -	\$ 10,000	\$ 10,000
Financial Services	Investment Advisory & Consulting Services	Medium		40,000	50,000	90,000	Recommended	40,000	50,000	90,000	90,000	No, 8-2 (as is)		40,000	50,000	90,000
Financial Services	Internal Control Audit	Low		50,000	-	50,000	Not recommended at this time	-	-	-	-	Yes, 8-2 (without ESG requirement)		-	-	-
												Remove, 6-4 Defer, 3-7 Complete before ERP replacement, 1-9		-	-	-
Community Development	Cultural Park Area Master Plan	High		125,000	-	125,000	Recommended	125,000	-	125,000	125,000	Yes, 9-0-1		125,000	-	125,000
Community Development	Temporary Planner to Permanent	High		-	11,200	11,200	Recommended	-	11,200	11,200	11,200	Yes, 10-0		-	11,200	11,200
Tourism & Economic Initiatives	Tourism Data Collection Project	High		200,000	-	200,000	Recommended from existing contingency	-	-	-	-	Yes, from contingency, 9-1		-	-	-
Sustainability	Sedona Community Garden Project	Medium		13,500	1,500	15,000	Not recommended at this time	-	-	-	-	Complete tourism mgmt plan first, 1-9		-	-	-
												No, 10-0		-	-	-
Police	Dedicated Second Motor Officer	High	1.0	12,000	121,460	133,460	Recommended	1.0	12,000	121,460	133,460	Yes, 10-0	1.0	12,000	121,460	133,460
Court	New Court Clerk Position	High	1.0	-	78,510	78,510	Not recommended	-	-	-	-	No, 9-0-1		-	-	-
Court	Increase Court Security Officer Hours (20 hrs/wk to 40 hrs/wk)	Medium	0.2	-	50,250	50,250	Not recommended	-	-	-	-	No, 8-2		-	-	-
Court	Increase Hours of Temporary Court Clerk	High	0.8	49,040	-	49,040	Recommended	0.8	49,040	-	49,040	Yes, 8-2	0.8	49,040	-	49,040
	General Fund Total		3.0	\$ 489,540	\$ 322,920	\$ 812,460		1.8	\$ 226,040	\$ 192,660	\$ 418,700		1.8	\$ 226,040	\$ 192,660	\$ 418,700
Affordable Housing Fund																
Housing	Strategic Plan to Address Homelessness	Medium		\$ 54,000	\$ -	\$ 54,000	Recommended	\$ 54,000	\$ -	\$ 54,000	\$ 54,000	Yes, 10-0		\$ 54,000	\$ -	\$ 54,000
Housing	Deed Restrictions	Low		-	2,000,000	2,000,000	Not recommended	-	-	-	-	Yes, but without cost to City, 10-0		-	-	-
Housing	Cold/Wet Weather Emergency Fund	Medium		-	15,000	15,000	Recommended	-	15,000	15,000	15,000	Yes, relying first on partner organizations, 10-0		-	15,000	15,000
Housing	Safe Place to Park	High		600,000	-	600,000	Not recommended at this time	-	-	-	-	No, complete Homelessness plan first, 9-0-1		-	-	-
	Affordable Housing Fund Total		0.0	\$ 654,000	\$ 2,015,000	\$ 2,669,000		0.0	\$ 54,000	\$ 15,000	\$ 69,000		0.0	\$ 54,000	\$ 15,000	\$ 69,000
Grants & Donations Funds																
Police	Speed & Traffic Enforcement	Low	OT only	\$ 1,200	\$ -	\$ 1,200	Recommended if grant funding received	OT only	1,200	\$ -	\$ 1,200	Yes, 10-0	OT only	1,200	\$ -	\$ 1,200
Police	DUI Enforcement	Low	OT only	1,200	-	1,200	Recommended if grant funding received	OT only	1,200	-	1,200	Yes, 10-0	OT only	1,200	-	1,200
	Grants & Donations Funds Total		0.0	\$ 2,400	\$ -	\$ 2,400		0.0	\$ 2,400	\$ -	\$ 2,400		0.0	\$ 2,400	\$ -	\$ 2,400
Public Transit Fund																
Transit	Hanover Multimedia TFT Screens	Medium		\$ 64,500	\$ -	\$ 64,500	Recommended from existing contingency	\$ -	\$ -	\$ -	\$ -	No, 8-2		\$ -	\$ -	\$ -
	Public Transit Fund Total		0.0	\$ 64,500	\$ -	\$ 64,500		0.0	\$ -	\$ -	\$ -		0.0	\$ -	\$ -	\$ -
Wastewater Fund																
Information Technology	IT Communications, Cellular Boost	Medium		\$ 36,230	\$ -	\$ 36,230	Recommended	\$ 36,230	\$ -	\$ 36,230	\$ 36,230	Yes, 10-0		\$ 36,230	\$ -	\$ 36,230
	Wastewater Fund Total		0.0	\$ 36,230	\$ -	\$ 36,230		0.0	\$ 36,230	\$ -	\$ 36,230		0.0	\$ 36,230	\$ -	\$ 36,230
Information Technology Fund																
Information Technology	IT HelpDesk Position	High	1.0	\$ 5,000	\$ 115,710	\$ 120,710	Not recommended	\$ -	\$ -	\$ -	\$ -	No, 10-0		\$ -	\$ -	\$ -
	Information Technology Fund Total		1.0	\$ 5,000	\$ 115,710	\$ 120,710		0.0	\$ -	\$ -	\$ -		0.0	\$ -	\$ -	\$ -
	Grand Total		4.0	\$ 1,251,670	\$ 2,453,630	\$ 3,705,300		1.8	\$ 318,670	\$ 207,660	\$ 526,330		1.8	\$ 318,670	\$ 207,660	\$ 526,330

INTERNAL CHARGES

The fiscal year 2023-24 budget includes a cost category labeled internal charges. These costs may include:

- Allocation of indirect costs
- Set-asides for equipment replacement reserves
- Set-asides for wastewater major maintenance reserve

Indirect Cost Allocations

Indirect cost allocations are a commonly used methodology for allocating costs incurred in internal service departments and programs to the programs and services of other departments benefitting from those services. The allocation of these costs is based on available information that represents as fair an accounting as possible of the level of benefits received by the other departments and programs. The following is a summary of the department and programs providing the internal services and the methods used for allocation:

SUMMARY OF INTERNAL SERVICE ALLOCATION METHODS

Department	Program	Allocation Method
City Manager's Office	Administration	Counts of employees/FTEs benefitted
Human Resources	Administration	Counts of employees/FTEs benefitted
Financial Services	Administration	Budgeted expenditures of areas benefitted, counts of employees/FTEs benefitted, number of accounts payable transactions, and number of cash receiving transactions
Information Technology	Information Technology Services	Number of computers and phones and allocations of software systems used and counts of employees/FTEs benefitted
City Attorney's Office	General Civil	Estimated personnel hours and allocations of property damage claims benefitted and counts of employees/FTEs benefitted
City Clerk's Office	Clerk General Operations	Number of service requests and estimated personnel hours
General Services	General Services Administration	Budgeted expenditures of areas benefitted, historical insurance claims exposure, counts of employees/FTEs benefitted, and postage meter activity
Public Works	Facilities Maintenance	Square footage of facilities

The result of these allocations are the internal charges applied to each program with offsetting negative amounts for the internal service programs being allocated, except for the Information Technology Internal Service Fund which records the allocations as revenue.

This methodology for allocating costs eliminates most of the direct allocations previously being used to attribute costs to the Wastewater Enterprise Fund. The use of the cost drivers to allocate costs is generally considered a better representation of the service levels provided to the Wastewater Enterprise Fund and the City's other programs and services.

INTERNAL CHARGES

continued

Equipment Replacement Reserves and Major Maintenance Reserve

The fiscal year 2023-24 budget includes set-asides for equipment replacement reserves and a wastewater major maintenance reserve. These reserves are intended to aid with better budget and cash flow planning for replacement of the City's equipment, including vehicles, operational equipment, and information technology items such as computers, monitors, servers, etc., as well as significant maintenance of wastewater utility equipment and systems.

The equipment replacement reserves are funded with an allocation of the replacement costs of equipment over the expected useful lives, and the wastewater major maintenance reserve is funded with an annualized allocation of the estimated significant maintenance costs.

Since the estimated useful lives may be different from actual experience, additional funding for the reserves can be achieved by delaying replacement of equipment when practical. In future years, when funding is available, the City Council may wish to add additional funding to these reserves to work toward a fully-funded status.

The internal charges included in the budget for the equipment replacement reserves are allocations to the departments and programs that are using the assets covered. The reserves are as follows:

- **Information Technology Equipment** – An inventory listing was obtained from the Information Technology Department and includes all equipment items maintained by their department.
- **Wastewater Equipment** – The listing of wastewater equipment capitalized in the City's audited financial statements was used. Capitalized equipment are those equipment items with a cost of \$5,000 or more. Any wastewater equipment under the capitalization threshold has not been included in the initiation of this reserve. The equipment items not capitalized may be considered for inclusion in the replacement reserve allocations in the future.
- **General Equipment** – A listing of all other equipment capitalized in the City's audited financial statements was used. Again, any equipment under the capitalization threshold has not been included in the initiation of this reserve and may be considered for inclusion in the replacement reserve allocations in the future.

FUND SUMMARIES

continued

General Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
City Sales Taxes	\$26,052,000	\$31,360,000	-17%	\$26,791,000	-3%	(\$4,569,000)	\$28,156,541	\$23,972,811	\$17,315,576
Bed Taxes	\$8,025,000	\$10,232,000	-22%	\$8,315,000	-3%	(\$1,917,000)	\$8,942,766	\$7,150,999	\$4,160,184
In Lieu Fees	\$552,340	\$539,400	2%	\$539,620	2%	\$220	\$527,178	\$515,335	\$502,647
Franchise Fees	\$906,500	\$857,900	6%	\$890,500	2%	\$32,600	\$883,545	\$883,456	\$809,674
State Shared Sales Taxes	\$1,454,000	\$1,439,000	1%	\$1,454,000	0%	\$15,000	\$1,374,160	\$1,199,926	\$1,067,529
Urban Revenue Sharing	\$2,618,000	\$1,762,000	49%	\$1,852,000	41%	\$90,000	\$1,289,131	\$1,477,587	\$1,336,465
Vehicle License Taxes	\$677,000	\$752,700	-10%	\$713,000	-5%	(\$39,700)	\$772,588	\$795,420	\$664,581
Other Intergovernmental	\$56,800	\$50,950	11%	\$19,810	187%	(\$31,140)	\$65,131	\$62,163	\$20,464
Licenses and Permits	\$644,580	\$448,280	44%	\$608,410	6%	\$160,130	\$469,114	\$385,953	\$313,929
Charges for Services	\$926,180	\$984,850	-6%	\$956,810	-3%	(\$28,040)	\$986,918	\$667,167	\$635,598
Fines and Forfeitures	\$332,350	\$303,690	9%	\$266,090	25%	(\$37,600)	\$244,155	\$360,370	\$181,052
Other Revenues	\$660,140	\$270,170	144%	\$654,300	1%	\$384,130	(\$787,004)	\$153,818	\$318,925
Total Ongoing Revenues	\$42,904,890	\$49,000,940	-12%	\$43,060,540	0%	(\$5,940,400)	\$42,924,223	\$37,625,005	\$27,326,624
Ongoing Expenditures									
General Government	\$7,409,950	\$6,617,265	12%	\$6,459,960	15%	\$157,305	\$5,519,153	\$4,930,744	\$5,155,549
Public Safety	\$7,549,860	\$7,440,650	1%	\$6,860,559	10%	\$580,091	\$6,363,570	\$5,335,626	\$5,708,695
Public Works & Streets	\$2,231,340	\$2,033,730	10%	\$2,179,660	2%	(\$145,930)	\$1,675,181	\$1,826,544	\$1,853,177
Culture & Recreation	\$3,008,760	\$2,540,170	18%	\$2,344,412	28%	\$195,758	\$2,006,837	\$1,566,298	\$1,689,894
Tourism & Economic Initiatives	\$224,440	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Economic Development	\$0	\$1,981,520	-100%	\$1,861,600	-100%	\$119,920	\$2,117,925	\$2,636,155	\$2,562,714
Health & Welfare	\$1,749,620	\$1,489,480	17%	\$1,306,181	34%	\$183,299	\$1,031,491	\$716,945	\$669,367
Public Transportation	\$80,000	\$65,220	23%	\$65,220	23%	\$0	\$60,900	\$60,000	\$192,544
Indirect Cost Allocations	\$320,410	\$187,130	71%	\$409,680	-22%	(\$222,550)	\$612,700	\$671,640	\$603,500
Contingencies	\$1,705,720	\$550,000	210%	\$0	∞	\$550,000	\$0	\$0	\$0
Total Ongoing Expenditures	\$24,280,100	\$22,905,165	6%	\$21,487,272	13%	\$1,417,893	\$19,387,757	\$17,743,952	\$18,435,440
Net Ongoing	\$18,624,790	\$26,095,775	-29%	\$21,573,268	-14%	(\$7,358,293)	\$23,536,466	\$19,881,053	\$8,891,184
Other									
One-Time Revenues:									
In Lieu Fees	\$0	\$0	N/A	\$0	N/A	\$0	\$18,000	\$0	\$0
Intergovernmental	\$0	\$100,000	-100%	\$258,250	-100%	\$158,250	\$6,987	\$11,832	\$0
Charges for Services	\$10	\$10	0%	\$30	-67%	\$20	\$4,933	\$10	\$0
Other Revenues	\$49,500	\$155,700	-68%	\$158,230	-69%	\$2,530	\$756,200	\$190,899	\$148,013

FUND SUMMARIES

continued

General Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
One-Time Expenditures:									
General Government	(\$711,800)	(\$1,195,505)	-40%	(\$923,110)	-23%	\$272,395	(\$635,447)	(\$189,844)	(\$255,176)
Public Safety	(\$419,570)	(\$1,328,830)	-68%	(\$1,278,260)	-67%	\$50,570	(\$197,198)	(\$112,893)	(\$199,097)
Public Works & Streets	(\$53,790)	(\$101,560)	-47%	(\$121,960)	-56%	(\$20,400)	(\$74,573)	(\$90,110)	(\$94,002)
Culture & Recreation	(\$177,980)	(\$130,060)	37%	(\$184,260)	-3%	(\$54,200)	(\$137,822)	(\$112,915)	(\$164,906)
Tourism & Economic Initiatives	(\$200,000)	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Economic Development	\$0	(\$1,940)	-100%	(\$4,100)	-100%	(\$2,160)	(\$7,981)	(\$291,443)	(\$9,000)
Health & Welfare	(\$9,660)	(\$233,000)	-96%	(\$228,090)	-96%	\$4,910	(\$48,002)	(\$45,457)	(\$38,555)
Debt Service	(\$2,292,620)	(\$2,657,590)	-14%	(\$2,545,955)	-10%	\$111,635	(\$1,242,221)	(\$1,032,801)	(\$1,034,470)
Net One-Time Revenues/Expenditures	(\$3,815,910)	(\$5,392,775)	-29%	(\$4,869,225)	-22%	\$523,550	(\$1,557,124)	(\$1,672,722)	(\$1,647,193)
Transfers:									
Transfer from Grants & Donations Funds	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	\$1,205,549
Transfer from Development Impact Fee Funds	\$0	\$0	N/A	\$0	N/A	\$0	\$194	\$0	\$0
Transfer to Streets Fund	(\$2,296,880)	(\$438,330)	424%	(\$1,395,900)	65%	(\$957,570)	(\$195,564)	(\$272,840)	(\$190,760)
Transfer to Housing Fund	(\$2,422,520)	(\$1,250,000)	94%	(\$1,250,000)	94%	\$0	(2,296,321)	(200,000)	(1,100,000)
Transfer to Grants, Donations & Restricted Funds	\$0	\$0	N/A	(\$5,390)	-100%	(\$5,390)	\$0	\$0	\$0
Transfer to Capital Improvements Fund	(\$2,500,000)	(\$10,897,170)	-77%	(\$10,897,170)	-77%	\$0	(\$4,354,921)	(\$4,145,079)	(\$2,902,067)
Transfer to Development Impact Fee Funds	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	(\$27,964)
Transfer to Public Transit Fund	(\$239,460)	(\$5,244,750)	-95%	(\$5,230,280)	-95%	\$14,470	(\$170,147)	\$0	\$0
Transfer to Wastewater Fund	(\$3,100,000)	(\$3,200,000)	-3%	(\$3,200,000)	-3%	\$0	(\$3,300,000)	(\$3,400,000)	(\$3,447,000)
Transfer to Information Technology Fund	(\$44,450)	(\$43,950)	1%	(\$45,520)	-2%	(\$1,570)	(\$26,899)	(\$92,401)	(\$27,520)
Net Transfers	(\$10,603,310)	(\$21,074,200)	-50%	(\$22,024,260)	-52%	(\$950,060)	(\$10,343,658)	(\$8,110,320)	(\$6,489,762)
Beginning Fund Balance	\$30,230,283	\$36,341,046	-17%	\$35,312,200	-14%	(\$1,028,846)	\$23,296,116	\$13,245,531	\$12,129,554
Equipment Replacement Reserve									
Reserve Contributions	\$265,420	\$246,990	7%	\$246,990	7%	\$0	\$380,400	\$0	\$361,748
Equipment Purchases	(\$33,000)	(\$21,000)	57%	(\$8,690)	280%	\$12,310	\$0	(\$47,426)	\$0
Net Contribution to Equipment Replacement Reserve	\$232,420	\$225,990	3%	\$238,300	-2%	\$12,310	\$380,400	(\$47,426)	\$361,748

FUND SUMMARIES

continued

General Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ending Fund Balances									
Operating Reserve ⁽¹⁾	\$7,580,994	\$7,622,421	-1%	\$7,597,830	0%	(\$24,591)	\$6,714,698	\$6,158,134	\$6,187,349
Equipment Replacement Reserve	\$1,818,729	\$1,541,389	18%	\$1,586,309	15%	\$44,920	\$1,348,009	\$967,609	\$1,015,035
Pledged to Capital Projects	\$0	\$0	N/A	\$0	N/A	\$0	\$11,024,110	\$0	\$0
Pledged to Affordable Housing	\$0	\$0	N/A	\$0	N/A	\$0	\$750,000	\$0	\$0
Pledged to PSPRS Unfunded Liability	\$0	\$0	N/A	\$0	N/A	\$0	\$1,000,000	\$0	\$0
Pledged to Public Transit	\$0	\$0	N/A	\$0	N/A	\$0	\$5,000,000	\$0	\$0
FY19 Surplus to be Allocated	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$165,599	\$2,310,678
FY20 Surplus to be Allocated	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$3,485,642	\$3,485,643
FY21 Surplus to be Allocated	\$0	\$10,035,121	-100%	\$0	N/A	(\$10,035,121)	\$0	\$0	\$0
FY22 Surplus to be Allocated	\$8,634,278	\$0	∞	\$8,634,278	0%	\$8,634,278	\$0	\$0	\$0
FY23 Estimated Surplus to be Allocated	\$12,281,866	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Prepaid Balance	\$0	\$0	N/A	\$0	N/A	\$0	\$67,053	\$14,857	\$29,826
Financed Purchases Escrow Accounts	\$0	\$0	N/A	\$0	N/A	\$0	\$370,339	\$0	\$0
Reserve for Loans ⁽²⁾	\$1,432,128	\$2,711,383	-47%	\$0	∞	(\$2,711,383)	\$0	\$0	\$0
Parking Revenues Pledged to Uptown Improvements	\$0	\$279,648	-100%	\$0	N/A	(\$279,648)	\$260,053	\$138,379	\$0
Budget Carryovers	\$0	\$0	N/A	\$130,000	-100%	\$130,000	\$143,660	\$169,300	\$217,000
Remaining Available Fund Balance	\$2,920,278	\$14,005,874	-79%	\$12,281,866	-76%	(\$1,724,008)	\$8,634,278	\$12,196,596	\$0
Total Ending Fund Balances	\$34,668,273	\$36,195,836	-4%	\$30,230,283	15%	(\$5,965,553)	\$35,312,200	\$23,296,116	\$13,245,531

⁽¹⁾Operating reserve is 30% of operating expenditures.

⁽²⁾The reserve for loans represents the amount expect to be needed for the Art in Public Places Fund fto cover the projected deficit for FY2023, plus the amount expected to be needed to meet capital reserve levels for the Development Impact Fees Funds for FY2024.

FUND SUMMARIES
continued

Streets Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
Intergovernmental	\$994,000	\$1,293,000	-23%	\$1,025,000	-3%	(\$268,000)	\$1,110,757	\$1,069,912	\$922,699
Other Revenues	\$29,560	\$22,400	32%	\$29,560	0%	\$7,160	(\$41,226)	\$8,290	\$33,985
Total Ongoing Revenues	\$1,023,560	\$1,315,400	-22%	\$1,054,560	-3%	(\$260,840)	\$1,069,531	\$1,078,202	\$956,684
Ongoing Expenditures									
Streets Rehabilitation/Pavement Preservation	\$1,300,000	\$1,150,000	13%	\$1,350,000	-4%	(\$200,000)	\$1,566,095	\$974,236	\$872,776
Other Streets Maintenance	\$522,690	\$465,800	12%	\$403,990	29%	\$61,810	\$362,535	\$0	\$0
Storm Clean-Up	\$117,830	\$118,600	-1%	\$106,240	11%	\$12,360	\$211,410	\$0	\$0
Traffic Control	\$266,240	\$246,740	8%	\$235,910	13%	\$10,830	\$164,442	\$0	\$0
Internal Charges	\$231,630	\$243,420	-5%	\$191,130	21%	\$52,290	\$70,220	\$50,740	\$51,880
Total Ongoing Expenditures	\$2,438,390	\$2,224,560	10%	\$2,287,270	7%	(\$62,710)	\$2,374,702	\$1,024,976	\$924,656
Net Ongoing	(\$1,414,830)	(\$909,160)	56%	(\$1,232,710)	15%	(\$10,420)	(\$1,305,171)	\$53,226	\$32,028
Other									
One-Time Revenues:									
Intergovernmental	\$0	\$0	N/A	\$0	N/A	\$0	\$2	(\$26)	\$231,444
Other	\$0	\$0	N/A	\$0	N/A	\$0	\$13	\$36	\$57
One-Time Expenditures:									
Other Streets Maintenance	(\$140,240)	(\$159,130)	-12%	(\$163,190)	-14%	(\$4,060)	(\$173,226)	\$0	\$0
Net One-Time Revenues/Expenditures	(\$140,240)	(\$159,130)	-12%	(\$163,190)	-14%	(\$4,060)	(\$173,211)	\$10	\$231,501
Transfer from General Fund	\$2,296,880	\$438,330	424%	\$1,395,900	65%	\$957,570	\$195,564	\$272,840	\$190,760
Beginning Fund Balance	\$360,920	\$908,289	-60%	\$300,000	20%	(\$608,289)	\$1,582,818	\$1,256,742	\$802,453
Equipment Replacement Reserve									
Reserve Contributions	\$60,920	\$60,920	0%	\$60,920	0%	\$0	\$0	\$0	\$0
Equipment Purchases	(\$85,000)	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Net Contribution to Equipment Replacement Reserve	(\$24,080)	\$60,920	-140%	\$60,920	-140%	\$0	\$0	\$0	\$0
Ending Fund Balances									
Street Rehab/Preservation Reserve Policy ⁽¹⁾	\$300,000	\$300,000	0%	\$300,000	0%	\$0	\$300,000	\$0	\$0
Prior Reserve Policy - 10% of expenditures	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$102,498	\$92,466
Operating Reserve ⁽²⁾	\$741,810	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Equipment Replacement Reserve	\$36,840	\$60,920	-40%	\$60,920	-40%	\$0	\$0	\$0	\$0
Remaining Available Fund Balance	\$0	(\$21,671)	-100%	\$0	N/A	\$21,671	\$0	\$1,480,320	\$1,164,276
Total Ending Fund Balances	\$1,078,650	\$339,249	218%	\$360,920	199%	(\$810,479)	\$300,000	\$1,582,818	\$1,256,742

⁽¹⁾The average streets rehabilitation/pavement preservation costs are approximately \$1.1 million per year based on a target of an average of 4.5-5.0 miles per year. Each year, the number of miles maintained may vary based on economies of scale by performing streets maintenance in sections that make the most sense. The estimated highest cost in one year is approximately \$1.4M. The difference in estimated highest cost and estimated average annual costs is approximately \$300,000. Calculation of annual General Fund subsidies were adjusted based on maintaining the required reserve.

⁽²⁾An operating reserve for the Streets Fund is being proposed. Streets costs other than rehabilitation and pavement preservation were recorded in the General Fund prior to FY 2022 and would have been covered by the General Fund operating reserve at that time. A reserve for the operating streets costs other than rehabilitation and pavement preservation is recommended at the same level used in the General Fund at 30%.

FUND SUMMARIES
continued

Housing Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
Intergovernmental	\$60,330	\$60,000	1%	\$58,400	3%	(\$1,600)	\$42,603	\$0	\$0
Other Revenues	\$61,520	\$26,500	132%	\$61,520	0%	\$35,020	(\$91,054)	\$10,439	\$38,627
Total Ongoing Revenues	\$121,850	\$86,500	41%	\$119,920	2%	\$33,420	(\$48,451)	\$10,439	\$38,627
Expenditures									
City Manager's Office	\$0	\$351,790	-100%	\$289,470	-100%	(\$62,320)	\$135,356	\$0	\$0
Housing	\$490,370	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Total Ongoing Expenditures	\$490,370	\$351,790	39%	\$289,470	69%	(\$62,320)	\$135,356	\$0	\$0
Net Ongoing	(\$368,520)	(\$265,290)	39%	(\$169,550)	117%	\$95,740	(183,807)	\$10,439	\$38,627
Other									
One-Time Revenues:									
In Lieu Fees	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$199,000	\$0
One-Time Expenditures:									
City Manager's Office	\$0	(\$240,000)	-100%	(\$10,000)	-100%	\$230,000	(\$2,240)	\$0	\$0
Community Development	\$0	\$0	N/A	\$0	N/A	\$0	\$0	(\$64,865)	(\$65,559)
Housing	(\$54,000)	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Capital Improvement Projects	\$0	(\$1,500,000)	-100%	(\$1,511,640)	-100%	(\$11,640)	\$0	\$0	\$0
Contingency Placeholder ⁽¹⁾	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	\$0
Net One-Time Revenues/Expenditures	(\$54,000)	(\$1,740,000)	-97%	(\$1,521,640)	-96%	\$218,360	(\$2,240)	\$134,135	(\$65,559)
Transfer from General Fund ⁽²⁾	\$2,422,520	\$1,250,000	94%	\$2,071,355	17%	\$821,355	\$2,296,321	\$200,000	\$1,100,000
Beginning Fund Balance	\$4,900,000	\$4,667,041	5%	\$4,519,835	8%	(\$147,206)	\$2,409,561	\$2,064,987	\$991,919
Ending Fund Balances									
Nonspendable portion for Sunset Lofts Loan ⁽³⁾	\$1,739,794	\$0	∞	\$1,739,794	0%	\$1,739,794	\$1,739,794	\$0	\$0
Reserve for Sunset Lofts Loan ⁽⁴⁾	\$4,460,206	\$4,200,000	6%	\$2,460,206	81%	(\$1,739,794)	\$2,460,206	\$0	\$0
Nonspendable portion for 2500 Shelby Drive Development Loan ⁽⁵⁾	\$189,536	\$0	∞	\$189,536	0%	\$189,536	\$0	\$0	\$0
Reserve for 2500 Shelby Drive Development Loan ⁽⁶⁾	\$110,464	\$0	∞	\$110,464	0%	\$110,464	\$0	\$0	\$0
Nonspendable portion for Down Payment Assistance Loans ⁽⁷⁾	\$25,000	\$0	∞	\$25,000	0%	\$25,000	\$25,000	\$0	\$0
Reserve for Down Payment Assistance Loans ⁽⁸⁾	\$375,000	\$0	∞	\$375,000	0%	\$375,000	\$375,000	\$0	\$0
Remaining Available Fund Balance	\$0	(\$288,249)	-100%	\$0	N/A	\$288,249	(\$80,165)	\$2,409,561	\$2,064,987
Total Ending Fund Balances	\$6,900,000	\$3,911,751	76%	\$4,900,000	41%	\$988,249	\$4,519,835	\$2,409,561	\$2,064,987

⁽¹⁾To have a contingency balance available for any projects that may come up during FY 2024 would require an additional transfer from the General Fund.

⁽²⁾The FY 2023 transfer from the General Fund is \$821,355 higher than originally budgeted was approved by Council for the acquisition of 2250 Shelby Drive. The FY 2024 transfer from the General Fund is \$1,922,520 higher than the ongoing annual transfer of \$500,000 due to the potential increase to the loan for Sunset Lofts.

⁽³⁾The nonspendable portion for the Sunset Lofts loan represents the amount already loaned.

⁽⁴⁾The reserve for the Sunset Lofts loan represents the remaining balance of the \$4.2 million to be loaned. FY2024 includes an additional \$2 million for the increased costs related to the project in case Council approves the increase.

⁽⁵⁾The nonspendable portion for the 2500 Shelby Drive development loan represents the amount already loaned.

⁽⁶⁾The reserve for the 2500 Shelby Drive development loan represents the remaining balance of the \$300,000 to be loaned.

⁽⁷⁾The nonspendable portion for the down payment assistance loans represents the amount already loaned.

⁽⁸⁾The reserve for down payment assistance loans represents the remaining balance of the \$400,000 to be loaned.

FUND SUMMARIES

continued

Grants, Donations & Restricted Funds

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
Intergovernmental	\$89,800	\$58,300	54%	\$75,000	20%	\$16,700	\$58,839	\$41,909	\$9,490
Charges for Services	\$0	\$200	-100%	\$0	N/A	(\$200)	\$94	\$790	\$956
Fines & Forfeitures	\$27,700	\$31,350	-12%	\$27,700	0%	(\$3,650)	\$28,209	\$25,947	\$21,773
Contributions & Donations	\$18,150	\$21,450	-15%	\$11,960	52%	(\$9,490)	\$20,828	\$8,508	\$25,029
Other Revenues	\$9,020	\$4,600	96%	\$15,420	-42%	\$10,820	(\$12,672)	\$1,843	\$3,900
Total Grants & Donations Funds Revenues	\$144,670	\$115,900	25%	\$130,080	11%	\$14,180	\$95,298	\$78,997	\$61,148
Ongoing Expenditures									
Parks & Recreation	\$13,750	\$12,950	6%	\$3,975	246%	\$8,975	\$12,061	\$3,806	\$11,759
General Services	\$1,480	\$800	85%	\$1,200	23%	(\$400)	\$0	\$0	\$955
Public Works	\$1,500	\$2,500	-40%	\$1,500	0%	\$1,000	\$5,897	\$0	\$0
Police	\$85,200	\$68,600	24%	\$70,340	21%	(\$1,740)	\$43,522	\$4,279	\$15,992
Municipal Court	\$0	\$0	N/A	\$0	N/A	\$0	\$1,192	\$2,802	\$0
Total Ongoing Expenditures	\$101,930	\$84,850	20%	\$77,015	32%	\$7,835	\$62,672	\$10,887	\$28,706
Net Ongoing	\$42,740	\$31,050	5%	\$53,065	-19%	\$6,345	\$32,626	\$68,110	\$32,442
Other									
One-Time Revenues:									
Intergovernmental ⁽¹⁾	\$2,479,240	\$1,808,780	37%	\$1,546,559	60%	(\$262,221)	\$220,944	\$35,342	\$1,426,799
Contributions & Donations	\$0	\$0	N/A	\$7,500	-100%	\$7,500	\$15,000	\$0	\$0
Other Revenues	\$0	\$0	N/A	\$0	N/A	\$0	\$39,583	\$0	\$0
Contingency Placeholder	\$500,000	\$500,000	0%	\$0	∞	(\$500,000)	\$0	\$0	\$0
One-Time Expenditures:									
Community Development	\$0	\$0	N/A	\$0	N/A	\$0	(\$178,430)	(\$5,262)	(\$215,062)
Economic Development	\$0	\$0	N/A	(\$15,000)	-100%	(\$15,000)	\$0	\$0	\$0
Housing	(\$406,100)	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Police	(\$23,400)	(\$187,910)	-88%	(\$178,550)	-87%	\$9,360	(\$72,676)	(\$48,290)	(\$24,752)
Municipal Court	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	(\$6,191)
Information Technology	\$0	(\$48,300)	-100%	(\$48,300)	-100%	\$0	\$0	\$0	\$0
Capital Improvement Projects	(\$78,700)	(\$200,780)	-61%	(\$224,495)	-65%	(\$23,715)	(\$42,136)	(\$25,000)	\$0
Contingency Placeholder	(\$2,375,320)	(\$1,861,790)	28%	\$0	∞	\$1,861,790	\$0	\$0	\$0
Net One-Time Revenues/Expenditures	\$95,720	\$10,000	857%	\$1,087,714	-91%	\$1,077,714	(\$17,715)	(\$43,210)	\$1,180,794

FUND SUMMARIES

continued

Grants, Donations & Restricted Funds

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Transfers:									
Transfer from General Fund	\$0	\$0	N/A	\$5,390	-100%	\$5,390	\$0	\$0	\$0
Transfer to General Fund	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	(\$1,205,549)
Transfer to Wastewater Fund	(\$184,400)	(\$1,914,000)	-90%	(\$1,280,000)	-86%	\$634,000	\$0	\$0	\$0
Net Transfers	(\$184,400)	(\$1,914,000)	-90%	(\$1,274,610)	-86%	\$639,390	\$0	\$0	(\$1,205,549)
Beginning Fund Balance	\$280,808	\$2,136,798	-87%	\$414,639	-32%	(\$1,722,159)	\$399,728	\$374,828	\$367,141
Ending Fund Balances									
Budget Carryovers	\$0	\$0	N/A	\$12,500	-100%	\$12,500	\$0	\$0	\$0
Remaining Available Fund Balance	\$234,868	\$263,848	-11%	\$268,308	-12%	\$4,460	\$414,639	\$399,728	\$374,828
Total Ending Fund Balances	\$234,868	\$263,848	-11%	\$280,808	-16%	\$16,960	\$414,639	\$399,728	\$374,828

⁽¹⁾FY 2024 amount includes \$2,059,720 of previously unspent American Rescue Plan Act (ARPA) funding. FY 2020 includes \$1,186,985 of Coronavirus Aid, Relief, and Economic Security (CARES) Act funding .

FUND SUMMARIES

continued

Transportation Sales Tax Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
City Sales Taxes	\$4,332,000	\$5,210,000	-17%	\$4,455,000	-3%	(\$755,000)	\$4,595,750	\$3,845,977	\$2,804,003
Other Revenues	\$168,540	\$83,400	102%	\$168,540	0%	\$85,140	(\$259,733)	\$34,227	\$135,030
Total Ongoing Revenues	\$4,500,540	\$5,293,400	-15%	\$4,623,540	-3%	(\$669,860)	\$4,336,017	\$3,880,204	\$2,939,033
Ongoing Expenditures									
Public Works & Streets	\$158,760	\$148,410	7%	\$113,070	40%	\$35,340	\$112,949	\$46,214	\$42,018
Total Ongoing Expenditures	\$158,760	\$148,410	7%	\$113,070	40%	\$35,340	\$112,949	\$46,214	\$42,018
Net Ongoing	\$4,341,780	\$5,144,990	-16%	\$4,510,470	-4%	(\$705,200)	\$4,223,068	\$3,833,990	\$2,897,015
Other									
One-Time Expenditures:									
Public Works & Streets	\$0	\$0	N/A	\$0	N/A	\$0	\$0	(\$2,100)	\$0
Debt Service	(\$340,590)	(\$377,270)	-10%	(\$92,000)	270%	\$285,270	\$0	\$0	\$0
Net One-Time Revenues/Expenditures	(\$340,590)	(\$377,270)	-10%	(\$92,000)	270%	\$285,270	\$0	(\$2,100)	\$0
Transfers:									
Transfer to Capital Improvements Fund	(\$4,267,760)	(\$7,948,670)	-46%	(\$259,420)	1545%	\$7,689,250	(\$1,683,646)	(\$3,987,229)	\$0
Transfer to Public Transit Fund	(\$3,113,580)	(\$3,051,500)	2%	(\$2,946,505)	6%	\$104,995	(\$806,838)	(\$20,194)	\$0
Net Transfers	(\$7,381,340)	(\$11,000,170)	-33%	(\$3,205,925)	130%	\$7,794,245	(\$2,490,484)	(\$4,007,423)	\$0
Beginning Fund Balance	\$9,710,690	\$6,283,940	55%	\$8,498,145	14%	\$2,214,205	\$6,765,561	\$6,941,094	\$4,044,079
Ending Fund Balances									
Capital Reserves	\$7,390,580	\$2,757,810	168%	\$4,984,440	48%	\$2,226,630	\$2,763,936	\$2,763,936	\$6,179,632
Remaining Available Fund Balance ⁽¹⁾	(\$1,060,040)	(\$2,706,320)	-61%	\$4,726,250	-122%	\$7,432,570	\$5,734,209	\$4,001,625	\$761,462
Total Ending Fund Balances	\$6,330,540	\$51,490	12195%	\$9,710,690	-35%	\$9,659,200	\$8,498,145	\$6,765,561	\$6,941,094

⁽¹⁾FY 2024 shows insufficient monies to cover the capital reserve requirements. If necessary, there is more than sufficient capital reserves to cover costs; however, since CIP projects frequently do not move forward as quickly as budgeted, the extent of the deficit may not occur and the use of capital reserves funding for Sedona in Motion (SIM) projects may not be needed.

FUND SUMMARIES

continued

Capital Improvements Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
Intergovernmental	\$350,000	\$300,000	17%	\$300,000	17%	\$0	\$213,439	\$85,000	\$375,000
Other Revenues	\$471,330	\$130,800	260%	\$648,730	-27%	\$517,930	(\$374,534)	\$52,475	\$278,161
Total Ongoing Revenues	\$821,330	\$430,800	91%	\$948,730	-13%	\$517,930	(\$161,095)	\$137,475	\$653,161
Other									
One-Time Revenues:									
Intergovernmental	\$875,000	\$0	∞	\$971,500	-10%	\$971,500	\$679,386	\$212,072	\$52,761
Contributions & Donations	\$0	\$0	N/A	\$0	N/A	\$0	\$45,727	\$50,000	\$50,000
Other Revenues	\$0	\$0	N/A	\$0	N/A	\$0	\$24	\$69	\$107
One-Time Expenditures:									
Court Project	\$0	(\$138,640)	-100%	(\$100,875)	-100%	\$37,765	\$0	\$0	\$0
Information Technology Project	(\$600,000)	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Parks Projects	(\$1,272,500)	(\$675,357)	88%	(\$247,200)	415%	\$428,157	(\$323,096)	(\$47,954)	(\$58,981)
Police Projects	(\$215,800)	(\$412,040)	-48%	(\$145,010)	49%	\$267,030	(\$1,222,322)	(\$58,466)	(\$170,476)
Public Transit Projects	\$0	\$0	N/A	\$0	N/A	\$0	\$0	(\$3,098,018)	\$0
Public Works Projects	\$0	(\$20,160,000)	-100%	(\$20,156,780)	-100%	\$3,220	\$0	(\$63,604)	(\$60,538)
Sedona in Motion Projects	(\$13,907,910)	(\$17,449,760)	-20%	(\$4,105,430)	239%	\$13,344,330	(\$5,121,554)	(\$3,071,352)	(\$5,365,712)
Streets & Transportation Projects	(\$450,000)	(\$511,200)	-12%	(\$260,200)	73%	\$251,000	(\$1,407,569)	(\$1,660,362)	(\$150,803)
Storm Drainage Projects	(\$930,000)	(\$1,050,000)	-11%	(\$408,415)	128%	\$641,585	(\$213,439)	(\$1,133,937)	(\$1,570,615)
Sustainability Projects	(\$330,000)	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Bond Issuance Costs	\$0	\$0	N/A	(\$148,000)	-100%	(\$148,000)	(\$420,824)	\$0	\$0
Net One-Time Revenues/Expenditures	(\$16,831,210)	(\$40,396,997)	-58%	(\$24,600,410)	-32%	\$14,825,087	(\$7,983,667)	(\$8,871,552)	(\$7,274,257)
Transfers and Other Financing Sources (Uses):									
Transfer from General Fund	\$2,500,000	\$10,897,170	-77%	\$10,897,170	-77%	\$0	\$4,354,921	\$4,208,683	\$2,902,067
Transfer from Transportation Sales Tax Fund	\$4,267,760	\$7,948,670	-46%	\$259,420	1545%	(\$7,689,250)	\$1,683,645	\$3,987,229	\$0
Transfer from Development Impact Fee Funds	\$0	\$0	N/A	\$0	N/A	\$0	\$1,026	\$0	\$27,672
Transfer to Development Impact Fee Funds	(\$4,507,280)	\$0	∞	(\$643,890)	600%	(\$643,890)	(\$1,588,140)	\$0	\$0
Transfer to Art in Public Places Fund	(\$19,130)	(\$16,750)	14%	(\$8,780)	118%	\$7,970	(\$26,950)	(\$21,082)	(\$21,384)
Transfer to Public Transit Fund	\$0	\$0	N/A	(\$192,140)	-100%	(\$192,140)	(\$336,566)	\$0	\$0
Bonds Issued	\$0	\$10,000,000	-100%	\$10,148,000	-100%	\$148,000	\$25,423,903	\$0	\$0
Net Transfers and Other Financing Sources (Uses)	\$2,241,350	\$28,829,090	-92%	\$20,459,780	-89%	(\$8,369,310)	\$29,511,839	\$8,174,830	\$2,908,355
Beginning Fund Balance	\$27,515,777	\$29,344,361	-6%	\$30,707,677	-10%	\$1,363,316	\$9,340,600	\$9,899,847	\$13,612,588
Ending Fund Balances									
Capital Reserve	\$6,541,530	\$17,310,550	-62%	\$18,579,850	-65%	\$1,269,300	\$2,763,936	\$2,763,936	\$4,641,373
Remaining Available Fund Balance	\$7,205,717	\$896,704	704%	\$8,935,927	-19%	\$8,039,223	\$27,943,741	\$6,576,664	\$5,258,474
Total Ending Fund Balances	\$13,747,247	\$18,207,254	-24%	\$27,515,777	-50%	\$9,308,523	\$30,707,677	\$9,340,600	\$9,899,847

FUND SUMMARIES

continued

Development Impact Fees Funds

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
Development Impact Fees	\$385,800	\$430,300	-10%	\$444,800	-13%	\$14,500	\$396,256	\$384,693	\$258,836
Other Revenues	\$71,100	\$35,480	100%	\$71,100	0%	\$35,620	(\$105,705)	\$14,153	\$69,768
Total Ongoing Revenues	\$456,900	\$465,780	-2%	\$515,900	-11%	\$50,120	\$290,551	\$398,846	\$328,604
Other									
One-Time Revenues:									
Development Impact Fees	\$607,700	\$147,960	311%	\$141,910	328%	(\$6,050)	\$0	\$274,860	\$219,761
Other Revenues	\$0	\$0	N/A	\$0	N/A	\$0	\$12	\$34	\$52
One-Time Expenditures:									
Professional Services	(\$78,000)	(\$45,000)	73%	\$0	∞	\$45,000	\$0	\$0	\$0
Miscellaneous Capital Outlay	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	(\$27,153)
Parks Projects	(\$2,257,510)	(\$432,374)	422%	(\$150,200)	1403%	\$282,174	(\$156,311)	(\$24,747)	(\$482)
Police Projects	\$0	(\$713,790)	-100%	(\$253,460)	-100%	\$460,330	(\$621,561)	(\$112,322)	(\$103,478)
Sedona in Motion Projects	(\$6,491,510)	(\$4,012,530)	62%	(\$784,470)	728%	\$3,228,060	(\$1,737,318)	(\$267,626)	(\$647,837)
Storm Drainage Projects	\$0	\$0	N/A	\$0	N/A	\$0	\$0	(\$1,775)	(\$83,112)
Debt Service	(\$248,570)	(\$233,890)	6%	(\$248,570)	0%	(\$14,680)	(\$84,570)	\$0	\$0
Net One-Time Revenues/Expenditures	(\$8,467,890)	(\$5,289,624)	60%	(\$1,294,790)	554%	(\$14,680)	(\$2,599,748)	(\$131,576)	(\$642,249)
Transfers and Other Financing Sources (Uses):									
Transfer from General Fund	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	\$27,964
Transfer from Capital Improvements Fund	\$4,507,280	\$0	∞	\$643,890	600%	\$643,890	\$1,588,140	\$0	\$0
Transfer to General Fund	\$0	\$0	N/A	\$0	N/A	\$0	(\$194)	\$0	\$0
Transfer to Capital Improvements Fund	\$0	\$0	N/A	\$0	N/A	\$0	(\$1,026)	\$0	(\$27,672)
Net Transfers and Other Financing Sources (Uses)	\$4,507,280	\$0	∞	\$643,890	600%	\$643,890	\$1,586,920	\$0	\$292
Beginning Fund Balance	\$2,133,493	\$5,353,190	-60%	\$2,268,493	-6%	(\$3,084,697)	\$2,990,770	\$2,723,500	\$3,036,853
Ending Fund Balances									
Capital Reserve	\$2,632,600	\$3,221,960	-18%	\$4,241,640	-38%	\$1,019,680	\$2,764,240	\$2,482,041	\$1,404,417
Budget Carryovers	\$0	\$0	N/A	\$45,000	-100%	\$45,000	\$0	\$0	\$0
Remaining Available Fund Balance ⁽¹⁾	(\$4,002,817)	(\$2,692,614)	49%	(\$2,108,147)	90%	\$584,467	(\$495,747)	\$508,729	\$1,319,083
Total Ending Fund Balances	(\$1,370,217)	\$529,346	-359%	\$2,133,493	-164%	(\$3,049,257)	\$2,268,493	\$2,990,770	\$2,723,500

⁽¹⁾The development impact fee study is based on assumptions of fee collections over a 10-year period. Since many of the projects are front-loaded in the early portion of the 10-year period, the fees covering these costs will not be available until after costs are incurred. Loans may be necessary to cover deficit balances. Since CIP projects frequently do not move forward as quickly as budgeted, the extent of the deficits may not be as significant as they appear.

FUND SUMMARIES

continued

Art in Public Places Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2020 Incr. over FY2019 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
Other Revenues	\$4,090	\$1,900	115%	\$4,090	0%	\$2,190	(\$6,259)	\$735	\$3,470
Total Ongoing Revenues	\$4,090	\$1,900	115%	\$4,090	0%	\$2,190	(\$6,259)	\$735	\$3,470
Other									
One-Time Revenues:									
Other Revenues	\$0	\$0	N/A	\$65,000	-100%	\$65,000	\$2	\$5	\$8
One-Time Expenditures:									
Capital Improvement Projects	(\$232,000)	(\$360,650)	-36%	(\$130,000)	78%	\$230,650	(\$3,675)	\$0	\$0
Net One-Time Revenues/Expenditures	(\$232,000)	(\$360,650)	-36%	(\$65,000)	(\$0)	\$295,650	(\$3,673)	\$5	\$8
Transfers:									
Transfers from Capital Projects Funds	\$19,130	\$16,750	14%	\$16,334	17%	(\$416)	\$26,950	\$21,082	\$21,384
Beginning Fund Balance	\$146,869	\$257,557	-43%	\$191,445	-23%	(\$66,112)	\$174,427	\$152,605	\$127,743
Ending Fund Balances									
Capital Reserves	\$0	\$0	N/A	\$232,000	-100%	\$232,000	\$295,650	\$0	\$0
Remaining Available Fund Balance	(\$61,911)	(\$84,443)	-27%	(\$85,131)	-27%	(\$688)	(\$104,205)	\$174,427	\$152,605
Total Ending Fund Balances⁽¹⁾	(\$61,911)	(\$84,443)	-27%	\$146,869	-142%	\$229,122	\$191,445	\$174,427	\$152,605

⁽¹⁾The estimated ending fund balance for fiscal years 2022-23 and 2023-2024 will not be sufficient to cover the full cost of the Art in the Roundabouts project. As discussed in the fiscal year 2020-21 budget process, Council directed to move forward with all of the remaining roundabouts and rely on a loan to the Art in Public Places Fund to cover any deficits. The loan will be repaid with future revenues and arts transfer monies.

FUND SUMMARIES

continued

Public Transit Enterprise Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
Intergovernmental	\$322,600	\$169,000	91%	\$42,600	657%	(\$126,400)	\$49,490	\$46,400	\$0
Charges for Services	\$115,300	\$85,750	34%	\$1,700	6682%	(\$84,050)	\$660	\$0	\$0
Other Revenues	\$0	\$0	N/A	\$0	N/A	\$0	\$80	\$0	\$0
Total Ongoing Revenues	\$437,900	\$254,750	72%	\$44,300	888%	(\$210,450)	\$50,230	\$46,400	\$0
Ongoing Expenditures									
Administration	\$175,330	\$169,790	3%	\$153,710	14%	\$16,080	\$104,309	\$44,178	\$0
Operations	\$2,208,690	\$1,957,380	13%	\$1,359,460	62%	\$597,920	\$590,918	\$6,000	\$0
Capital Projects Management	\$38,710	\$37,020	5%	\$36,720	5%	\$300	\$33,223	\$14,468	\$0
Internal Charges/Departmental Allocations	\$216,520	\$211,730	2%	\$147,420	47%	\$64,310	\$79,885	\$0	\$0
Total Ongoing Expenditures	\$2,639,250	\$2,375,920	11%	\$1,697,310	55%	\$678,610	\$808,335	\$64,646	\$0
Net Ongoing	(\$2,201,350)	(\$2,121,170)	4%	(\$1,653,010)	33%	\$743,220	(\$758,105)	(\$18,246)	\$0
Other									
One-Time Revenues:									
Intergovernmental	\$1,064,690	\$488,740	118%	\$0	∞	(\$488,740)	\$0	\$0	\$0
One-Time Expenditures:									
Administration	\$0	(\$3,300)	-100%	\$0	N/A	\$3,300	\$0	(\$1,948)	\$0
Operations	(\$430,010)	(\$309,570)	39%	(\$170,600)	152%	\$138,970	(\$47,960)	\$0	\$0
Departmental Allocations	(\$5,000)	(\$27,600)	-82%	\$0	∞	\$27,600	\$0	\$0	\$0
Capital Improvement Projects	(\$1,781,370)	(\$1,431,380)	24%	(\$1,692,140)	5%	(\$260,760)	(\$360,661)	\$0	\$0
Net One-Time Revenues/Expenditures	(\$1,151,690)	(\$1,283,110)	-10%	(\$1,862,740)	-38%	(\$579,630)	(\$408,621)	(\$1,948)	\$0
Transfers:									
Transfer from General Fund	\$239,460	\$5,244,750	-95%	\$5,230,280	-95%	(\$14,470)	\$170,147	\$0	\$0
Transfer from Capital Improvements Fund	\$0	\$0	N/A	\$192,140	-100%	\$192,140	\$336,566	\$0	\$0
Transfer from Transportation Sales Tax Fund	\$3,113,580	\$3,051,500	2%	\$2,946,505	6%	(\$104,995)	\$806,838	\$20,194	\$0
Net Transfers	\$3,353,040	\$8,296,250	-60%	\$8,368,925	-60%	(\$1,086,585)	\$1,313,551	\$20,194	\$0
Beginning Fund Balance	\$5,000,000	\$0	∞	\$146,825	3305%	\$146,825	\$0	\$0	\$0
Equipment Replacement Reserve									
Reserve Contributions	\$236,710	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Equipment Purchases	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	\$0
Net Contribution to Equipment Replacement Reserve	\$236,710	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0

FUND SUMMARIES
continued

Public Transit Enterprise Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ending Fund Balances⁽¹⁾									
Future System Implementation Reserve	\$5,000,000	\$0	∞	\$5,000,000	0%	(\$5,000,000)	\$0	\$0	\$0
Equipment Replacement Reserve	\$236,710	\$0	∞	\$0	∞	\$0	\$0	\$0	\$0
Remaining Available Fund Balance	\$0	\$4,891,970	-100%	\$0	N/A	\$4,891,970	\$146,825	\$0	\$0
Total Ending Fund Balances	\$5,236,710	\$4,891,970	7%	\$5,000,000	5%	(\$1,321,865)	\$146,825	\$0	\$0

⁽¹⁾Since the Public Transit Fund will be primarily reliant on grant funding and transfers from the Transportation Sales Tax Fund, recommendations for an operating reserve policy and a debt service reserve policy will be developed later when the funding plan is more fully developed. As assets are now being acquired, an equipment replacement reserve is recommended.

FUND SUMMARIES

continued

Wastewater Enterprise Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
Charges for Services	\$6,270,370	\$6,248,050	0%	\$6,275,700	0%	\$27,650	\$6,245,944	\$5,991,385	\$6,009,588
Fines and Forfeitures	\$43,600	\$57,700	-24%	\$43,280	1%	(\$14,420)	\$34,934	\$35,959	\$23,339
Capacity Fees	\$725,100	\$1,339,200	-46%	\$840,310	-14%	(\$498,890)	\$626,266	\$686,366	\$589,689
Other Revenues	\$409,060	\$216,340	89%	\$410,490	0%	\$194,150	(\$553,380)	\$95,681	\$448,653
Total Ongoing Revenues	\$7,448,130	\$7,861,290	-5%	\$7,569,780	-2%	(\$291,510)	\$6,353,764	\$6,809,391	\$7,071,269
Ongoing Expenditures									
Wastewater Administration	\$241,800	\$219,550	10%	\$217,310	11%	\$2,240	\$227,158	\$218,822	\$211,608
Wastewater Operations	\$3,350,440	\$3,076,810	9%	\$2,684,910	25%	\$391,900	\$2,895,528	\$2,025,272	\$2,478,266
Public Works Engineering Services	\$245,050	\$231,150	6%	\$220,760	11%	\$10,390	\$205,586	\$254,440	\$224,830
Capital Projects Management	\$94,560	\$94,080	1%	\$80,330	18%	\$13,750	\$125,080	\$117,736	\$123,676
Contingencies	\$100,000	\$100,000	0%	\$0	∞	\$100,000	\$0	\$0	\$0
Indirect Cost Allocations/Departmental Allocations:									
Information Technology	\$282,450	\$290,850	-3%	\$279,080	1%	\$11,770	\$191,269	\$188,459	\$161,952
Human Resources	\$55,790	\$51,180	9%	\$45,960	21%	\$5,220	\$43,610	\$41,660	\$39,460
Financial Services	\$299,990	\$299,180	0%	\$263,470	14%	\$35,710	\$171,036	\$168,160	\$196,690
Utility Billing	\$690,010	\$720,570	-4%	\$716,760	-4%	\$3,810	\$349,068	\$318,086	\$321,807
General Services	\$109,740	\$118,250	-7%	\$111,520	-2%	\$6,730	\$80,260	\$74,540	\$49,970
City Manager	\$75,080	\$88,410	-15%	\$67,380	11%	\$21,030	\$78,950	\$64,590	\$54,990
City Clerk	\$7,170	\$12,670	-43%	\$11,830	-39%	\$840	\$2,920	\$10,280	\$5,530
City Attorney	\$156,160	\$158,280	-1%	\$47,760	227%	\$110,520	\$61,629	\$45,275	\$52,520
Facilities Maintenance	\$22,760	\$22,820	0%	\$22,020	3%	\$800	\$31,580	\$28,870	\$29,560
Total Ongoing Expenditures	\$5,731,000	\$5,483,800	5%	\$4,769,090	20%	\$714,710	\$4,463,674	\$3,556,190	\$3,950,859
Net Ongoing	\$1,717,130	\$2,377,490	-28%	\$2,800,690	-39%	\$1,035,280	\$1,890,090	\$3,253,201	\$3,120,410
Other									
One-Time Revenues:									
Charges for Services	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	\$10,519
Capacity Fees	\$950,470	\$305,900	211%	\$305,900	211%	\$0	\$0	\$739,463	\$407,869
Other	\$50,000	\$0	∞	\$480	10317%	\$480	\$66	\$191	\$296
One-Time Expenditures:									
Wastewater Administration	(\$10,000)	(\$9,500)	5%	(\$14,500)	-31%	(\$5,000)	(\$10,791)	\$0	(\$9,211)
Wastewater Operations	(\$349,630)	(\$272,690)	28%	(\$247,590)	41%	\$25,100	(\$140,176)	(\$171,964)	(\$699,414)
Public Works Engineering Services	(\$18,500)	(\$11,630)	59%	(\$9,050)	104%	\$2,580	(\$18)	\$0	\$0
Utility Billing	(\$30,100)	(\$30,040)	0%	\$0	∞	\$30,040	(\$11,629)	(\$2,731)	(\$50,309)
Information Technology	(\$39,350)	(\$7,200)	447%	(\$1,330)	2859%	\$5,870	(\$1,508)	(\$2,143)	(\$36,400)
Capital Improvement Projects	(\$4,985,890)	(\$6,861,000)	-27%	(\$2,471,039)	102%	\$4,389,961	(\$1,754,689)	(\$1,797,745)	(\$3,611,498)
Debt Service	(\$4,540,700)	(\$4,541,410)	0%	(\$4,539,810)	0%	\$1,600	(\$4,658,820)	(\$4,690,796)	(\$4,691,796)
Net One-Time Revenues/Expenditures	(\$8,973,700)	(\$11,427,570)	-21%	(\$6,976,939)	29%	\$4,450,631	(\$6,577,565)	(\$5,925,725)	(\$8,679,944)

FUND SUMMARIES

continued

Wastewater Enterprise Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Transfers and Other Financing Sources (Uses):									
Transfer from General Fund	\$3,100,000	\$3,200,000	-3%	\$3,200,000	-3%	\$0	\$3,300,000	\$3,400,000	\$3,447,000
Transfer from Grants & Donations Funds	\$184,400	\$1,914,000	-90%	\$1,280,000	-86%	(\$634,000)	\$0	\$0	\$0
Refunding Bonds Issued	\$0	\$0	N/A	\$0	N/A	\$0	\$8,890,000	\$0	\$0
Payment to Refunded Bond Escrow Agent	\$0	\$0	N/A	\$0	N/A	\$0	(\$8,769,995)	\$0	\$0
Net Transfers and Other Financing Sources (Uses)	\$3,284,400	\$5,114,000	-36%	\$4,480,000	-27%	\$8,267,262	\$3,420,005	\$3,400,000	\$3,447,000
Beginning Fund Balance	\$17,380,955	\$17,201,649	1%	\$16,788,394	4%	(\$413,255)	\$17,442,859	\$16,774,952	\$18,293,936
Equipment Replacement Reserve									
Reserve Contributions	\$226,780	\$219,590	3%	\$219,590	3%	\$0	\$612,505	\$0	\$520,400
Equipment Purchases	(\$70,000)	(\$180,000)	-61%	(\$129,820)	-46%	\$50,180	\$0	(\$59,569)	\$0
Capital Improvement Projects	(\$631,000)	(\$631,000)	0%	\$0	∞	\$631,000	\$0	\$0	\$0
Net Contribution to Equipment Replacement Reserve	(\$474,220)	(\$591,410)	-20%	\$89,770	-628%	\$681,180	\$612,505	(\$59,569)	\$520,400
Major Maintenance Reserve									
Reserve Contributions	\$362,970	\$369,890	-2%	\$370,390	-2%	\$500	\$500	\$0	\$73,150
Major Maintenance Costs	(\$197,200)	(\$197,200)	0%	(\$171,350)	15%	\$25,850	\$0	\$0	\$0
Net Contribution to Major Maintenance Reserve	\$165,770	\$172,690	-4%	\$199,040	-17%	\$26,350	\$500	\$0	\$73,150
Ending Fund Balances									
Operating Reserve ⁽¹⁾	\$1,889,267	\$1,640,487	15%	\$1,795,737	5%	(\$155,250)	\$1,762,952	\$1,506,162	\$1,687,957
Capital Improvements Reserve	\$10,688,235	\$1,535,000	596%	\$4,801,490	123%	(\$3,266,490)	\$4,935,000	\$3,163,000	\$1,767,722
Equipment Replacement Reserve	\$1,194,613	\$1,004,348	19%	\$1,668,833	-28%	(\$664,485)	\$1,579,063	\$966,958	\$1,026,527
Major Maintenance Reserve	\$385,697	\$468,176	-18%	\$219,927	75%	\$248,249	\$20,887	\$89,436	\$89,436
Budget Carryovers	\$0	\$0	N/A	\$75,000	-100%	(\$75,000)	\$167,500	\$80,000	\$40,000
Remaining Available Fund Balance ⁽²⁾	(\$1,057,477)	\$8,198,838	-113%	\$8,819,968	-112%	(\$621,130)	\$8,322,992	\$11,637,303	\$12,163,310
Total Ending Fund Balances	\$13,100,335	\$12,846,849	2%	\$17,380,955	-25%	\$3,031,156	\$16,788,394	\$17,442,859	\$16,774,952

⁽¹⁾Operating reserve is 33.3% of operating expenditures.

⁽²⁾The negative remaining balance in FY 2024 is the shortage in fully funding the reserves at the end of the fiscal year; however, budget savings and any delays in projects could eliminate the deficit.

FUND SUMMARIES

continued

Information Technology Internal Service Fund

	FY2024 Budget	FY2023 Budget	FY2024 Incr. over FY2023 Budget	FY2023 Est. Actuals	FY2024 Incr. over FY2023 Est.	FY2023 Est. over/ (under) budget	FY2022 Actuals	FY2021 Actuals	FY2020 Actuals
Ongoing Revenues									
Internal Cost Charges	\$2,354,740	\$2,138,250	10%	\$2,182,040	8%	\$43,790	\$1,638,894	\$1,566,079	\$1,428,186
Charges for Services	\$500	\$500	0%	\$350	43%	(\$150)	\$1,003	\$555	\$503
Other Revenue	\$19,600	\$8,800	123%	\$19,600	0%	\$10,800	(\$30,334)	\$3,144	\$13,497
Total Ongoing Revenues	\$2,374,840	\$2,147,550	11%	\$2,201,990	8%	\$54,440	\$1,609,563	\$1,569,778	\$1,442,186
Ongoing Expenditures									
Information Technology Services	\$1,942,250	\$1,760,150	10%	\$1,465,150	33%	\$295,000	\$1,410,294	\$1,143,246	\$1,190,507
Departmental Direct Allocations ⁽¹⁾	\$93,840	\$161,410	-42%	\$190,920	-51%	(\$29,510)	\$126,187	\$124,145	\$95,779
Indirect Cost Allocations	\$153,650	\$142,720	8%	\$117,550	31%	\$25,170	\$129,980	\$112,660	\$116,910
Total Ongoing Expenditures	\$2,189,740	\$2,064,280	6%	\$1,773,620	23%	\$290,660	\$1,666,461	\$1,380,051	\$1,403,196
Net Ongoing	\$185,100	\$83,270	122%	\$428,370	-57%	\$286,320	(\$56,898)	\$189,727	\$38,990
Other									
One-Time Revenues:									
Internal Cost Charges	\$140,770	\$110,840	27%	\$120,110	17%	\$9,270	\$96,756	\$98,791	\$138,654
One-Time Expenditures:									
Information Technology Services	(\$140,770)	(\$110,840)	27%	(\$120,110)	17%	(\$9,270)	(\$96,365)	(\$98,791)	(\$138,654)
Departmental Direct Allocations	\$0	\$0	N/A	\$0	N/A	\$0	(\$391)	\$0	\$0
Net One-Time Revenues/Expenditures	\$0	\$0	N/A	\$0	N/A	\$0	\$0	\$0	\$0
Transfer from General Fund	\$44,450	\$43,950	1%	\$45,520	-2%	\$1,570	\$26,899	\$28,797	\$27,520
Beginning Fund Balance	\$1,435,046	\$1,162,866	23%	\$933,156	54%	(\$229,710)	\$915,296	\$696,772	\$452,312
Equipment Replacement Reserve									
Reserve Contributions	\$209,300	\$228,500	-8%	\$228,500	-8%	\$0	\$47,859	\$0	\$177,950
Equipment Purchases	(\$165,000)	(\$166,900)	-1%	(\$200,500)	-18%	(\$33,600)	\$0	\$0	\$0
Net Use of Operating Revenues	\$44,300	\$61,600	-28%	\$28,000	58%	(\$33,600)	\$47,859	\$0	\$177,950
Ending Fund Balances									
Equipment Replacement Reserve	\$1,005,455	\$958,696	5%	\$961,155	5%	(\$2,459)	\$933,155	\$885,296	\$696,772
Budget Carryovers	\$0	\$0	N/A	\$9,600	-100%	(\$9,600)	\$23,600	\$30,000	\$0
Remaining Available Fund Balance ⁽²⁾	\$703,441	\$392,990	79%	\$464,291	52%	\$71,301	(\$23,599)	\$0	\$0
Total Ending Fund Balances	\$1,708,896	\$1,351,686	26%	\$1,435,046	19%	\$83,360	\$933,156	\$915,296	\$696,772

⁽¹⁾Some technology costs formerly recorded as departmental direct allocations have been more to the Information Technology Department budget for FY 2024 and allocated through the indirect cost allocation process to improve coordination with the Information Technology Department.

⁽²⁾The remaining available fund balance will be added to the equipment replacement reserve.

CAPITAL IMPROVEMENT PROGRAM OVERVIEW

continued

Capital Improvement Program Development Process (cont'd)

Project managers were instructed to rank projects using the following definitions:

- Priority I: IMPERATIVE (Must-Do) – Projects that cannot reasonably be postponed in order to avoid harmful or otherwise undesirable consequences.
 - Corrects a condition dangerous to public health or safety
 - Satisfies a legal obligation
 - Alleviates an emergency service disruption or deficiency
 - Prevents irreparable damage to a valuable public facility
 - If the project can be delayed, it is most likely not Priority I.
- Priority II: ESSENTIAL (Should-Do) – Projects that address clearly demonstrated needs or objectives.
 - Rehabilitates or replaces an obsolete public facility or attachment thereto
 - Reduces energy consumption or supports the goals of the Climate Action Plan
 - Maintains existing natural resources, mitigates impacts of high tourism, or supports the goals of the Sustainable Tourism Plan
 - Reduces future operating and maintenance costs
 - Leverages available state or federal funding or other restricted funding with near-term expirations
- Priority III: IMPORTANT (Could-Do) – Projects that benefit the community but may be delayed without detrimental effects to basic services.
 - Provides a new or expanded level of service
 - Stimulates economic growth and private capital investment
 - Promotes intergovernmental cooperation
 - Enhances cultural or natural resources
- Priority IV: DESIRABLE (Other Year) – Desirable projects that are not included within 3-year funded time frame because of funding and/or staffing limitations

SUMMARY OF CAPITAL PROJECTS

continued

FY 2024 - FY 2033 Master Summary Project List by Major Program

Project dollar amounts in grey and italics are unfunded.

(Click on a Project Page # to navigate to that page)

Project Name	Funding Sources Type	Priority	Project #	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Totals (excluding Prior Years Estimate)
AC - Arts & Culture									
Art in the Roundabouts	Restricted	Important (Could-Do)	AC-02	\$133,675	\$232,000	\$0	\$0	\$0	\$232,000
IT - Information Technology									
Citywide Business Software	Capital Reserves	Imperative (Must-Do)	IT-01	\$0	\$600,000	\$1,100,000	\$600,000	\$0	\$2,300,000
MC - Municipal Court									
Court Relocation/Remodel	Restricted	Imperative (Must-Do)	MC-02	\$418,596	\$78,700	\$73,300	\$0	\$0	\$152,000
PR - Parks & Recreation									
Concession Stand/Restrooms Building - Renovation and Redesign	Restricted	Important (Could-Do)	PR-01	\$0	\$0	\$80,000	\$482,000	\$0	\$562,000
Restructure of Posse Grounds Park	Unidentified	Important (Could-Do)	PR-02	\$61,429	\$0	\$0	\$0	\$3,500,000	\$3,500,000
Improvements at Ranger Station / Interior Restoration of House and Barn	Restricted & Capital Reserves	Important (Could-Do)	PR-03B	\$19,166	\$617,390	\$0	\$0	\$0	\$617,390
Build-Out of Ranger Station Park	Restricted & Capital Reserves	Important (Could-Do)	PR-03C	\$163,855	\$1,653,820	\$0	\$0	\$0	\$1,653,820
Dog Park Improvements	Restricted & Capital Reserves	Desirable (Other Year)	PR-08	\$388,898	\$55,320	\$0	\$0	\$0	\$55,320
Posse Grounds Park Pickleball Courts	Restricted	Essential (Should-Do)	PR-09	\$40,000	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Creekside Preservation/Walking Path (ESP)	Restricted	Important (Could-Do)	PR-10	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
PR - Parks & Recreation Subtotal (excluding projects not funded)				\$673,348	\$3,826,530	\$2,580,000	\$482,000	\$0	\$6,888,530
Projects Not Funded				\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000
PD - Police									
Radio Infrastructure	Capital Reserves	Imperative (Must-Do)	PD-02	\$285,315	\$215,800	\$500,000	\$0	\$0	\$715,800
PT - Public Transit									
Transit Maintenance/Operations Center (ESP)	Restricted	Essential (Should-Do)	PT-01	\$103,745	\$800,000	\$12,070,000	\$6,430,000	\$2,760,000	\$22,060,000
Transit RIDE Exchange (ESP)	Restricted	Essential (Should-Do)	PT-02	\$1,034,468	\$0	\$130,000	\$130,000	\$3,170,000	\$3,430,000
Transit Bus Acquisition (ESP)	Restricted	Essential (Should-Do)	PT-03	\$0	\$856,370	\$0	\$0	\$12,350,000	\$13,206,370
Bus Stop Improvements (ESP)	Restricted	Essential (Should-Do)	PT-04	\$14,927	\$0	\$0	\$0	\$300,000	\$300,000
"Y" Multimodal Stop (ESP)	Restricted	Essential (Should-Do)	PT-04a	\$164,500	\$75,000	\$30,000	\$300,000	\$0	\$405,000
North SR 179 Park and Ride (ESP)	Restricted	Essential (Should-Do)	PT-04b	\$1,543,342	\$30,000	\$300,000	\$0	\$0	\$330,000
West Sedona Intercept Lot (ESP)	Unidentified	Essential (Should-Do)	PT-05	\$2,265,919	\$0	\$0	\$0	\$20,700,000	\$20,700,000
South SR 179 Park and Ride (ESP)	Restricted	Essential (Should-Do)	PT-06	\$0	\$20,000	\$0	\$0	\$300,000	\$320,000
PT - Public Transit Subtotal				\$5,126,901	\$1,781,370	\$12,530,000	\$6,860,000	\$18,880,000	\$40,051,370
Projects Not Funded				\$0	\$0	\$0	\$0	\$20,700,000	\$20,700,000
PW - Public Works									
Uptown Enhancements	Restricted & Unidentified	Important (Could-Do)	PW-01	\$195,856	\$0	\$0	\$0	\$250,000	\$250,000
Facilities Study	Capital Reserves	Essential (Should-Do)	PW-04	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Real Estate/Land Acquisition	Unidentified	Essential (Should-Do)	PW-05	\$20,017,660	\$0	\$0	\$0	\$8,000,000	\$8,000,000
City Hall Window and Door Replacement (ESP)	Restricted	Important (Could-Do)	PW-06	\$0	\$0	\$505,000	\$0	\$0	\$505,000
Cultural Park Improvements	Capital Reserves	Desirable (Other Year)	PW-08	\$0	\$0	\$2,000,000	\$3,250,000	\$0	\$5,250,000
PW - Public Works Subtotal				\$20,213,516	\$0	\$2,505,000	\$3,250,000	\$100,000	\$5,855,000
Projects Not Funded								\$8,250,000	\$8,250,000

ESP = Environmental Sustainability Project

SUMMARY OF CAPITAL PROJECTS

continued

FY 2024 - FY 2033 Master Summary Project List by Major Program

Project dollar amounts in grey and italics are unfunded.

(Click on a Project Page # to navigate to that page)

Project Name	Funding Sources Type	Priority	Project #	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Totals (excluding Prior Years Estimate)
SIM - Sedona in Motion									
Sedona in Motion Unspecified Projects	Unidentified	Imperative (Must-Do)	SIM-00	\$0	(\$2,000,000)	(\$10,000,000)	\$7,000,000	\$5,000,000	\$0
Uptown Northbound Improvements (ESP)	Restricted	Essential (Should-Do)	SIM-01b	\$336,673	\$1,399,590	\$740,110	\$0	\$0	\$2,139,700
Uptown Pedestrian Improvements (ESP)	Restricted & Unidentified	Desirable (Other Year)	SIM-02	\$0	\$0	\$0	\$0	\$6,298,000	\$6,298,000
Uptown Parking Garage	Restricted	Essential (Should-Do)	SIM-03a	\$2,198,076	\$1,024,560	\$18,241,820	\$3,100,000	\$0	\$22,366,380
Uptown One Way Streets/Parking	Restricted & Unidentified	Important (Could-Do)	SIM-03b	\$0	\$0	\$0	\$65,000	\$130,000	\$195,000
Schnebly Hill Roundabout Expansion	Unidentified	Desirable (Other Year)	SIM-04a	\$0	\$0	\$0	\$0	\$5,447,990	\$5,447,990
SR 179 Lane Expansion from Schnebly Hill Roundabout to Y	Unidentified	Desirable (Other Year)	SIM-04b	\$0	\$0	\$0	\$0	\$111,000	\$111,000
Pedestrian Crossing at Oak Creek (ESP)	Restricted & Capital Reserves	Essential (Should-Do)	SIM-04c	\$1,034,516	\$3,517,020	\$200,000	\$858,500	\$0	\$4,575,520
Ranger/SR 179 Intersection Improvements (ESP)	Restricted & Unidentified	Essential (Should-Do)	SIM-04e	\$0	\$0	\$0	\$0	\$1,082,580	\$1,082,580
Portal Lane to Brewer Road Connection	Restricted	Essential (Should-Do)	SIM-05a	\$59,777	\$0	\$1,016,200	\$0	\$0	\$1,016,200
Forest Road Connection	Restricted	Imperative (Must-Do)	SIM-05b	\$5,776,976	\$12,923,600	\$1,700,000	\$0	\$0	\$14,623,600
Ranger Road / Brewer Road RAB Intersection & Ranger Ext Improvements (ESP)	Restricted	Essential (Should-Do)	SIM-05d	\$174,720	\$1,654,550	\$512,500	\$0	\$0	\$2,167,050
Neighborhood Street Connections	Restricted & Unidentified	Desirable (Other Year)	SIM-06	\$0	\$0	\$0	\$0	\$1,166,420	\$1,166,420
West SR 89A Access Improvements and Adaptive Signal Control	Unidentified	Desirable (Other Year)	SIM-10	\$0	\$0	\$0	\$0	\$3,320,000	\$3,320,000
Rodeo Road to Dry Creek Road - Shared-Use Path (ESP)	Restricted	Desirable (Other Year)	SIM-11a	\$0	\$0	\$0	\$325,000	\$0	\$325,000
Navoti Dr to Dry Creek Rd Shared-Use Path (ESP)	Restricted	Important (Could-Do)	SIM-11e	\$875,610	\$50,000	\$700,000	\$0	\$0	\$750,000
Dry Creek Road Pathway, 89A to Two Fences (ESP)	Restricted	Essential (Should-Do)	SIM-11m	\$239,770	\$600,000	\$1,070,000	\$0	\$0	\$1,670,000
Harmony Shared-Use Path and Drainage Improvements (ESP)	Restricted	Essential (Should-Do)	SIM-11n	\$50,000	\$85,000	\$1,200,000	\$0	\$0	\$1,285,000
SR179 Signing & Striping	Restricted	Essential (Should-Do)	SIM-11o	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Brewer Rd Shared Use Path (ESP)	Restricted	Important (Could-Do)	SIM-11p	\$0	\$370,000	\$500,000	\$0	\$0	\$870,000
Shelby II Shared Use Path (ESP)	Restricted	Essential (Should-Do)	SIM-11q	\$0	\$425,000	\$700,000	\$0	\$0	\$1,125,000
Rodeo Shared Use Path (ESP)	Restricted & Unidentified	Desirable (Other Year)	SIM-11r	\$0	\$0	\$0	\$50,000	\$200,000	\$250,000
Little Horse Shared Use Path (ESP)	Restricted	Important (Could-Do)	SIM-11s	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Coffee Pot Shared Use Path (ESP)	Restricted & Capital Reserves	Important (Could-Do)	SIM-11t	\$0	\$0	\$100,000	\$505,000	\$0	\$605,000
Navoti Dr to Upper Red Rock Loop Rd Shared-Use Path (ESP)	Restricted & Capital Reserves	Essential (Should-Do)	SIM-11v	\$0	\$0	\$120,000	\$505,000	\$500,000	\$1,125,000
Tranquil-Madole Shared Use Path (ESP)	Capital Reserves & Unidentified	Important (Could-Do)	SIM-11w	\$0	\$0	\$0	\$121,200	\$500,000	\$621,200
Zane Grey Shared Use Path (ESP)	Restricted	Important (Could-Do)	SIM-11x	\$0	\$0	\$0	\$60,000	\$500,000	\$560,000
Travel Information System	Restricted & Unidentified	Important (Could-Do)	SIM-12a	\$99,301	\$0	\$0	\$0	\$625,000	\$625,000
Traffic Video Cameras	Restricted	Important (Could-Do)	SIM-12b	\$48,492	\$50,000	\$50,000	\$0	\$0	\$100,000
SIM - Sedona in Motion Subtotal (excluding projects not funded)				\$10,893,911	\$20,199,320	\$16,950,630	\$12,589,700	\$6,000,000	\$55,739,650
Projects Not Funded				\$0	\$0	\$0	\$0	\$18,880,990	\$18,880,990

SUMMARY OF CAPITAL PROJECTS

continued

FY 2024 - FY 2033 Master Summary Project List by Major Program

Project dollar amounts in grey and italics are unfunded.

(Click on a Project Page # to navigate to that page)

Project Name	Funding Sources Type	Priority	Project #	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Totals (excluding Prior Years Estimate)
SD - Storm Drainage									
Improvements to Back-O-Beyond Road, Low Water Crossing (Yavapai County) (ESP)	Restricted & Capital Reserves	Important (Could-Do)	SD-03	\$375,366	\$622,700	\$0	\$0	\$0	\$622,700
View Drive Area Drainage Improvements (Yavapai County) (ESP)	Restricted & Unidentified	Important (Could-Do)	SD-04	\$0	\$0	\$0	\$0	<i>\$1,663,500</i>	\$1,663,500
Saddlerock Area Drainage Improvements (Yavapai County) (ESP)	Restricted & Capital Reserves	Important (Could-Do)	SD-05	\$0	\$0	\$175,000	\$1,310,000	\$0	\$1,485,000
Mystic Hills Lift Station Access Improvements (Coconino County) (ESP)	Restricted	Important (Could-Do)	SD-08	\$0	\$0	\$0	\$40,000	\$300,000	\$340,000
Stormwater Master Plan Update & Project Implementations (ESP)	Restricted	Essential (Should-Do)	SD-10	\$355,377	\$0	\$0	\$0	\$300,000	\$300,000
Schnebly & Grove Drainage Improvements (ESP)	Capital Reserves	Important (Could-Do)	SD-12	\$70,700	\$313,100	\$242,400	\$0	\$0	\$555,500
SD - Storm Drainage Subtotal (excluding projects not funded)				\$801,443	\$935,800	\$417,400	\$1,350,000	\$600,000	\$3,303,200
Projects Not Funded				\$0	\$0	\$0	\$0	\$1,663,500	\$1,663,500
ST - Streets & Transportation									
Back O' Beyond Road & Trailhead Safety Improvements	Restricted & Capital Reserves	Essential (Should-Do)	ST-07	\$0	\$200,000	\$2,000,000	\$0	\$0	\$2,200,000
Forest/Ranger/SR 89A Intersection Improvements	Capital Reserves	Important (Could-Do)	ST-08	\$206,218	\$450,000	\$4,500,000	\$0	\$0	\$4,950,000
ST - Streets & Transportation Subtotal				\$206,218	\$650,000	\$6,500,000	\$0	\$0	\$7,150,000
SUS - Sustainability									
Posse Ground Park Solar Lighting (ESP)	Capital Reserves	Essential (Should-Do)	SUS-01	\$0	\$120,000	\$0	\$0	\$0	\$120,000
Decarbonization Roadmapping Plan (ESP)	Capital Reserves	Essential (Should-Do)	SUS-03	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Streetlights LED Retrofit (ESP)	Capital Reserves	Essential (Should-Do)	SUS-05	\$0	\$181,800	\$0	\$0	\$0	\$181,800
DC Fast EV Chargers (ESP)	Capital Reserves	Essential (Should-Do)	SUS-06	\$0	\$0	\$202,000	\$202,000	\$202,000	\$606,000
Building Retrofit of Natural Gas Systems (ESP)	Capital Reserves	Essential (Should-Do)	SUS-07	\$0	\$0	\$151,500	\$151,500	\$0	\$303,000
SUS - Sustainability Subtotal				\$0	\$451,800	\$353,500	\$353,500	\$202,000	\$1,360,800
Subtotal Non-Wastewater Projects (excluding projects not funded)				\$38,752,923	\$28,971,320	\$43,509,830	\$25,485,200	\$25,782,000	\$123,748,350

SUMMARY OF CAPITAL PROJECTS

continued

FY 2024 - FY 2033 Master Summary Project List by Major Program

Project dollar amounts in grey and italics are unfunded.

(Click on a Project Page # to navigate to that page)

Project Name	Funding Sources Type	Priority	Project #	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Totals (excluding Prior Years Estimate)
WW - Wastewater									
WW Collection System Improvements - Misc. Rehabs/Replacements (ESP)	WW Revenues	Essential (Should-Do)	WW-01D	\$0	\$240,000	\$220,000	\$0	\$0	\$460,000
WW Collection System Improvements - Future Collections Projects (ESP)	WW Revenues	Important (Could-Do)	WW-01E	\$0	\$0	\$50,000	\$500,000	\$1,360,000	\$1,910,000
WW Collection System Improvements - Major Lift Station Upgrades (ESP)	Restricted & WW Revenues	Imperative (Must-Do)	WW-01F	\$2,454,909	\$3,668,985	\$759,635	\$0	\$0	\$4,428,620
SCADA System and Configuration Upgrade	WW Revenues	Essential (Should-Do)	WW-04	\$0	\$310,000	\$0	\$0	\$0	\$310,000
WWRP Odor Control Upgrades	WW Revenues	Important (Could-Do)	WW-05	\$24,660	\$0	\$0	\$0	\$335,000	\$335,000
WWRP Recharge Wells	WW Revenues	Desirable (Other Year)	WW-06	\$5,477,699	\$0	\$5,143,600	\$5,100,000	\$10,950,000	\$21,193,600
WWRP Reservoir Liner Replacement (ESP)	WW Revenues	Important (Could-Do)	WW-07	\$0	\$0	\$0	\$0	\$1,050,000	\$1,050,000
WWRP Drying Beds Replacement (ESP)	WW Revenues	Important (Could-Do)	WW-08	\$0	\$150,000	\$1,500,000	\$0	\$0	\$1,650,000
WWRP Treatment Process Upgrades (ESP)	WW Revenues	Essential (Should-Do)	WW-09	\$25,500	\$709,500	\$2,860,000	\$0	\$1,870,000	\$5,439,500
Wastewater Master Plan Update	WW Revenues	Important (Could-Do)	WW-10	\$0	\$0	\$0	\$100,000	\$100,000	\$200,000
WWRP Paving	WW Revenues	Desirable (Other Year)	WW-11	\$0	\$0	\$0	\$0	\$420,000	\$420,000
Area 4 Valve Vault Upgrade	WW Revenues	Essential (Should-Do)	WW-14	\$0	\$140,000	\$0	\$0	\$0	\$140,000
VACCON Storage Building	WW Revenues	Imperative (Must-Do)	WW-15	\$89,155	\$113,400	\$0	\$0	\$0	\$113,400
WWRP Secondary Clarifier Rehabilitation	WW Revenues	Imperative (Must-Do)	WW-16	\$0	\$155,000	\$155,000	\$0	\$155,000	\$465,000
WWRP Laboratory Remodel	WW Revenues	Desirable (Other Year)	WW-17	\$0	\$0	\$0	\$0	\$500,000	\$500,000
WWRP Recharge Well Backwash Filter System (ESP)	WW Revenues	Essential (Should-Do)	WW-18	\$0	\$130,000	\$0	\$0	\$0	\$130,000
WW - Wastewater Subtotal				\$8,071,923	\$5,616,885	\$10,688,235	\$5,700,000	\$16,740,000	\$38,745,120
TOTAL ALL PROJECTS (excluding projects not funded)				\$46,824,846	\$34,588,205	\$54,198,065	\$31,185,200	\$42,522,000	\$162,493,470
Total Projects Not Funded				\$0	\$0	\$0	\$0	\$52,994,490	\$52,994,490
Grand Totals Funded and Unfunded				\$46,824,846	\$34,588,205	\$54,198,065	\$31,185,200	\$95,516,490	\$215,487,960
Funding Sources Summary									
1% for Arts					\$167,000	\$0	\$0	\$50,000	\$217,000
Capital Reserves					\$3,057,420	\$6,541,530	\$7,203,200	\$302,000	\$17,104,150
Coconino County Flood Control					\$0	\$0	\$40,000	\$300,000	\$340,000
Court Restricted Revenues					\$67,678	\$73,300	\$0	\$0	\$140,978
Debt Financing					\$15,522,430	\$20,681,820	\$4,412,000	\$3,016,000	\$43,632,250
Development Impact Fees - Post 7/2014					\$2,831,640	\$2,632,600	\$0	\$619,530	\$6,083,770
Development Impact Fees - Pre 8/2014					\$1,410,000	\$0	\$250,000	\$0	\$1,660,000
Donations					\$65,000	\$0	\$0	\$0	\$65,000
Equipment Replacement Reserve					\$631,000	\$0	\$0	\$0	\$631,000
Fairfield CFD					\$250,000	\$0	\$300,000	\$0	\$550,000
Grant					\$2,181,112	\$15,935,000	\$5,248,000	\$15,189,000	\$38,553,112
Outside Participation					\$0	\$0	\$0	\$1,250,000	\$1,250,000
Summit CFD					\$155,000	\$80,000	\$182,000	\$0	\$417,000
Transportation Sales Tax					\$4,984,440	\$7,390,580	\$550,000	\$375,000	\$13,300,020
Unidentified					-\$2,000,000	-\$10,000,000	\$7,000,000	\$57,074,960	\$52,074,960
Wastewater Revenues					\$4,915,485	\$10,688,235	\$5,700,000	\$16,740,000	\$38,043,720
Yavapai County Flood Control					\$350,000	\$175,000	\$300,000	\$600,000	\$1,425,000
TOTAL FUNDING SOURCES					\$34,588,205	\$54,198,065	\$31,185,200	\$95,516,490	\$215,487,960

SUMMARY OF CAPITAL PROJECTS

continued

FY 2024 - FY 2033 Master Summary Project List by Major Program

Project dollar amounts in grey and italics are unfunded.

(Click on a Project Page # to navigate to that page)

Project Name	Funding Sources Type	Priority	Project #	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Totals (excluding Prior Years Estimate)
Operating Impacts Summary									
Personnel Costs					\$0	\$0	\$0	\$0	
Materials & Supplies					\$2,000	\$2,000	\$2,000	\$9,300	
Contractual Services					\$653,770	\$6,386,900	\$6,386,900	-\$28,500	
Debt Service					\$942,000	\$2,780,010	\$2,780,010	\$0	
Revenue Offset					\$0	\$0	\$0	\$0	
NET EXPENDITURE/(REVENUE) (excluding projects not funded)					\$1,597,770	\$9,168,910	\$9,168,910	-\$19,200	
Project Funding Status Summary									
Carry Over					\$25,812,857	\$32,939,174	\$9,010,000	\$12,734,760	\$80,496,791
New Appropriation					\$8,775,348	\$12,390,391	\$8,600,000	\$250,000	\$30,015,739
Future Estimate					\$0	\$8,868,500	\$13,575,200	\$50,560,490	\$73,004,190
Unfunded					\$0	\$0	\$0	\$31,971,240	\$31,971,240
TOTALS BY FUNDING STATUS					\$34,588,205	\$54,198,065	\$31,185,200	\$95,516,490	\$215,487,960
Category Summary									
Arts Transfer					\$19,130	\$10,900	\$33,200	\$129,990	\$193,220
Construction - Contracted					\$27,704,645	\$53,732,165	\$18,612,000	\$36,290,100	\$136,338,910
Construction - In-House					\$100,000	\$75,000	\$0	\$0	\$175,000
Contingency					-\$1,110,600	-\$9,783,940	\$7,400,000	\$6,100,000	\$2,605,460
Demolition/Site Prep - In-House					\$75,000	\$0	\$0	\$0	\$75,000
Design - Contracted					\$3,468,840	\$2,155,940	\$1,065,000	\$3,816,400	\$10,506,180
Design - In-House					\$0	\$25,000	\$0	\$0	\$25,000
Environmental					\$20,000	\$138,000	\$50,000	\$200,000	\$408,000
Equipment Purchase					\$1,427,820	\$45,000	\$0	\$2,320,000	\$3,792,820
Future Estimate Placeholder					\$0	\$2,500,000	\$3,250,000	\$32,700,000	\$38,450,000
Land Acquisition					\$990,000	\$4,200,000	\$75,000	\$1,060,000	\$6,325,000
Master Plan					\$150,000	\$0	\$100,000	\$400,000	\$650,000
Project Management - Contracted					\$150,000	\$100,000	\$100,000	\$0	\$350,000
Public Art Purchase					\$130,000	\$0	\$0	\$50,000	\$180,000
Study					\$100,000	\$0	\$0	\$250,000	\$350,000
Technology					\$507,000	\$1,000,000	\$500,000	\$0	\$2,007,000
Vehicle Purchase					\$856,370	\$0	\$0	\$12,200,000	\$13,056,370
TOTALS BY CATEGORY					\$34,588,205	\$54,198,065	\$31,185,200	\$95,516,490	\$215,487,960

SUMMARY OF CAPITAL PROJECTS

continued

FY 2024 - FY 2033 Master Summary Project List by Major Program

Project dollar amounts in grey and italics are unfunded.

(Click on a Project Page # to navigate to that page)

Project Name	Funding Sources Type	Priority	Project #	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Totals (excluding Prior Years Estimate)
Summary of Project Costs Managed by Public Works PMs									
Total Project Costs					\$34,588,205	\$54,198,065	\$31,185,200		
Projects not managed by Public Works project managers:									
AC-02 Art in Roundabouts					(\$232,000)	\$0	\$0		
IT-01 ERP System					(\$600,000)	(\$1,100,000)	(\$600,000)		
PR-10 Creekside Preservation/Walking Path					\$0	(\$2,500,000)	\$0		
PD-02 Radio Infrastructure					(\$215,800)	(\$500,000)	\$0		
PT-03 Transit Bus Acquisition					(\$856,370)	\$0	\$0		
All Sustainability Projects (managed by Bryce)					(\$451,800)	(\$353,500)	(\$353,500)		
All Wastewater Projects (managed by Roxanne)					(\$5,616,885)	(\$10,688,235)	(\$5,700,000)		
Net Project Costs Manager by Public Works PMs					\$26,615,350	\$39,056,330	\$24,531,700		

SUMMARY OF CIP PROJECT BUDGET CHANGES

(excludes projects with 1st appropriation in FY2024, only includes appropriations requests - i.e., excludes future estimates not yet requested for appropriation)

Project Name	Project #	Project Budget as of FY2024	Original Project Budget	Change	% Change	Project Budget as of FY2023	Change	% Change	Explanation of Revised Budget	Original Estimated Completion Date	Revised Estimated Completion Date	Delay in Years	Explanation of Revised Timeline
AC - Arts & Culture													
Art in the Roundabouts	AC-02	\$365,675	\$300,000	\$65,675	22%	\$364,330	\$1,345	0%	Carryover of funds for installation and second half payment to artists - moved to FY 2024 due to project delays.	June 2020	June 2024	4.0	Due to delays related to COVID-19, staffing capacity, and ADOT permitting timelines, the project was delayed and sculptures are anticipated to be installed in FY 2024.
IT - Information Technology													
Citywide Business Software	IT-01	\$2,300,000	\$1,000,000	\$1,300,000	130%	\$1,000,000	\$1,300,000	130%	The placeholder amounts have not been updated since FY 2019. More current estimates have been provided.	June 2021	June 2025	4.0	Due to workloads with other significant projects in process, the timeline for this project has been delayed.
MC - Municipal Court													
Court Relocation/Remodel	MC-02	\$570,596	\$244,190	\$326,406	134%	\$418,596	\$152,000	36%	The budget has been revised to change the scope for the remodel of the 221 Brewer Road north building. New budget is added for Phase 2 to occur in FY2024.	June 2023	N/A	0.0	N/A
PR - Parks & Recreation													
Improvements at Ranger Station / Interior Restoration of House and Barn	PR-03B	\$636,556	\$325,000	\$311,556	96%	\$597,280	\$39,276	7%	Increased budget to reflect current environment of increased cost of construction.	June 2023	June 2024	1.0	Project delayed due to difficulty getting an architect on board that has historic preservation experience and availability.
Build-Out of Ranger Station Park	PR-03C	\$1,817,675	\$1,746,350	\$71,325	4%	\$1,746,350	\$71,325	4%	The project is accelerated at the request of the City Council. The former Project PR-03D was combined with PR-03C due to the full build-out of the park being pursued at the same time.	June 2025	June 2024	-1.0	Council accelerated the priority for this project.
Dog Park Improvements	PR-08	\$444,218	\$221,130	\$223,088	101%	\$388,898	\$55,320	14%	Shade structure is planned within FY 2023. Irrigation, clean fill and grass, if chosen, is currently budgeted in FY 2024.	June 2022	June 2024	2.0	Additional scope added at request of residents for shade structures and grass.
Posse Grounds Park Pickleball	PR-09	\$1,540,000	\$1,540,000	\$0	0%	\$1,540,000	\$0	0%	N/A	June 2024	N/A	0.0	N/A
PD - Police													
Radio Infrastructure	PD-02	\$501,115	\$155,000	\$346,115	223%	\$351,115	\$150,000	43%	In 2018, a meeting was held with Motorola and Sedona Fire Communications to discuss updating the antennas at the simulcast sites to improve transmission. The updates discussed will be done in different phases so not to interrupt the current communication systems. Phase 1 consisted of purchasing the equipment. The equipment is made to order and is a very long process. Phase 2 consists of updating the Southwest Drive site which has been delayed to FY 2023. In Phase 3 which will take place in FY 2024, the Police Department site will be updated. If the work during the different phases does not fix the communications problem, Phase 4 will be building a brand new site at Sedona High School. During the build in Phase 2, the radio equipment and the communication consoles in our dispatch center will be updated and some items replaced. This upgrade would improve the communication with the new equipment being installed in this project.	June 2019	June 2025	6.0	The installment of the equipment for Phase 1 has been delayed due to issues with the Airport antenna. There were concrete base issues, issues with height requirements by the FAA, COVID-19 delays, and contract issues between the Airport and the Sedona Fire Department.
PT - Public Transit													
Transit Maintenance/Operations Center	PT-01	\$22,163,745	\$16,870,000	\$5,293,745	31%	\$16,913,745	\$5,250,000	31%	Increased estimated costs due to project delays and inflationary factors.	June 2025	June 2027	2.0	Study delayed and funding application delayed due to ADOT funding process. Charging improvements moved to FY 2027.
Transit RIDE Exchange	PT-02	\$4,464,468	\$3,460,000	\$1,004,468	29%	\$4,464,468	\$0	0%	Budget delayed to adjust to grant cycle.	June 2024	June 2028	4.0	Funding application delayed due to ADOT funding process.
Transit Bus Acquisition	PT-03	\$856,370	\$1,350,000	(\$493,630)	-37%	\$536,300	\$320,070	60%	Budget adjusted for trailhead and micro-transit buses acquired through lease purchase agreements.	June 2025	June 2027	2.0	Delayed due to delays in construction of necessary facilities.
"Y" Multimodal Stop	PT-04a	\$569,500	\$584,500	(\$15,000)	-3%	\$569,500	\$0	0%	N/A	June 2025	June 2026	1.0	Delayed due to other priorities.
SIM - Sedona in Motion													
Uptown Northbound Improvements	SIM-01b	\$2,476,373	\$535,000	\$1,941,373	363%	\$1,736,255	\$740,118	43%	Budget revised to include construction costs of recommended alternatives that resulted from the study, as well as the design revision to include shared-use path grade separation and southbound left-hand turn into L'Auberge Lane. Currently, assessing stairway to shared-use path to replace social trail to L'Auberge Resort entrance and expanding project limits to replace distressed concrete driveway into Sedona Center.	June 2022	June 2025	3.0	Schedule revised to accommodate proposed improvements to be included within the design completion, expected bidding process, and construction timeline.
Uptown Parking Garage	SIM-03a	\$24,564,456	\$14,356,700	\$10,207,756	71%	\$18,984,110	\$5,580,346	29%	The construction budget reflects latest opinion of cost from the CMAR, recent bid results from other projects, and inflationary trends. Additional design and construction costs are related to the site excavation (rock) requirements, addition of a solar array system, and police substation.	June 2024	October 2025	1.3	Schedule revised for following: - Additional concept design - Additional construction for electric vehicle supply equipment, photovoltaic array system, and police substation facilities. - Additional time required for development permitting. - Additional study for the parking garage site.
Uptown One Way Streets/Parking	SIM-03b	\$150,000	\$111,100	\$38,900	35%	\$150,000	\$0	0%	Estimated increase in costs due to delayed implementation of this project to allow SIM-03a to be completed prior to pursuing this project.	December 2017	June 2027	9.5	The schedule was revised to allow SIM-03a to be completed prior to moving forward with this project.
Pedestrian Crossing at Oak Creek	SIM-04c	\$4,551,536	\$2,261,135	\$2,290,401	101%	\$2,905,796	\$1,645,740	57%	The project budget for design was increased to accommodate changes needed in the design for unforeseen existing conditions and to accommodate post construction services. Additional cost for easement/right-of-way to account for increase in valuation, and increased construction cost to reflect current bidding environment.	June 2023	January 2024	0.5	Project was identified as a higher priority and moved forward. The project has experienced delays related to coordination with adjoining businesses and ADOT as well as construction permitting approval through ADOT.

SUMMARY OF CIP PROJECT BUDGET CHANGES

(excludes projects with 1st appropriation in FY2024, only includes appropriations requests - i.e., excludes future estimates not yet requested for appropriation)

Project Name	Project #	Project Budget as of FY2024	Original Project Budget	Change	% Change	Project Budget as of FY2023	Change	% Change	Explanation of Revised Budget	Original Estimated Completion Date	Revised Estimated Completion Date	Delay in Years	Explanation of Revised Timeline
Portal Lane to Brewer Road Connection	SIM-05a	\$1,075,977	\$763,600	\$312,377	41%	\$1,075,977	\$0	0%	Construction budget updated to reflect an extension to Brewer Road, rather than Ranger Road, which will require a bridge over Soldier Wash. Land acquisition costs omitted as the value of the acquisition will be recognized by improvements on the private portion of the Portal Lane parking lot. FEMA Floodplain CLOMR with LOMR to be developed by other consultant.	June 2020	June 2025	5.0	Completion extended due to additional stakeholder coordination in order to procure necessary access easement, as well as coordinate with Brewer/Ranger Road Intersection Improvements (SIM-05d).
Forest Road Connection	SIM-05b	\$20,400,576	\$1,321,200	\$19,079,376	1444%	\$14,834,744	\$5,565,832	38%	Construction budget was increased consistent with the most recent cost data from the consultant and to reflect inflationary trends. Land acquisition costs further increased due to increased property values and to reflect consideration of one full parcel acquisition by the City. Additional cost for utility relocations and costs incurred for delays associated with utility relocations.	June 2020	May 2024	3.9	Project delayed due to design modifications, stakeholder design coordination and public outreach, additional time for acquisition of right-of-ways and easements, re-bid of construction contract, and delays associated with utility relocations.
Ranger Road / Brewer Road RAB Intersection & Ranger Ext Improvements	SIM-05d	\$2,341,770	\$2,949,300	(\$607,530)	-21%	\$2,341,770	\$0	0%	N/A	June 2023	June 2025	2.0	Extended construction due to length of retaining walls with working within Soldiers Wash.
Navoti Dr to Dry Creek Rd Shared-Use Path	SIM-11e	\$1,625,610	\$156,550	\$1,469,060	938%	\$891,990	\$733,620	82%	Original budget was based on a preliminary planning estimate. The budget estimate was updated after development of an updated cost estimate reflecting current bidding environment.	June 2019	June 2025	6.0	Delay in project due to public outreach efforts and coordination, as well as coordination with State Land Department and Arizona Public Service (APS) on acquiring easement.
Dry Creek Road Pathway, 89A to Two Fences	SIM-11m	\$1,909,770	\$1,400,000	\$509,770	36%	\$1,909,770	\$0	0%	Budget increased to reflect current higher bidding environment.	June 2023	June 2025	2.0	Completion date delayed due to extending the project to SR 89A.
Harmony Shared-Use Path and Drainage Improvements	SIM-11n	\$1,335,000	\$1,369,000	(\$34,000)	-2%	\$1,335,000	\$0	0%	N/A	December 2024	June 2025	0.5	Extensive bilingual public outreach has slowed progress.
Traffic Video Cameras	SIM-12b	\$148,492	\$47,470	\$101,022	213%	\$48,492	\$100,000	206%	The budget was increased to allow for additional new cameras.	June 2021	June 2025	4.0	Project completion extended to account for added cameras.
SD - Storm Drainage													
Improvements to Back-O-Beyond Road, Low Water Crossing	SD-03	\$998,066	\$723,000	\$275,066	38%	\$847,750	\$150,316	18%	Budget updated to reflect increased cost in current bid environment.	June 2023	September 2023	0.2	Project is delayed due to staff capacity.
Schnebly & Grove Drainage Improvements	SD-12	\$626,200	\$424,200	\$202,000	48%	\$424,200	\$202,000	48%	N/A	December 2023	June 2025	1.6	Project is delayed due to staff capacity.
ST - Streets & Transportation													
Forest/Ranger/SR 89A Intersection Improvements	ST-08	\$5,156,218	\$5,066,500	\$89,718	2%	\$5,066,500	\$89,718	2%	The requested budget amount increased due to higher estimated costs for the study and design.	June 2024	June 2025	1.0	Projecting out for design and construction completion. The CLOMR will be completed by SIM5D with a Letter of Map Revision (LOMR) for this project.
SUS - Sustainability													
Posse Ground Park Solar Lighting	SUS-01	\$120,000	\$120,000	\$0	0%	\$120,000	\$0	0%	N/A	June 2023	October 2023	0.3	Project delayed due to supply chain issues.
WW - Wastewater													
WW Collection System Improvements - Misc. Rehabs/Replacements	WW-01D	\$460,000	\$390,000	\$70,000	18%	\$460,000	\$0	0%	Project delayed due to staff capacity, availability of contracted professionals, and to extend construction into FY 2025 to allow for higher priority projects in FY 2024.	June 2022	June 2025	3.0	Project delayed due to staff capacity, availability of contracted professionals, and to make room in FY 2024 for higher priority projects.
WW Collection System Improvements - Major Lift Station	WW-01F	\$6,883,529	\$960,000	\$5,923,529	617%	\$6,570,016	\$313,513	5%	Increased construction budget to account for an increase in material pricing, and for the additional scope of work.	June 2022	August 2025	3.2	Supply chain issues have resulted in a delay to the start of construction.
SCADA System and Configuration Upgrade	WW-04	\$310,000	\$185,000	\$125,000	68%	\$310,000	\$0	0%	The budget was increased due to increases in costs due to delays in project start.	June 2019	June 2025	6.0	Project delayed to accommodate staff workload.
WWRP Recharge Wells	WW-06	\$10,621,299	\$7,878,258	\$2,743,041	35%	\$10,621,299	\$0	0%	Recharge Wells No. 1 and 2 were brought on-line in the fall of 2017. Current rates of recharge, combined with lower than anticipated growth of wastewater flows show that the operation of 2 wells at this time, in addition to the wetlands and spray irrigation, are sufficient for adequate effluent management. However, significant investments are needed for improvements to the irrigation system. Given the possibility for the land to be used for other purposes, the construction of Recharge Wells No. 3 and 4 have been scheduled for FY 2025 and FY 2026. This will allow for 200 acres of irrigation to be abandoned.	June 2020	June 2026	6.0	Design and construction for Wells No. 3 and 4 have been moved up to FY 2025 and FY 2026.
WWRP Treatment Process Upgrades	WW-09	\$1,060,000	\$1,060,000	\$0	0%	\$1,060,000	\$0	0%	Preliminary cost estimates in the Design Report for the UV upgrades were higher than originally anticipated.	June 2027	June 2028	1.0	Upgrades to sludge digester and aeration basin moved out further because there has not been an
Area 4 Valve Vault Upgrade	WW-14	\$140,000	\$65,000	\$75,000	115%	\$115,000	\$25,000	22%	It was determined that professional electrical engineering design would be required. The budget for construction has been increased due to inflation, availability of parts, and long lead times.	June 2022	June 2024	2.0	Moved the project out to FY 2024 because of long lead times, parts availability, and design professional availability
VACCON Storage Building	WW-15	\$202,555	\$85,000	\$117,555	138%	\$89,155	\$113,400	127%	N/A	June 2022	June 2024	2.0	Additional building permit requirements require extra time.
TOTALS		\$123,387,345	\$70,024,183	\$53,363,162	76%	\$100,788,406	\$22,598,939	22%			AVERAGE	2.6	

WASTEWATER

Mission Statement

The mission of the Wastewater Department is to protect public health and safety by providing professional and efficient maintenance and operation of the wastewater system in a manner that takes into account the requirements of the Arizona Department of Environmental Quality (ADEQ), the direction of the City Manager and the City Council, and the professional standards governing wastewater system operations.

Description

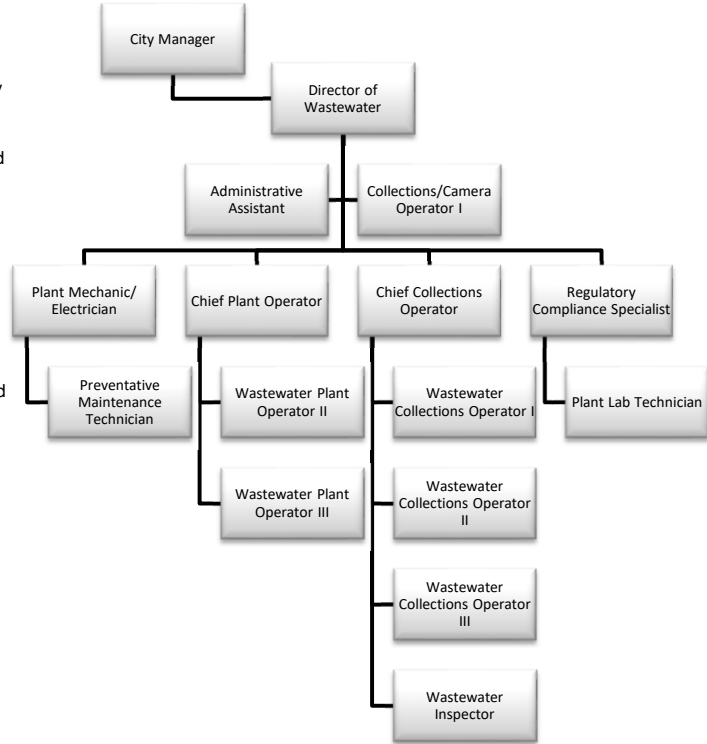
The Wastewater Department is responsible for the day-to-day operations of the wastewater collection system and treatment facility and the disposal of A+ quality treated effluent. The Wastewater Department works collaboratively with several City departments who assist in the administration, operation, and expansion of wastewater facilities; the Finance Department performs administrative duties related to wastewater billing and bill collection functions, in addition to management of other administrative support functions; and the Public Works Department provides blue-staking, plan reviews, and capacity fee determinations related to connections to the collection system.

The Wastewater Department consists of the following program areas:

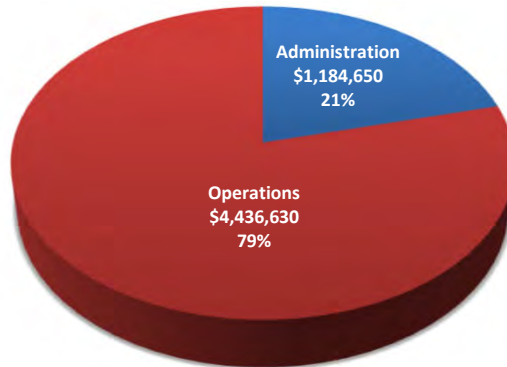
- * Administration, including capital projects management and inspection
- * Operations, including collection system, wastewater treatment, and laboratory service

The wastewater utility is funded by a combination of user fees (monthly sewer fees and new connection fees) and a city sales tax subsidy. These revenues are expended in the operational costs of the collection system, debt service, and capital improvement costs.

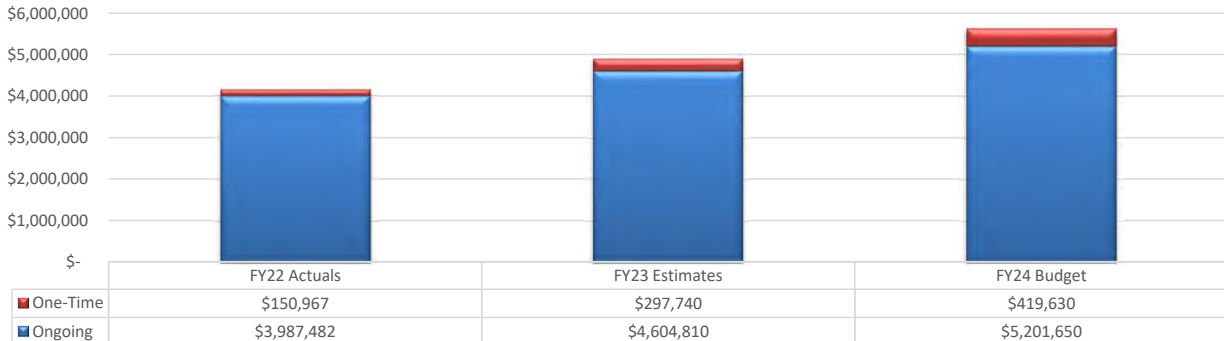
DEPARTMENT ORGANIZATION CHART



FY 2024 PROGRAM EXPENDITURES: \$5,621,280



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



WASTEWATER – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 261,690	22%	\$ 253,170	\$ 238,800	\$ 271,249
Supplies & Services	54,580	5%	40,700	39,430	36,929
Capital & Debt Service	-	0%	9,500	14,500	7,456
Subtotal Direct Costs	\$ 316,270	27%	\$ 303,370	\$ 292,730	\$ 315,634
Internal Charges	868,380	73%	885,210	909,560	442,550
Total Expenditures	\$ 1,184,650	100%	\$ 1,188,580	\$ 1,202,290	\$ 758,184
Expenditures by Fund					
Wastewater Fund Portion	\$ 967,090	82%	\$ 977,830	\$ 961,840	\$ 664,958
Funding Sources					
Program Revenues	\$ 1,184,650	100%	\$ 1,188,580	\$ 1,202,290	\$ 758,184
Employee Time Allocation (FTEs) (Budgeted)					
	2.35		2.10		2.55

The Administration program consists of the Director of Wastewater, the Regulatory Compliance Specialist and the Department's Administrative Assistant. The personnel within the program provide essential administrative services such as the development and implementation of policy and procedure; budget planning and management; monitoring and reporting to state regulatory agencies; and long-range planning.

The Director of Wastewater oversees the Wastewater Capital Projects Management and provides project management for capital projects throughout the collection system and at the Wastewater Reclamation Plant (WWRP). Project management consists of overseeing contracts with design professionals to provide upgrades to the existing infrastructure in response to increase capacity, improve operations, or repair/upgrade antiquated or deteriorating infrastructure; bidding phased project management to secure qualified contractors to complete the improvements; and overseeing all construction activities to ensure quality construction with minimal change orders.

FY 2023 Accomplishments

Community Plan Environment Goal – Preserve and protect the natural environment:

- * Maintained active membership in the Arizona Water Association and participated in organizing educational opportunities for wastewater operators throughout the state.
- * Completed all required regulatory quarterly, semi-annual, and annual reports on time.
- * Completed construction of the Juniper Trail Sewer Extension Project, allowing for the connection of up to 31 properties.

Overall City Value – Fiscal Sustainability

- * Processed over 1,200 purchase transactions with 90% correct coding and on-time payments.
- * Auctioned surplus equipment and material through public auction.

Overall City Value – Good Governance:

- * Actively managed 30+ service contracts with vendors for work varying from waste disposal to technical support.
- * Conducted a monthly Lunch and Learn program to offer training on wastewater treatment, laboratory processes, collection system work, and computer skills.

FY 2024 Objectives

Overall City Value – Fiscal Sustainability:

- * Process purchase transactions with the goal of having 90% of invoices and p-card transactions each month processed with correct coding and within 30 days.
- * Continue programs to recover value from Department assets by sale of surplus material.
- * Provide sound judgment in making decisions during design and construction of capital projects to ensure fiscal responsibility.
- * Provide analysis of operational and/or personnel needs required by capital improvements.

Overall City Value – Good Governance:

- * Improve the Department web page layout to focus on public education of the wastewater collection and treatment process.
- * Continue to implement means to collect and track data for a more transparent presentation of performance measures.
- * Continue to develop a cross-training program between collections and treatment operations.
- * Continue to participate in STEM events at local school districts.
- * Develop an Education and Outreach Program.

WASTEWATER – Administration

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Tours given	15	13	9	11	1
Regulatory compliance reports submitted	12	12	12	11	11
Total CIP Projects	9	5	3	3	5
Total amount of CIP projects	\$5,663,500	\$5,894,500	\$2,359,580	\$1,258,100	\$1,783,600
Total amount of construction contract change orders	< \$160,000	\$5,000	\$0	\$410,400	\$272,500

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Average percentage of change orders to original contract amount for construction phase		< 5%	>5%	0%	47%	3.8%
Single family residential monthly sewer rate for high flows. (Benchmark is average monthly sewer bill of 13 participating municipalities in the Valley Cities Consortium for FY2021, most recent data readily available.)	\$50.61	\$61.11	\$61.11	\$61.11	\$61.11	\$61.11
Single family residential monthly sewer rate for low flows (Benchmark is average monthly low flow sewer bill low flow of 13 participating municipalities in the Valley Cities Consortium for FY2021, most recent data readily available.)	\$37.38	\$47.52	\$47.52	\$47.52	\$47.52	\$47.52

WASTEWATER – Operations

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 1,379,390	31%	\$ 1,353,160	\$ 1,037,300	\$ 982,927
Supplies & Services	1,679,050	38%	1,562,610	1,392,460	1,379,701
Capital & Debt Service	324,770	7%	227,140	219,620	60,071
Subtotal Direct Costs	\$ 3,383,210	76%	\$ 3,142,910	\$ 2,649,380	\$ 2,422,699
Internal Charges	1,053,420	24%	1,129,940	1,050,880	957,565
Total Expenditures	\$ 4,436,630	100%	\$ 4,272,850	\$ 3,700,260	\$ 3,380,264
Expenditures by Fund					
Wastewater Fund Portion	\$ 4,436,630	100%	\$ 4,272,850	\$ 3,700,260	\$ 3,380,264
Funding Sources					
Program Revenues	\$ 4,436,630	100%	\$ 4,272,850	\$ 3,700,260	\$ 3,380,264
Employee Time Allocation (FTEs) (Budgeted)	12.65		12.90		10.45

Wastewater Reclamation Plant (WWRP) Operations consist of a Chief Plant Operator, three plant operators, and a preventative maintenance technician, who are responsible for the treatment, disinfection, and disposal of wastewater. The treatment process consists of pre-treatment (screening/headworks, grit removal), secondary treatment (activated sludge, secondary clarification), tertiary treatment (rotating disk filters), disinfection (UV), and disposal (irrigation, wetlands, aquifer recharge) resulting in over 400 million gallons of A+ quality effluent annually. The WWRP also includes three solids-handling facilities (aerobic digester, centrifuge, and drying beds) which process over 200 dry tons of sludge annually.

The Collections System operations consist of a Chief Collections Operator, three collections operators, and a wastewater inspector who are responsible for managing the collection and transportation of domestic sewage through a wastewater collection system, which is comprised of sewer pipes and lift stations, to the WWRP for treatment. In addition, operators are responsible for conducting CCTV assessments of the entire collection system at least once every 5 years, including videoing, reviewing, analyzing defects, and scheduling repairs. The collections system consists of approximately 5,600 connections, 110 miles of sewer pipes, 1,999 manholes, and 17 lift stations.

The wastewater laboratory is responsible for sampling, testing, and reporting of water quality data required by the Arizona Department of Environmental Quality (ADEQ). The Regulatory Compliance Specialist oversees lab operations, while the lab tests are conducted primarily by the Lab Technician, with assistance from the Regulatory Compliance Specialist and qualified Plant Operators. Water quality testing methods and certifications are regulated by the Arizona Department of Health Services (AZDHS). Lab results are reported to ADEQ on a quarterly, semi-annual, and annual basis. The laboratory also performs numerous tests on samples from all stages of the treatment process; those test results are used to make operational decisions on process control to ensure a high-quality effluent is maintained, which also helps the Department maintain permit compliance with ADEQ.

FY 2023 Accomplishments

Community Plan Environment Goal - Preserve and protect the natural environment:

- * Rehabilitated Aeration Basin #4, including the replacement of diffusers.
- * Fully implemented the use of the JobCal program to schedule work orders for system repairs, maintenance, and routine inspections.
- * Performed all scheduled preventative maintenance at each of the 17 lift stations.
- * Achieved 90% passing rate for all laboratory performance evaluation studies. In these studies, samples are provided from an outside source, all analysts test the samples, and the results are sent to the company that provided the samples. The company determines whether or not the analysts pass the performance evaluation.
- * Revised the Laboratory Quality Assurance Plan and Lab Safety Plan.
- * Completed 100% of required daily, monthly, quarterly, and semi-annual samples and tests.
- * Accurately reported results of all lab tests required by ADEQ.

WASTEWATER – Operations

continued

FY 2024 Objectives

WWRP GOALS FY24:

Community Plan Environment Goal - Preserve and protect the natural environment:

- * Maintain regulatory compliance.
- * Maintain safety of plant personnel by participating in required safety training and practicing safe operations of equipment.
- * Perform regular maintenance of plant equipment at scheduled intervals to maintain efficient operation.
- * Respond to non-emergency service calls within 24 hours.
- * Complete at least two inspections per year for every grease trap on record.
- * Conduct CCTV operations to assess at least 20% of the gravity sewer mains.
- * Maintain the highest of safety standards in sampling and testing wastewater.
- * Complete annual AZDHS inspections with zero deficiencies.
- * Complete all required Proficiency Testing with a 100% pass rate.
- * Complete 100% of all compliance sample testing required by the APP permit.
- * Accurately and honestly report all data collected.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Average daily influent flow (million gallons per day)	1.20	1.20	1.16	1.20	1.10
Volume of treated effluent sent to wetlands (million gallons)	80	80	62	62	74
Volume of treated effluent sent to aquifer recharge (million gallons)	120	120	115	115	90
Volume of treated effluent sent to irrigation (million gallons)	200	200	218	226	216
Amount of biosolids disposed (dry tons)	300	300	300	329	269
Grease trap inspections	365	>100	150	45	20
Collections service calls (odor complaints, broken manhole covers, etc.)	30	35	27	35	24
Sewer hotline calls (out of collections services calls and collections emergency callouts, this is the number that were reported through the sewer hotline)	18	25	15	24	7
Number of samples collected & tested in wastewater laboratory for required compliance testing	943	1,217	938	943	1,088
Number of samples collected & tested in wastewater laboratory for process control (to help make operational decisions for best quality effluent)	5,738	N/A	5,504	6,008	N/A
Amount spent for wetlands maintenance	\$31,000	\$31,000	\$12,000	\$3,080	\$15,950
Amount spent for recharge well maintenance	\$69,700	\$67,700	\$67,700	\$69,950	\$36,300
Amount spent for irrigation maintenance	\$61,000	\$76,000	\$55,000	\$22,400	\$32,033
Collections emergency callouts (sewer is actively spilling into the environment)	<5	<5	2	8	13

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Percentage of collections service calls that are the City of Sedona responsibility (problem exists in the City's sewer lines or is a result of operator error)		<40%	<40%	20%	14%	67%
Percent of lab analysts passing Proficiency Testing (Samples of unknown concentrations are purchased from a company, samples are analyzed by each analyst, and results are sent to the company. They report results to AZ Dept. of Health.)		100%	100%	90%	100%	100%

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Cost per million gallons for wetlands		\$388	\$388	192	49	\$216
Cost per million gallons for aquifer recharge		\$581	\$564	\$589	\$609	\$407
Cost per million gallons for irrigation		\$305	\$380	\$252	\$99	\$149
Cost per laboratory test (compliance & process control)		\$40.87	N/A	\$39.37	\$31.30	N/A

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Percentage of collections emergency callouts that are the City of Sedona responsibility (spill is a result of a problem in the City sewer system or operator error)		<40%	<40%	0%	0%	8%

WASTEWATER – Operations

continued

Community Plan Environment Goal - Preserve and protect the natural environment:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
ADEQ reportable Aquifer Protection Permit Violations (violations that occur at the WWRP)		<5	<5	2	4	3
ADEQ reportable collection system incidents (sewer spills over 50 gallons)		<5	<5	2	4	4
AZDHS annual laboratory inspection deficiencies		<5	0	1	2	0

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: WW Collection System Improvements - Misc. Rehabs/Replacements

Location: Foothills Drive, El Camino Road, Northview Road, Lazy Bear Estates

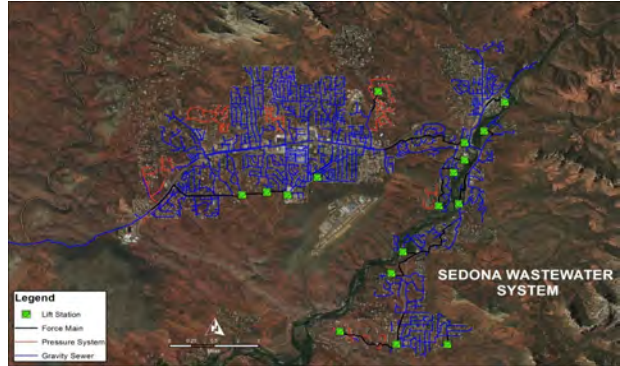
Phase: of **Project #:** WW-01D
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2021	July 2023
Estimated Completion Date	June 2022	June 2025

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:
This project will install pipe lining in Foothills Drive and El Camino Road, replace a portion of the 6-inch main line in Northview Road upstream of Carroll Canyon lift station, and repair offset joints and re-line the 8-inch mains in Lazy Bear Estates.



Project Justification:
The 2017 Wastewater Master Plan Update (WWMP) included both condition assessments of existing sewer infrastructure and capacity analysis of the sewer collection system. During the desktop condition assessment, several pipes were identified as having issues such as deteriorated pipe lining, offset joints, cracks in the pipe, and general deterioration from hydrogen sulfide gases.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
N/A

Project Balance	
Original Approved Project Budget	\$390,000
Approved Budget Increases/Decreases	\$70,000
Current Approved Total Project Budget	\$460,000
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$460,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$460,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Project delayed due to staff capacity, availability of contracted professionals, and to extend construction into FY 2025 to allow for higher priority projects in FY 2024. Project delayed due to staff capacity, availability of contracted professionals, and to make room in FY 2024 for higher priority projects.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted		\$30,000	\$10,000			\$40,000
Carry Over	Construction - Contracted		\$210,000	\$210,000			\$420,000
	Totals	\$0	\$240,000	\$220,000	\$0	\$0	\$460,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues		\$240,000	\$220,000			\$460,000
Totals	\$0	\$240,000	\$220,000	\$0	\$0	\$460,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
There are no additional operating impacts resulting from this project.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
WW Collection System Improvements - Future Collections Projects

Location:
N/A

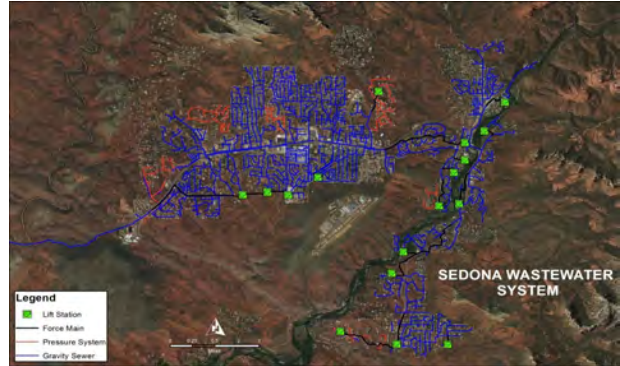
Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2022	July 2024
Estimated Completion Date	June 2023	June 2027

Ranking:

Environmental Sustainability Project?

Project Description:
This project will include future repairs, rehabilitation, and/or replacements of collection system piping or lift stations.



Project Justification:
Majority of the sewer collection system is nearing 30 years old. As the Wastewater Department continues its annual sewer video (CCTV) evaluations and completes more in-depth condition assessments of the sewer interceptor, it is likely that rehabilitation or replacement of sewer pipes will be necessary. Additionally, many of the lift stations are also nearing 20-30 years old and may need repairs and/or replacement within the next 10 years.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Added additional funds for future year projections. Project delayed due to staff capacity.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Design - Contracted			\$50,000		\$160,000	\$210,000
Future Estimate	Construction - Contracted				\$500,000	\$1,200,000	\$1,700,000
Totals		\$0	\$0	\$50,000	\$500,000	\$1,360,000	\$1,910,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues			\$50,000	\$500,000	\$1,360,000	\$1,910,000
Totals		\$0	\$0	\$50,000	\$500,000	\$1,910,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
 WW Collection System Improvements - Major Lift Station Upgrades

Location:
 N/A

Phase: of **Project #:**
(If Applicable)

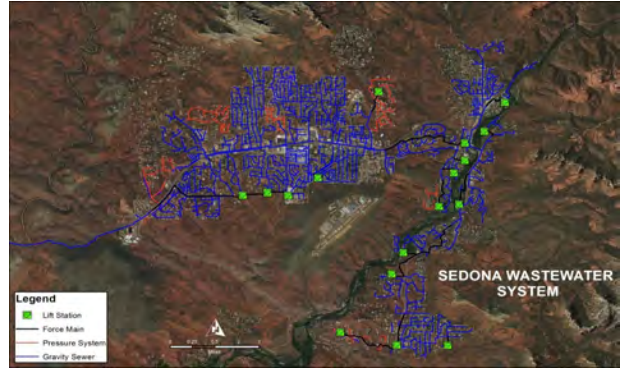
Ranking:

Environmental Sustainability Project? **Yes**

Project Description:
 This project will upgrade the obsolete controls at each of the three major lift stations, allowing for efficient and reliable automation. Additionally, pumps, variable frequency drives, flow meters, and transfer switches will be replaced, and the wet well coatings will be refreshed.

Project Justification:
 The last upgrade to the three major lift stations was completed in 2008, which consisted mainly of electrical upgrades and wet well improvements. Controls used to automate the lift stations have become obsolete, thus finding repair parts is increasingly difficult. Components such as the variable frequency drives, flow meters, and transfer switches have all operated less efficiently and/or experienced failures over the past few years. The pumps at each lift station are 30 years old, have been rebuilt several times, and are nearing the end of their effective life. Replacing this equipment is imperative to maintain reliable operations and avoid catastrophic failures that could result in major overflows reaching Oak Creek and costly emergency bypass pumping of these lift stations. Refreshing the wet well coatings will prolong the structural integrity of the wet wells.

	Original	Revised (if applicable)
Start Date	July 2020	July 2021
Estimated Completion Date	June 2022	August 2025



For Continuing Projects

Estimated Project Status as of June 30, 2023:
 Design is complete. Pumps have been delivered and are being stored. Construction has been delayed to September 2024 due to supply chain issues of critical path equipment.

Explanation for Revised Project Dates and/or Project Budget (if applicable):
 Increased construction budget to account for an increase in material pricing, and for the additional scope of work. Supply chain issues have resulted in a delay to the start of construction.

Project Balance	
Original Approved Project Budget	\$960,000
Approved Budget Increases/Decreases	\$5,610,016
Current Approved Total Project Budget	\$6,570,016
Requested Budget Increase/Decrease	\$313,513
Requested Total Project Budget	\$6,883,529
Estimated Expenditures through June 30, 2023	\$2,454,909
Budget Balance Remaining	\$4,428,620

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$326,794	\$28,222				\$355,016
New	Appropriation		\$73,878	\$25,500			\$99,378
Carry Over	Construction - Contracted	\$663,735	\$2,935,865	\$520,000			\$4,119,600
New	Appropriation			\$214,135			\$214,135
Carry Over	Equipment Purchase	\$1,464,380	\$631,020				\$2,095,400
Totals		\$2,454,909	\$3,668,985	\$759,635	\$0	\$0	\$6,883,529

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Grant	\$1,394,000	\$70,400				\$1,464,400
Equipment Replacement Reserve		\$631,000				\$631,000
Wastewater Revenues	\$1,060,909	\$2,967,585	\$759,635			\$4,788,129
Totals		\$2,454,909	\$3,668,985	\$759,635	\$0	\$6,883,529

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

American Rescue Plan Act (ARPA) funding will be used toward this project.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Operating expenses are not expected to significantly change. Preventative maintenance on the pumps will be reduced from twice to once annually.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
SCADA System and Configuration Upgrade

Location:
N/A

Phase: of **Project #:** WW-04
(If Applicable)

Ranking: Essential (Should-Do)

Environmental Sustainability Project? No

	Original	Revised (if applicable)
Start Date	July 2017	July 2024
Estimated Completion Date	June 2019	June 2025

Project Description:

Supervisory Control And Data Acquisition (SCADA) is an essential function of wastewater operations, as it is the computerized control system for operating and monitoring plant processes. The intent of this project is to upgrade SCADA system components and thereby assure appropriate long-term functionality and security for this critical system. The functionality aspect of the project involves upgrading Programmable Logic Controllers (PLC) to newer versions that are supported by the manufacturer and for which parts are readily available. It also involves making repairs to the existing fiber optic system. The security aspect of the project is concerned with configuring the system to reduce the likelihood of unauthorized access to the system from outside the City. Through a study completed in 2016 of the City's SCADA system, projects were prioritized by importance. This project includes pursuing remaining projects identified as a priority 1, as well as new high priority changes needed for security or efficient operation through SCADA.



Project Justification:

A study of the system in 2016 noted that a number of control devices for the system were no longer supported by the manufacturer and parts would become more difficult to obtain. In order to reduce the SCADA failure, recommendations were made to upgrade the PLCs and associated devices. In addition, the fiber optic system has been compromised through rodent damage. This project would proceed based on the study report to make prioritized repairs. The current SCADA system has a number of security issues as currently configured and located. If this project is not pursued, the City can expect failures of the SCADA system, without continued support from the manufacturer.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Not yet started.

Project Balance	
Original Approved Project Budget	\$185,000
Approved Budget Increases/Decreases	\$125,000
Current Approved Total Project Budget	\$310,000
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$310,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$310,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
The budget was increased due to increases in costs due to delays in project start. Project delayed to accommodate staff workload.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Equipment Purchase		\$310,000				\$310,000
	Totals	\$0	\$310,000	\$0	\$0	\$0	\$310,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues		\$310,000				\$310,000
Totals	\$0	\$310,000	\$0	\$0	\$0	\$310,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

No additional operating costs are anticipated.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

WWRP Recharge Wells

Location:

Wastewater Reclamation Plant

Phase: of Project #:
(If Applicable)

Ranking:

Environmental Sustainability Project?

Project Description:

The project represents the construction of up to 6 recharge (injection) wells for the disposal of up to 2.0 million gallons per day of treated effluent. Design of Recharge Wells No. 3 and No. 4 began in FY 2017. The Arizona Department of Environmental Quality (ADEQ) required that a new Point of Compliance (POC) well be installed as part of the recharge operations. The design and construction of the POC well will be completed in FY 2018. A total of 6 recharge wells were identified as needed in the Effluent Management Optimization Plan. However, water demand from future land uses in the area, revised built-out flow projections from the 2017 Wastewater Master Plan Update, and/or efficiency of Wells No. 1-5 may result in Recharge Well No. 6 not being necessary.

Project Justification:

In 2013, based on evaluation of wetlands, spray irrigation, and aquifer recharge, the Effluent Management Optimization Plan was completed. The plan evaluated the optimum combination of effluent management strategies at build-out flows, or 2.0 million gallons per day (MGD).

	Original	Revised (if applicable)
Start Date	July 2009	July 2024
Estimated Completion Date	June 2020	June 2026



For Continuing Projects

Estimated Project Status as of June 30, 2023:

Phase 3 not yet started.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Recharge Wells No. 1 and 2 were brought on-line in the fall of 2017. Current rates of recharge, combined with lower than anticipated growth of wastewater flows show that the operation of 2 wells at this time, in addition to the wetlands and spray irrigation, are sufficient for adequate effluent management. However, significant investments are needed for improvements to the irrigation system. Given the possibility for the land to be used for other purposes, the construction of Recharge Wells No. 3 and 4 have been scheduled for FY 2025 and FY 2026. This will allow for 200 acres of irrigation to be abandoned.

The budget for each well has doubled given the rate of cost increases since the cost estimates were completed in 2013. Funds have been added in future years to account for 2 additional wells which will be needed as influent flows to the WWRP increase up to 2.0 million gallons per day. Design and construction for Wells No. 3 and 4 have been moved up to FY 2025 and FY 2026.

Project Balance	
Original Approved Project Budget	\$7,878,258
Approved Budget Increases/Decreases	\$2,743,041
Current Approved Total Project Budget	\$10,621,299
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$10,621,299
Estimated Expenditures through June 30, 2023	\$5,477,699
Budget Balance Remaining	\$5,143,600

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Demolition/Site Prep - Contracted	\$1,980					\$1,980
Carry Over	Design - Contracted	\$1,013,481		\$383,820			\$1,397,301
Future Estimate	Design - Contracted				\$450,000	\$750,000	\$1,200,000
Carry Over	Construction - Contracted	\$4,093,708		\$4,405,720			\$8,499,428
Future Estimate	Construction - Contracted				\$4,400,000	\$10,000,000	\$14,400,000
Carry Over	Environmental	\$109,779		\$138,000			\$247,779
Future Estimate	Environmental				\$50,000	\$200,000	\$250,000
Carry Over	Equipment Purchase	\$162,202					\$162,202
Carry Over	Legal Services	\$96,549					\$96,549
Carry Over	Contingency			\$216,060			\$216,060
Future Estimate	Contingency				\$200,000		\$200,000
Totals		\$5,477,699	\$0	\$5,143,600	\$5,100,000	\$10,950,000	\$26,671,299

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues	\$5,477,699		\$5,143,600	\$5,100,000	\$10,950,000	\$26,671,299
Totals		\$5,477,699	\$0	\$5,143,600	\$5,100,000	\$10,950,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Possible grant opportunities will be sought.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies	\$22,000			
Contractual Services	\$30,000			
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$52,000	\$0	\$0	\$0

Explanation of Operating Impacts:

Maintenance and repairs of pumps, filters, and purchase of salt for the chlorine generation system. Also well rehabilitation every 4-5 years. Costs anticipated to be minimal and will be absorbed in existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
 WWRP Drying Beds Replacement

Location:
 Wastewater Reclamation Plant

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2021	July 2023
Estimated Completion Date	June 2022	June 2025

Ranking:

Environmental Sustainability Project?

Project Description:
 This project would replace the original conventional drying beds with new drying beds.



Project Justification:
 The existing drying beds (original drying beds, plus upgraded drying beds from 2012) do not provide the capacity to adequately manage biosolids. Recent changes to the Aquifer Protection Permit by the Arizona Department of Environmental Quality have further reduced the capacity of the drying beds by placing limits on the operational level that the beds can be filled.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
 Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$1,650,000
Requested Total Project Budget	\$1,650,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$1,650,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
 Project delayed due to budget constraints and staff capacity

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Design - Contracted		\$150,000				\$150,000
New Appropriation	Construction - Contracted			\$1,500,000			\$1,500,000
Totals		\$0	\$150,000	\$1,500,000	\$0	\$0	\$1,650,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues		\$150,000	\$1,500,000			\$1,650,000
Totals		\$0	\$150,000	\$1,500,000	\$0	\$1,650,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
 None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
 Operating costs are not anticipated to increase and may decrease after improvements are completed.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: WWRP Treatment Process Upgrades

Location: Wastewater Reclamation Plant

Phase: 1 of 3 **Project #:** WW-09
(If Applicable)

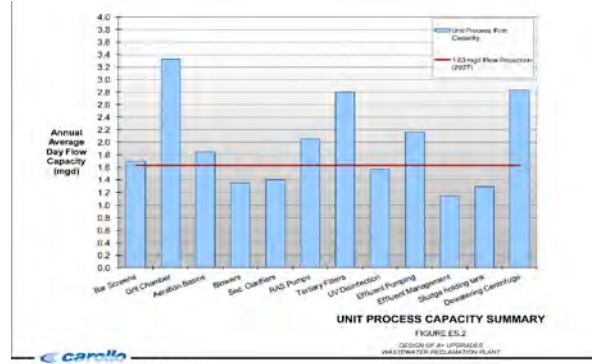
	Original	Revised (if applicable)
Start Date	July 2022	July 2022
Estimated Completion Date	June 2027	June 2028

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:

This project will be a multi-phased project to upgrade the ultra-violet (UV) disinfection, sludge digester, and aeration basin processes in order to provide adequate capacity for projected build-out flows.



Project Justification:

A study of process capacity for the WWRP A+ Upgrades in 2012 showed there were several processes at the treatment plant that were limited in capacity. Immediate needs for capacity to the blowers, secondary clarifier, and sludge digester were completed as part of the WWRP A+ Upgrades construction project in 2016. However, the study also showed that the UV disinfection and sludge digester would require upgrades to increase capacity to meet project build-out flows of 1.8 - 2.0 million gallons per day. Additionally, while capacity was added to the sludge digester as part of the WWRP A+ Upgrades, a second upgrade will be required for build-out flows.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Design of UV upgrades approximately 75% complete.

Project Balance	
Original Approved Project Budget	\$1,060,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$1,060,000
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$1,060,000
Estimated Expenditures through June 30, 2023	\$25,500
Budget Balance Remaining	\$1,034,500

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Preliminary cost estimates in the Design Report for the UV upgrades were higher than originally anticipated. Upgrades to sludge digester and aeration basin moved out further because there has not been an increase in average daily flows.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$25,500	\$34,500				\$60,000
Future Estimate	Design - Contracted			\$35,000		\$170,000	\$205,000
Carry Over	Construction - Contracted		\$675,000	\$325,000			\$1,000,000
Future Estimate	Construction - Contracted			\$2,500,000		\$1,700,000	\$4,200,000
Totals		\$25,500	\$709,500	\$2,860,000	\$0	\$1,870,000	\$5,465,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Wastewater Revenues	\$25,500	\$709,500	\$2,860,000		\$1,870,000	\$5,465,000	
Totals		\$25,500	\$709,500	\$2,860,000	\$0	\$1,870,000	\$5,465,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

To be determined - the operating impacts would be dependent on the media installed as part of the upgrades (diffusers, UV lights, etc.).

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Wastewater Master Plan Update

Location: Citywide

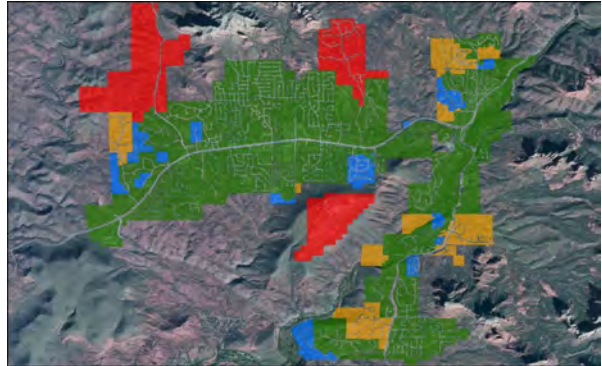
Phase: of **Project #:** WW-10
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2022	July 2024
Estimated Completion Date	June 2023	June 2025

Ranking: Important (Could-Do)

Environmental Sustainability Project? No

Project Description:
This project would provide an update to the Wastewater Master Plan for the collection system, if necessary.



Project Justification:
Previous updates to the Wastewater Master Plan were completed in 2000 and 2017. Industry standard is to update master plans every 5 years in order to address capacity issues due to growth and to identify infrastructure improvements needed due to an aging system. The funds allocated in FY 2026 are to provide an update to the 2017 Wastewater Master Plan.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Project not yet scheduled to begin.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Moved to FY 2025 to make room for higher priority projects.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Master Plan				\$100,000	\$100,000	\$200,000
Totals		\$0	\$0	\$0	\$100,000	\$100,000	\$200,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues				\$100,000	\$100,000	\$200,000
Totals		\$0	\$0	\$0	\$100,000	\$200,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Any operating costs will be determined based on the projects identified in the master plan.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Area 4 Valve Vault Upgrade

Location:
N/A

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2021	July 2023
Estimated Completion Date	June 2022	June 2024

Ranking:

Environmental Sustainability Project?

Project Description:
This project will replace the existing slide gate that provides level control to the Area 4 pump station with a motor-operated valve.



Project Justification:
Water level in the Area 4 pump station is controlled by a custom fabricated motor-operated slide gate that was originally installed in the 1990s. The slide gate has worn to a point that it will not close completely, resulting in water continually flowing into the overflow when pumps are not operating. If the slide gate is stuck in the open position, an offsite discharge would result in a permit violation and potential for flooding of downstream properties along Forest Service Road 525 exist.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Design complete.

Project Balance	
Original Approved Project Budget	\$65,000
Approved Budget Increases/Decreases	\$50,000
Current Approved Total Project Budget	\$115,000
Requested Budget Increase/Decrease	\$25,000
Requested Total Project Budget	\$140,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$140,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
It was determined that professional electrical engineering design would be required. The budget for construction has been increased due to inflation, availability of parts, and long lead times. Moved the project out to FY 2024 because of long lead times, parts availability, and design professional availability

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New							
Appropriation	Design - Contracted		\$25,000				\$25,000
Carry Over	Construction - Contracted		\$115,000				\$115,000
	Totals	\$0	\$140,000	\$0	\$0	\$0	\$140,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues		\$140,000				\$140,000
Totals	\$0	\$140,000	\$0	\$0	\$0	\$140,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
No increase to existing operational costs anticipated.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
VACCON Storage Building

Location:
El Camino Lift Station

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	March 2022	March 2022
Estimated Completion Date	June 2022	June 2024

Ranking:

Environmental Sustainability Project?

Project Description:

The prefabricated steel building was purchased and a building pad constructed in FY22. The building is being assembled in-house in FY23. This additional scope includes contracting out electrical, ADA requirements, sprinkler systems and the purchase of lighting, HVAC, and restroom facilities for the building to meet building permit requirements.



Project Justification:

The vaccon truck is an essential piece of equipment in both maintaining the collection system and responding to sanitary sewer overflows. The truck must be kept indoors to prevent freezing and to minimize exposure to sunlight to prevent corrosion of hydraulic hoses. Historically, the vaccon truck was stored at the Public Works Maintenance building, however with the addition of a sign shop, the space is no longer available. The vaccon truck is currently being stored at the WWTP, however it is essential that it be stored in town for efficient response times and to allow for indoor storage of other WWTP related equipment. The building will also house the CCTV van and the jet rodder, which both are used in collections operations.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
The building will be assembled and ready for contracted work.

Project Balance	
Original Approved Project Budget	\$85,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$85,000
Requested Budget Increase/Decrease	\$117,555
Requested Total Project Budget	\$202,555
Estimated Expenditures through June 30, 2023	\$89,155
Budget Balance Remaining	\$113,400

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Additional building permit requirements require extra time.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Construction - Contracted	\$47,167					\$47,167
New Appropriation	Construction - Contracted	\$4,155	\$23,000				\$27,155
New Appropriation	Construction - In-House		\$10,000				\$10,000
Carry Over	Equipment Purchase	\$37,833					\$37,833
New Appropriation	Equipment Purchase		\$71,000				\$71,000
New Appropriation	Contingency		\$9,400				\$9,400
	Totals	\$89,155	\$113,400	\$0	\$0	\$0	\$202,555

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues	\$89,155	\$113,400				\$202,555
Totals	\$89,155	\$113,400	\$0	\$0	\$0	\$202,555

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Any additional operating costs are expected to be minimal and will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: WWRP Secondary Clarifier Rehabilitation

Location: Wastewater Reclamation Plant

Phase: of **Project #:** WW-16
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2024	
Estimated Completion Date	June 2025	

Ranking: Imperative (Must-Do)

Environmental Sustainability Project? No

Project Description:
This project will replace the existing original clarifier mechanisms with new mechanism consisting of a new drive system, skimmer arm, counterbalancing arm, suction header, and weir washer. It will also repair any damage to the clarifier coating that has occurred from off-balance mechanisms.



Project Justification:
The WWRP has 3 secondary clarifiers, installed in 1993, 2001, and 2017. The original clarifier mechanisms are in Clarifiers #1 and #2 are currently inoperable and must be replaced.
Funds in future years are for anticipated replacement of Clarifier #3 mechanisms.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$155,000
Requested Total Project Budget	\$155,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$155,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New							
Appropriation	Design - Contracted		\$5,000				\$5,000
Future Estimate	Design - Contracted			\$5,000		\$5,000	\$10,000
New							
Appropriation	Construction - Contracted		\$150,000				\$150,000
Future Estimate	Construction - Contracted			\$150,000		\$150,000	\$300,000
Totals		\$0	\$155,000	\$155,000	\$0	\$155,000	\$465,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues		\$155,000	\$155,000		\$155,000	\$465,000
Totals		\$0	\$155,000	\$155,000	\$0	\$465,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
No change in operating impacts is expected.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

WWRP Recharge Well Backwash Filter System

Location:

Wastewater Reclamation Plant

 Phase: of Project #:
(If Applicable)

 Ranking:

 Environmental Sustainability Project?
Project Description:

This project will replace the existing filtration system for the recharge well pump station with a new backwash filtration system.

	Original	Revised (if applicable)
Start Date	July 2023	
Estimated Completion Date	June 2024	


Project Justification:

In 2022 the ASU Industrial Assessment Center conducted a study to evaluate areas of potential energy conservation, waste reduction, and productivity enhancements at the WWRP. The #1 Assessment Recommendation resulting from the study is to install a backwash filtration system at the recharge well pump station. The existing filtration system utilizes disposable filters, which are replaced every 7-21 days depending on the flow rate of recharge. A backwash filtration system will allow the filters to be self cleaning, significantly reducing the amount of waste and required maintenance.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Not started

Explanation for Revised Project Dates and/or Project Budget (if applicable):

The ASU Industrial Site Assessment Report estimates the project cost at approximately \$90,000 for material and installation. Additional funds have been added to account for design assistance, programming, and potential piping modifications.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$130,000
Requested Total Project Budget	\$130,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$130,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Design - Contracted		\$20,000				\$20,000
New Appropriation	Construction - Contracted		\$110,000				\$110,000
Totals		\$0	\$130,000	\$0	\$0	\$0	\$130,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Wastewater Revenues		\$130,000				\$130,000
Totals		\$0	\$130,000	\$0	\$0	\$130,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

The possibility for grant funding will be explored.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services			-\$40,000	-\$40,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	-\$40,000	-\$40,000

Explanation of Operating Impacts:

The ASU report estimates annual savings of over \$40,000 for material and operation costs.

PARKS & RECREATION

Mission Statement

It is the mission of the Sedona Parks and Recreation Department to provide diverse year-round leisure opportunities through the preservation of open space, park settings, recreational facilities, and recreation programs for citizens, visitors, and future generations of Sedona.

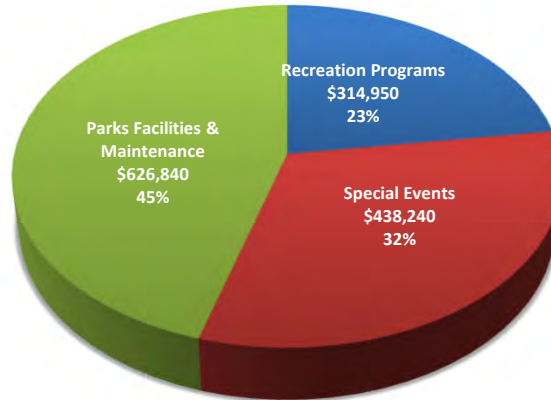
It is the culture of the Sedona Parks and Recreation Department to work within an environment of CITY PRIDE: deliver the best Customer service, display unwavering Integrity, foster Teamwork, find ways to get to Yes!, embody Professionalism, show Respect, lead with Innovation, and demonstrate Dedication to Excellence.

Description

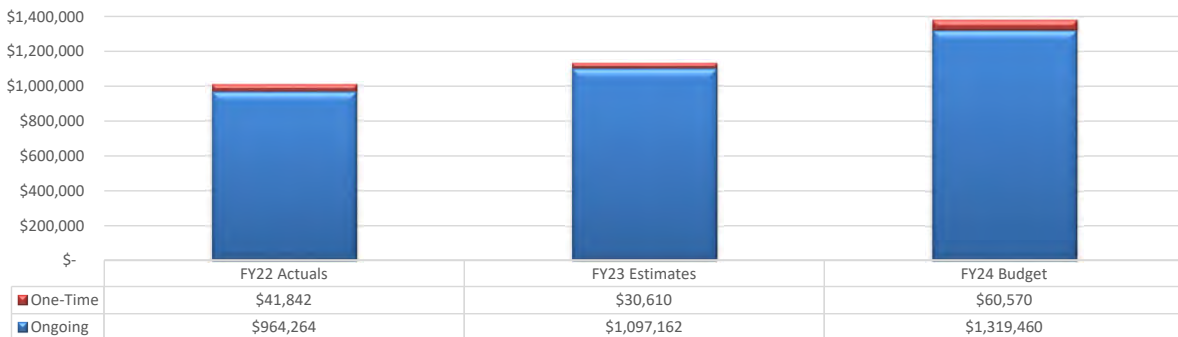
The Parks and Recreation Department is responsible for the following program areas:

- * Recreation Programs
- * Special Events
- * Parks Facilities and Maintenance

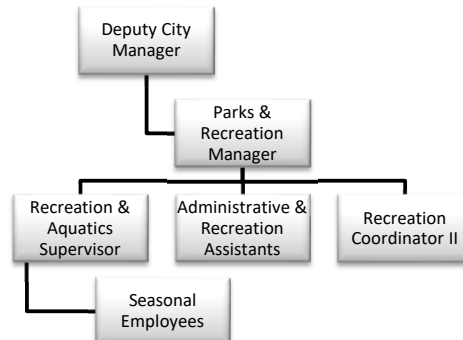
FY 2024 PROGRAM EXPENDITURES: \$1,380,030



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



PARKS & RECREATION – Recreation Programs

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 131,540	42%	\$ 121,420	\$ 118,740	\$ 89,116
Supplies & Services	65,160	21%	64,940	42,670	51,092
Capital & Debt Service	25,500	8%	-	7,000	-
Subtotal Direct Costs	\$ 222,200	71%	\$ 186,360	\$ 168,410	\$ 140,208
Internal Charges	92,750	29%	119,320	101,870	83,650
Total Expenditures	\$ 314,950	100%	\$ 305,680	\$ 270,280	\$ 223,858
Expenditures by Fund					
General Fund Portion	\$ 313,950	100%	\$ 296,200	\$ 264,080	\$ 216,857
Other Funds Portion	\$ 1,000	<1%	\$ 9,480	\$ 6,200	\$ 7,001
Funding Sources					
Program Revenues	\$ 48,820	16%	\$ 64,750	\$ 47,990	\$ 64,751
Funding from General Revenues:					
Estimated Resident Generated	\$ 93,150	30%	\$ 84,330	\$ 77,800	\$ 55,687
Estimated Visitor Generated	\$ 172,980	55%	\$ 156,600	\$ 144,490	\$ 103,420
Employee Time Allocation (FTEs) (Budgeted)	1.81		1.72		1.47

Throughout the year, Parks and Recreation is pleased to offer a variety of sports leagues, specialty classes, camps, workshops, and volunteer opportunities. We strive to offer programming for different age groups and athletic abilities. By working with volunteers and specialized professionals as independent contractors, we can increase our variety of offerings.

A portion of this program is paid by the Grants, Donations and Restricted Funds. In addition, a portion of the program costs are allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

- * Added additional youth sports offerings
- * Expanded park offerings and added a disc golf program and permanent course.

FY 2024 Objectives

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

- * Continue to explore alternative classes and sports offerings

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Recreation programs	22	20	22	13	8
Days of programs	722	740	651	732	203
Independent contracts signed	13	18	13	19	5
Parks and recreation class/program/facility registrants	14,124	14,600	14,136	13,762	7,159
Volunteer hours	3,600	3,600	3,600	3,045	1,055
Community partnerships	20	20	20	37	13

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Parks and recreation class/program/facility registrants per 1,000 population (ICMA Benchmark 2016-2021)	2,029 (all) / 3,672 (cities under 30,000 pop.)	1,443	1,500	1,444	1,431	714

PARKS & RECREATION – Special Events

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 134,200	31%	\$ 148,260	\$ 127,600	\$ 142,826
Supplies & Services	259,180	59%	217,220	208,032	132,407
Capital & Debt Service	-	0%	-	-	41,842
Subtotal Direct Costs	\$ 393,380	90%	\$ 365,480	\$ 335,632	\$ 317,076
Internal Charges	44,860	10%	51,700	44,750	57,120
Total Expenditures	\$ 438,240	100%	\$ 417,180	\$ 380,382	\$ 374,196
Expenditures by Fund					
General Fund Portion	\$ 428,240	98%	\$ 407,180	\$ 376,607	\$ 364,212
Other Funds Portion	\$ 10,000	2%	\$ 10,000	\$ 3,775	\$ 9,984
Funding Sources					
Program Revenues	\$ 17,300	4%	\$ 26,300	\$ 18,075	\$ 109,724
Funding from General Revenues:					
Estimated Resident Generated	\$ 147,330	34%	\$ 136,810	\$ 126,810	\$ 92,565
Estimated Visitor Generated	\$ 273,610	62%	\$ 254,070	\$ 235,497	\$ 171,907
Employee Time Allocation (FTEs) (Budgeted)	1.40		1.60		2.30

Sedona Parks and Recreation Department provides a multitude of special events to serve the interests and needs of residents. The diversity of events is reflective of community interests and requests, and they are widely acclaimed by the public as being high quality, appropriate to the City's character and resident expectations. Our established calendar of events is:

- * St. Patrick's Parade
- * Sedona Food Truck Festival
- * Sedona Stumble 5K and 10K Trail Run
- * Celebration of Spring
- * Red Dirt Concerts
- * Movies in the Park
- * 4th of July Wet Fest
- * Star Party
- * Wagfest and Fair
- * Fall Festival
- * Trick or Treat Uptown
- * Turkey Trot
- * Breakfast with Santa
- * Holiday Central
- * Annual Tree Lighting
- * Winter Play Day

Our event costs range from \$2,000 to \$26,000.

A portion of this program is paid by the Grants, Donations and Restricted Funds.

FY 2023 Accomplishments

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

- * Added new winter event.

FY 2024 Objectives

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

- * Refine, restructure, and reevaluate events to better serve the community with fresh and relevant experiences.
- * Research, outreach, and procurement of new annual event sponsors.
- * Curate events for the local community that focus on quality versus quantity.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Days of events	25	26	26	13	5
Event attendance	15,355	15,000	15,455	12,400	800

PARKS & RECREATION – Special Events

continued

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Revenue from event sponsors		\$5,000	\$16,000	\$4,750	\$5,800	\$3,500
Customer Satisfaction Survey: Celebration of Spring (% responses favorable)		100%	100%	N/A	100%	N/A
Customer Satisfaction Survey: Breakfast with Santa (% responses favorable)		100%	100%	N/A	N/A	N/A

PARKS & RECREATION – Parks Facilities & Maintenance

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 414,680	66%	\$ 315,230	\$ 322,580	\$ 227,593
Supplies & Services	42,630	7%	42,230	28,210	21,210
Capital & Debt Service	23,460	4%	-	21,510	-
Subtotal Direct Costs	\$ 480,770	77%	\$ 357,460	\$ 372,300	\$ 248,802
Internal Charges	146,070	23%	122,550	104,810	159,250
Total Expenditures	\$ 626,840	100%	\$ 480,010	\$ 477,110	\$ 408,052
Expenditures by Fund					
General Fund Portion	\$ 624,090	100%	\$ 478,060	\$ 477,110	\$ 406,977
Other Funds Portion	\$ 2,750	<1%	\$ 1,950	\$ -	\$ 1,075
Funding Sources					
Program Revenues	\$ 101,980	16%	\$ 126,980	\$ 89,440	\$ 126,105
Funding from General Revenues:					
Estimated Resident Generated	\$ 183,700	29%	\$ 123,560	\$ 135,680	\$ 98,681
Estimated Visitor Generated	\$ 341,160	54%	\$ 229,470	\$ 251,990	\$ 183,266
Employee Time Allocation (FTEs) (Budgeted)	5.81		5.73		5.14

There are nine City parks totaling 123.18 acres owned and/or maintained by the City of Sedona. This system includes a neighborhood and community park as well as unique sites such as a military/memorial park, a small botanical garden, pocket parks, a historical park, a wetlands preserve, and most recently a neighborhood park property with historical significance. Overall, the City of Sedona is an active community with a hearty appetite for high quality park and recreation sites, facilities, and services. The City parks and facilities are maintained by the Public Works Department and costs for day-to-day maintenance of parks are reflected in the Public Works Department budget. While most features within a park can be rented/reserved, there are seven facilities that generate the most attention. These include: two ramadas at Sunset Park, ten ramadas at Posse Grounds Park, recreation room, multi-use field, softball fields, Posse Grounds Pavilion, and the Hub. The facilities are rented for a variety of reasons which include special events, sports leagues and practices, birthday parties, baby showers, weddings, and concerts. A portion of this program is paid by the Grants and Donations Funds.

AQUATICS: Open from Memorial Day weekend through Labor Day, the Sedona Community Pool offers activities and quality programming for everyone. Amenities enjoyed at the facility include an 8-lane pool with a 4 to 7 foot depth, a water slide, and an in-deck water feature. Activities offered include: lap swim, recreational swim, various aqua fitness classes, private and group swim lessons, water safety trainings and certifications, private rentals, and special events. Throughout the year, three swim teams train at the facility during non-operating hours. It takes a collaborative effort between the Parks and Recreation and Public Works Departments to keep the aquatic facility running smoothly. The Parks and Recreation Department oversees the management and operations while the Public Works Department oversees the maintenance of the facility.

A portion of this program is paid by the Grants, Donations and Restricted Funds.

FY 2023 Accomplishments

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

- * Completed for Posse Grounds Park evaluation project.
- * Added new Events and Rentals Technician position.
- * Continued to streamline rentals program and refine protocols and procedures.

PARKS & RECREATION – Parks Facilities & Maintenance

continued

FY 2024 Objectives

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

- * Promote and improve existing facilities.
- * Complete the Posse Grounds Park evaluation.
- * Work collaboratively with the Public Works Department to maintain parks and facilities.
- * Improve the rentals process including updating fee structure.

AQUATICS: Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

- * To meet the demand for outdoor water recreation, including leisure, fitness, competition, and educational needs.
- * To provide equal opportunities for aquatic experiences to all demographics, income levels and ages.
- * To provide educational aquatic opportunities for the community linked to safety, health, and wellness: The World's Largest Swimming Lesson (event designed to build awareness and generate local and national press attention about the vital importance of teaching kids to swim to help prevent drowning), Drowning Impact Awareness Month (August), water safety and trainings for the general public (water awareness, CPR, etc.).
- * To provide a clean and safe environment that fosters a sense of community for all guests and welcomes new users.
- * To provide quality programming that creates and sustains a base of users that drive program attendance and improves staffing.
- * To hire and train team members to deliver quality aquatic programs.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Facility rentals processed	320	300	300	360	96
Rental hours	3,500	4,500	3,000	5,188	606.50
Aquatics: Staff hired and trained for the season	25	25	25	22	20
Aquatics: Hours spent on staff development	70	65	85	81	71
Aquatics: Days pool in use	339	365	365	365	365
Aquatics: Days pool open to the public	81	95	78	72	63
Aquatics: Swim lessons taught	240	180	226	188	77
Aquatics: Attendance at lap swim and recreational swim	7,200	6,400	7,100	6,900	4,137

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Customer Satisfaction Survey: Overall facilities (% responses favorable)		95%	95%	85%	93%	N/A
Aquatics: Satisfactory Health Inspections		100%	100%	100%	100%	100%
Aquatics: Customer Satisfaction Survey: Swim lessons (% responses favorable)		100%	100%	100%	100%	N/A

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Concession Stand/Restrooms Building - Renovation and Redesign

Location:

Posse Grounds Park

Phase: of Project #:
(If Applicable)

Ranking:

Environmental Sustainability Project?

Project Description:

The concession stand and restrooms building (combined) is located between the softball fields at Posse Grounds Park. An approved budget would allow for concept and development of plans and specification for a renovated building with restrooms, concessions, storage and improved access. The existing building will be renovated.

	Original	Revised (if applicable)
Start Date	July 2020	July 2023
Estimated Completion Date	June 2021	June 2026



Project Justification:

This building has been in need of repair and remodel for many years; however, the demand for the building was not high enough to justify the budget. With the increase of special events and the development of the bike skills park and Pavilion, the demand has increased and will continue to do so. This is the main public restroom facility for the skate park, basketball court, ball fields, special events, rentals, dog park and bike park. The restroom also supports the Pavilion rentals during the fall/winter seasons when the Pavilion restrooms are closed and as a back-up for the Hub when plumbing fails. This building also serves as storage space for parks and recreation. If the Pickleball court project moves forward, this project could become a priority.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Not yet started.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

This project has been delayed due to the economic impacts of the COVID-19 pandemic and the relative lower priority of this project compared to other more critical City infrastructure needs.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Design - Contracted			\$80,000			\$80,000
Future Estimate	Construction - Contracted				\$282,000		\$282,000
Future Estimate	Contingency				\$200,000		\$200,000
	Totals	\$0	\$0	\$80,000	\$482,000	\$0	\$562,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Summit CFD			\$80,000	\$182,000		\$262,000
Fairfield CFD				\$300,000		\$300,000
Totals	\$0	\$0	\$80,000	\$482,000	\$0	\$562,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

The existing building will be renovated therefore, operating expenses are already accounted for.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Improvements at Ranger Station / Interior Restoration of House and Barn

Location:

Brewer Road Property

 Phase: of Project #:
(If Applicable)

 Ranking:

 Environmental Sustainability Project?
Project Description:

This project will address the historical restoration of the interior of the house and barn.

	Original	Revised (if applicable)
Start Date	July 2022	June 2023
Estimated Completion Date	June 2023	June 2024


Project Justification:

The City purchased the "Old Ranger Station" at 250 Brewer Road in 2014 and has developed a master plan for the site. This master plan reflects the future community vision for this property as a community park. Detailed design needs to be developed, for all phases of the Master Plan, to allow construction of the approved master plan concepts. The exterior building repairs and improvements began in FY 2021 and interior restoration will continue into FY 2024.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Exterior restoration complete. Architect scheduled to start design of interior late June 2023.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Increased budget to reflect current environment of increased cost of construction. Project delayed due to difficulty getting an architect on board that has historic preservation experience and availability.

Project Balance		
Original Approved Project Budget		\$325,000
Approved Budget Increases/Decreases		\$272,280
Current Approved Total Project Budget		\$597,280
Requested Budget Increase/Decrease		\$39,276
Requested Total Project Budget		\$636,556
Estimated Expenditures through June 30, 2023		\$19,166
Budget Balance Remaining		\$617,390

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted		\$35,000				\$35,000
New							
Appropriation	Design - Contracted		\$20,000				\$20,000
Carry Over	Construction - Contracted	\$19,056	\$540,944				\$560,000
New							
Appropriation	Construction - Contracted		\$19,056				\$19,056
Carry Over	Arts Transfer	\$110	\$2,170				\$2,280
New							
Appropriation	Arts Transfer		\$220				\$220
Totals		\$19,166	\$617,390	\$0	\$0	\$0	\$636,556

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$8,074	\$175,860				\$183,934
Summit CFD		\$60,000				\$60,000
Fairfield CFD		\$140,000				\$140,000
Capital Reserves	\$11,092	\$241,530				\$252,622
Totals		\$19,166	\$617,390	\$0	\$0	\$636,556

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		\$2,500	\$5,000	\$5,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$2,500	\$5,000	\$5,000

Explanation of Operating Impacts:

Once the park is built out, there will be impacts to the operating budget due to additional demands for event planning, parks maintenance, utilities, commodities, etc. The full operational impacts will be determined once a plan for the use of the park is created. Building maintenance is included now.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Build-Out of Ranger Station Park

Location:

250 Brewer Road

 Phase: of Project #:
(If Applicable)

 Ranking:

 Environmental Sustainability Project?
Project Description:

Design and construction of the Ranger Station Park including parking lot, restrooms, lawn, plaza, landscaping, gardens, playground and central seating areas.

	Original	Revised (if applicable)
Start Date	July 2023	April 2022
Estimated Completion Date	June 2025	June 2024


Project Justification:

The City purchased the "Old Ranger Station" at 250 Brewer Road in 2014 and has developed a master plan for the site. This master plan reflects the future community vision for this property as a community park. Detailed design needs to be developed, for all phases of the Master Plan, to allow construction of the approved master plan concepts. Completion of this resident amenity has been requested by many members of the community, and approved for acceleration by the City Council.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Design completed and project out to bid. Anticipate construction contract award as of June 30, 2023.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

The project is accelerated at the request of the City Council. The former Project PR-03D was combined with PR-03C due to the full build-out of the park being pursued at the same time. Council accelerated the priority for this project.

Project Balance	
Original Approved Project Budget	\$1,746,350
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$1,746,350
Requested Budget Increase/Decrease	\$71,325
Requested Total Project Budget	\$1,817,675
Estimated Expenditures through June 30, 2023	\$163,855
Budget Balance Remaining	\$1,653,820

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Master Plan	\$88,425					\$88,425
Carry Over	Design - Contracted		\$6,675				\$6,675
New Appropriation	Design - Contracted		\$13,325				\$13,325
Carry Over	Construction - Contracted		\$1,425,000				\$1,425,000
Carry Over	Construction - In-House	\$75,000					\$75,000
Carry Over	Contingency		\$142,000				\$142,000
New Appropriation	Contingency		\$58,000				\$58,000
Carry Over	Arts Transfer		\$430	\$8,820			\$9,250
Totals		\$163,855	\$1,653,820	\$0	\$0	\$0	\$1,817,675

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$69,248	\$648,340				\$717,588
Summit CFD		\$95,000				\$95,000
Fairfield CFD		\$20,000				\$20,000
Capital Reserves	\$94,607	\$890,480				\$985,087
Totals		\$163,855	\$1,653,820	\$0	\$0	\$1,817,675

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services			\$38,000	\$38,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$38,000	\$38,000

Explanation of Operating Impacts:

Once the park is built out, there will be impacts to the operating budget due to additional demands for event planning, parks maintenance, utilities, commodities, etc. The facility operational impacts are currently included in PR-03B.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Dog Park Improvements

Location:
Posse Grounds Park

Phase: 3 of 3 **Project #:** PR-08
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2021	July 2021
Estimated Completion Date	June 2022	June 2024

Ranking: Desirable (Other Year)

Environmental Sustainability Project? No

Project Description:
Complete the Master Plan upgrades noted in the Master Plan.

In FY 2017 a Master Plan was created for the dog park. In FY 2018 Phase One took place, improving and adding parking spaces, new surface including some artificial turf and a new watering station.

Additional funding would be used to complete the improvements listed in the master plan such as an additional shade structure in the natural area as well as landscaping and the potential for larger improvements like a small restroom.



Project Justification:
A Master Plan was created and supported by the community that outlined the "best case" improvements that could be done for this park. Completion of the improvements would be appreciated by the community.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Phase One was completed in FY 2018. Dog Park Expansion was completed in January 2023.

Project Balance		
Original Approved Project Budget		\$221,130
Approved Budget Increases/Decreases		\$57,068
Current Approved Total Project Budget		\$278,198
Requested Budget Increase/Decrease		\$166,020
Requested Total Project Budget		\$444,218
Estimated Expenditures through June 30, 2023		\$388,898
Budget Balance Remaining		\$55,320

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Shade structure is planned within FY 2023. Irrigation, clean fill and grass, if chosen, is currently budgeted in FY 2024. Additional scope added at request of residents for shade structures and grass.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$36,203					\$36,203
New							
Appropriation	Design - Contracted		\$15,000				\$15,000
Carry Over	Construction - Contracted	\$241,995					\$241,995
New							
Appropriation	Construction - In-House	\$110,070	\$40,000				\$150,070
New							
Appropriation	Arts Transfer	\$630	\$320				\$950
	Totals	\$388,898	\$55,320	\$0	\$0	\$0	\$444,218

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Development Impact Fees - Pre 8/2014	\$35,383					\$35,383
Development Impact Fees - Post 7/2014	\$289,455	\$23,310				\$312,765
Capital Reserves	\$64,060	\$32,010				\$96,070
Totals	\$388,898	\$55,320	\$0	\$0	\$0	\$444,218

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Park already exists so operating expenses are already accounted for.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Posse Grounds Park Pickleball Courts

Location:
Posse Grounds Park

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2022	
Estimated Completion Date	June 2024	

Ranking:

Environmental Sustainability Project?

Project Description:
This project will be constructed on a site location that does not impact the Posse Grounds Park Evaluation. Completion of this project will result in eight (8) pickleball courts with lighting. It will include installation of benches, drinking/refilling water station, chain-link fencing and gates, sport court lighting system with timer, waste receptacles, and parking.



Project Justification:
The sport of pickleball is growing continuously, and there are no signs of the trend changing direction. The shared use tennis/pickleball court (4 courts) is used daily, sometimes offering two sessions, by local players who have over 300 members in their group. The daily scheduled play is well attended during spring/summer/fall seasons, averaging 30 players each session, if not more. On days where both a morning and afternoon/evening session are offered, there can be over 60 players on a single day. Dedicated courts with lights are needed; the current shared use causes conflict due to pickleball being a fast-paced sport. In addition, due to the limited number of courts, it discourages use due to the wait time.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Outreach to adjacent homeowners' associations (HOAs) on preference of court location and hired engineer for design.

Project Balance	
Original Approved Project Budget	\$1,540,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$1,540,000
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$1,540,000
Estimated Expenditures through June 30, 2023	\$40,000
Budget Balance Remaining	\$1,500,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$40,000	\$100,000				\$140,000
Carry Over	Construction - Contracted		\$1,400,000				\$1,400,000
Totals		\$40,000	\$1,500,000	\$0	\$0	\$0	\$1,540,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Development Impact Fees - Pre 8/2014	\$40,000	\$1,410,000				\$1,450,000
Fairfield CFD		\$90,000				\$90,000
Totals		\$40,000	\$1,500,000	\$0	\$0	\$1,540,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Costs for utilities, maintenance and upkeep, commodities, etc. are expected to be minimal and will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Creekside Preservation/Walking Path

Location:
To be determined

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	
Estimated Completion Date	June 2025	

Ranking:

Environmental Sustainability Project?

Project Description:
Purchase of real estate/land adjacent to Oak Creek for the purpose of conservation and possibly passive recreation such as a natural walking path.

The FY 2025 funds are a placeholder for acquiring property that will be determined at a later date or if a strategic opportunity for creekside land presents itself.



Project Justification:
There is a limited amount of undeveloped Creekside property left in the city and the privately held parcels are likely to be developed at highest and best use (maximizing development potential) unless acquired by the City for preservation purposes.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):
FY 2025 placeholder for purchase of Creekside property that could be identified during a future fiscal year. No funding included for FY 2024 due to the size of the existing CIP budget and extensive project list and the desire to not further inflate the budget. Council could decide to add funds to the FY 2024 budget as a placeholder in case an opportunity for a creekside land purchase presents itself.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Land Acquisition			\$2,500,000			\$2,500,000
Totals		\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Development Impact Fees - Post 7/2014			\$1,059,370			\$1,059,370
Capital Reserves			\$1,440,630			\$1,440,630
Totals	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
City funds could be matched with community contributions and/or grant funds should any such opportunities become available and/or such resident interest exists.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Unknown at this time.

POLICE

Mission Statement

Our mission is to preserve the public peace through the enforcement of the law, protection of life and property, providing exceptional service, and collaborative community partnerships.

Description

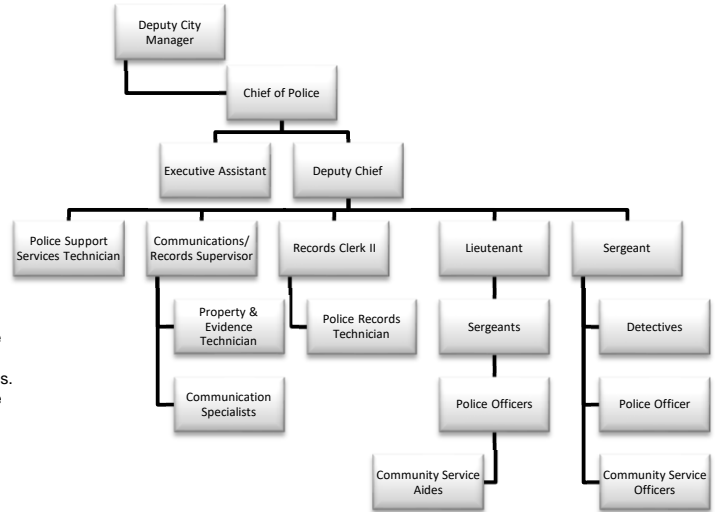
With a steadfast focus on "Selfless Service For All," we will continue to foster public trust and strengthen community relationships while striving for excellence through employee development, self-discipline, and strong leadership. Our foundational core values include: Community, Compassion, and Honor.

Guided by a philosophy of community policing, collaborative problem-solving, and a focus on fostering strong community partnerships, the Police Department provides professional law enforcement, traffic safety, and crime prevention services to the residents, business owners, and visitors of Sedona. The Department deploys personnel 24 hours a day, 7 days a week in our communications center and in the field responding to emergency incidents and non-emergency calls for service, and conducting proactive patrol operations. Additional administrative and support personnel are assigned various shifts throughout the week to provide field personnel and the public with timely information, documents, and other important material and services. The Police Department is the sole public safety agency within the Sedona city government.

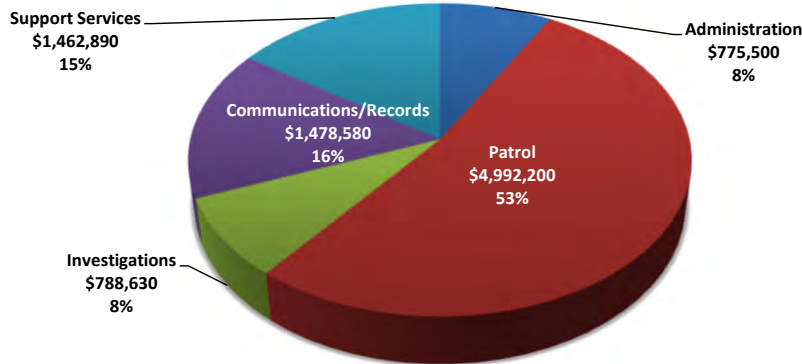
The Police Department is responsible for the following primary program areas:

- * Administration - includes the Office of the Chief of Police, Deputy Chief, Police Volunteers, and the Executive Assistant, and administration of the Uptown Paid Parking Program
- * Patrol Division - includes all patrol functions: Special Weapons and Tactics (SWAT), K-9-unit, School Resource Officer and Police Cadet Program.
- * Support Services Division - includes all support functions of the Department and assists the patrol division operations, including Code Enforcement, Community Services Officers and Community Service Aides
- Investigations and Communications. This program secures, operates, and oversees the Computer Aided Dispatch/Records Management System, crime analysis, in-car video recording systems, the Police Community Academy, radios, grants and state and federal mandated reporting.
- * Investigations Program – conducts follow up criminal investigations, background investigations, processing criminal complaints assigned to the municipal and county courts, and sex offender registrant monitoring.
- * Communications/Records Program – provides support to all Department personnel through radio communications, Computer Aided Dispatch, Mobile Data Computer software applications, records storage and retrieval, and public record access and production.
- * Traffic and Parking Services – are responsible for parking enforcement in the Uptown area and some trailhead parking lots, assist with traffic control during special events and spontaneous, urgent field incidents, and handle minor issues with the pay stations in the Uptown area.

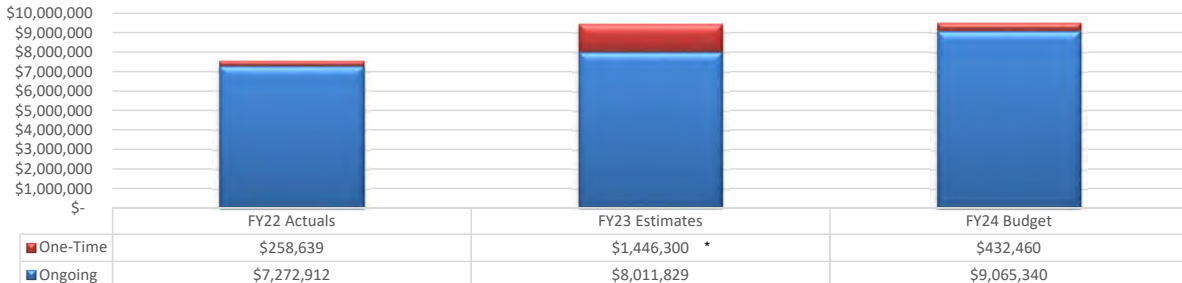
DEPARTMENT ORGANIZATION CHART



FY 2024 PROGRAM EXPENDITURES: \$9,497,800



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



*The City Council approved a one-time additional contribution to the Public Safety Personnel Retirement System (PSPRS) of \$1 million.

POLICE – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 539,050	70%	\$ 619,530	\$ 531,500	\$ 299,216
Supplies & Services	61,720	8%	76,650	57,250	35,086
Capital & Debt Service	15,460	2%	23,860	10,680	23,860
Subtotal Direct Costs	\$ 616,230	79%	\$ 720,040	\$ 599,430	\$ 358,162
Internal Charges	159,270	21%	138,450	127,540	93,590
Total Expenditures	\$ 775,500	100%	\$ 858,490	\$ 726,970	\$ 451,752
Expenditures by Fund					
General Fund Portion	\$ 768,640	99%	\$ 848,110	\$ 721,310	\$ 448,653
Other Funds Portion	\$ 6,860	1%	\$ 10,380	\$ 5,660	\$ 3,099
Funding Sources					
Program Revenues	\$ 6,700	1%	\$ 10,800	\$ 9,080	\$ 4,099
Funding from General Revenues:					
Estimated Resident Generated	\$ 269,080	35%	\$ 296,690	\$ 251,260	\$ 156,679
Estimated Visitor Generated	\$ 499,720	64%	\$ 551,000	\$ 466,630	\$ 290,974
Employee Time Allocation (FTEs) (Budgeted)	3.00		3.00		2.00

The Police Administration program (Office of the Chief of Police) consists of the police chief, the deputy chief, the chief's executive assistant and the police volunteer program. The Chief's Office is responsible for essential administrative services such as the development and implementation of policy and procedure, budget planning and management, long-range planning, grant development and management, emergency management planning, coordination of all training and travel, fleet and body worn camera management and facility maintenance coordination. Liaisons to the City Manager and the City Council are also assigned to this program, as well as media relations and the investigations and reporting of all Department complaints and commendations.

The Administration program also focuses on quality of life issues important to the public we serve through our Police Volunteers. These programs and the people who staff them work tirelessly to improve our way of life in Sedona by handling lower-level calls for service and other tasks so the sworn officers stay in the field and available for calls for service.

The Sedona Police Volunteer program is comprised of local volunteers dedicated to assisting the Sedona Police Department in serving fellow members of our community and providing professional public safety services. Some of the assistance the volunteers provide are fingerprinting, vacation house watch, prisoner transport, traffic/crowd control, special events, and speed monitoring. Sedona Police Volunteers serve our community and the Sedona Police Department with honesty, fairness, and integrity at all times.

A portion of this program is paid by the Grants, Donations and Restricted Funds. In addition, a portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Overall City Value – Public Safety:

- * Submitted applications for grant funding to the Governor's Office of Highway Safety to assist with departmental operations.
- * Continued to utilize social media to enhance communication and engagement with Sedona residents.
- * Fostered a collaborative relationship and localized team with the Sedona Fire Department regarding enhanced emergency management practice and homeland security preparations.
- * Awarded federal funding from the Emergency Management Program received three mobile message boards to be utilized for community messaging.
- * Begin and complete the second phase remodel of the PD facility.
- * Updated the SPD Policy Manual, ensuring alignment with contemporary police standards and disseminated to employees.
- * Maintain our awards and recognition program for employees.
- * Successfully recruited and hired new admin lieutenant, deputy chief and chief of police.
- * Volunteers assisted with 56 prisoner transports from July 1, 2022, to February 15, 2023.
- * Increased use of message and speed trailers to 17 deployments for FY 2022, but most were for long term deployment for traffic and parking issues and shuttle service information.
- * Awarded grant through GOHS for purchase of a new message and speed trailer.
- * Volunteers provided fingerprinting services twice a month.
- * Volunteers received refresher training in traffic control and OC Spray.
- * We added additional volunteers to our program.
- * Volunteers assisted during winter storms with road closures for ADOT and PD.

POLICE – Administration
continued

FY 2024 Objectives

Overall City Value - Public Safety:

- * Continue to update training materials for Critical Incident/Emergency Management deployment, and conduct training exercises for city staff and council members.
- * Continue to train department employees on mental health problems, recognition, and responses.
- * Secure multiple grant awards in community donations to purchase additional equipment to enhance department operations.
- * Achieve consistent full staffing levels, to optimize operations and service levels.
- * Provide leadership and wellness trainings for staff.
- * Conduct a leadership retreat with supervisory team.
- * Organize and participate in National Night Out or similar Community Celebration.
- * Deploy volunteers at special events.
- * Deploy message and speed trailer.
- * Conduct fingerprinting twice a month with our volunteers.
- * Conduct speed watch once a month.
- * Continue to assist the records department with quality assurance calls and increase the volume of customers polled.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Sworn staff attending training on Critical Incident Training (CIT)/Mental Health Interactions	5	5	5	10	16
Sworn staff attending training on Incident Command System/National Incident Management System (ICS/NIMS) protocols	5	5	5	7	1
Community interaction events	12	12	12	11	7
Hours of volunteer time donated (Due to COVID, the volunteer hours have decreased from prior years)	4,100	N/A	3,900	3,730	N/A

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Retention of sworn employees (excluding retirement)		100% (29/29)	100% (27/27)	85.2% (23/27)	100% (27/27)	100% (27/27)
Retention of civilian employees (excluding retirement) (Code Enforcement merged with PD Feb 2023)		100% (19/19)	N/A	86.3% (16.4/19)	85.3% (12.8/15)	83% (15/18)
Sworn personnel turnover (ICMA Benchmark 2016-2021)	4.4% (all) / 5.1% (cities under 30,000 pop.)	0%	7.5%	15%	11.5%	0%
Sworn police overtime as % of total sworn police compensation (ICMA Benchmark 2016-2021)	5.3% (all) / 4.1% (cities under 30,000 pop.)	4.6%	4.6%	4.6%	4.2%	4.2%
FTEs: Sworn positions per 1,000 population (ICMA Benchmark 2016-2021)	2.3 (all) / 2.8 (cities under 30,000 pop.)	3.0	2.7	2.9	2.9	2.4

POLICE – Patrol

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 3,055,980	61%	\$ 3,977,960	\$ 3,871,390	\$ 2,753,455
Supplies & Services	403,440	8%	392,370	340,750	373,072
Capital & Debt Service	318,640	6%	288,510	294,430	184,368
Subtotal Direct Costs	\$ 3,778,060	76%	\$ 4,658,840	\$ 4,506,570	\$ 3,310,895
Internal Charges	1,214,140	24%	1,091,020	1,043,940	1,127,950
Total Expenditures	\$ 4,992,200	100%	\$ 5,749,860	\$ 5,550,510	\$ 4,438,845
Expenditures by Fund					
General Fund Portion	\$ 4,905,800	98%	\$ 5,552,100	\$ 5,331,820	\$ 4,308,952
Other Funds Portion	\$ 86,400	2%	\$ 197,760	\$ 218,690	\$ 129,893
Funding Sources					
Program Revenues	\$ 182,200	4%	\$ 238,350	\$ 308,860	\$ 170,098
Funding from General Revenues:					
Estimated Resident Generated	\$ 1,683,500	34%	\$ 1,929,030	\$ 1,834,580	\$ 1,494,061
Estimated Visitor Generated	\$ 3,126,500	63%	\$ 3,582,480	\$ 3,407,070	\$ 2,774,686
Employee Time Allocation (FTEs) (Budgeted)	23.00		25.90		25.90

The Patrol program is currently managed by a Police Lieutenant and consists of sworn field personnel, the Special Weapons and Tactics (SWAT) program and the motor program.

The sworn field personnel carry out the department's direct field operations to the community, which includes responding to emergency and routine calls for service, enforcing traffic laws, enforcing parking violations, and effectively dealing with various quality of life matters. The personnel within the program are also responsible for temporary holding facility and operations, maintenance of the department's fleet of vehicles, coordination and maintenance of the police range and training facility, maintenance of all equipment utilized within the program, and ensuring the ongoing mandated professional development of personnel within the program.

The Special Weapons and Tactics (SWAT) program operates under the Patrol Lieutenant, as most of the members are assigned to the Patrol Division. The Verde Valley Regional SWAT Team consists of officers and supervisors from all police agencies in the Verde Valley. In the past several years, Sedona Police Department has dedicated three officers to the 27-person SWAT team. The SWAT team is an ancillary assignment, where officers are called in to deploy to a field incident as needed.

The motor program consists of two specialized, trained officers whose primary function is to enforce traffic laws through education and enforcement; identification of problem traffic areas and creating solutions to deal with those problems, conducting crash investigations, clearing traffic congestion during heavy travel times, and participating in special details to include DUI enforcement.

A portion of this program is paid by the Grants, Donations and Restricted Funds. In addition, a portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Overall City Value - Public Safety:

- * Deployed officers at several special events such as Sedona Mountain Bike Fest, Run Sedona, Day of the Dead, Halloween, Shop with a Cop, and Festival of Lights.
- * Maintained budget funding to accommodate the SWAT team members.
- * Awarded a grant for targeted DUI enforcement for impaired drivers paid for by GOHS along with a Visual Message Board.
- * Deployed two motorcycles received through grant funding from GOHS (one Zero Electric and one BMW) at special events and on patrol.
- * One recruit successfully graduated the police academy and is on field training.
- * Hired a lateral officer who has successfully completed field training.
- * We were able to send six officers this year to CIT training to bring us closer to our goal for the One Mind Challenge.
- * Trained two instructors in Verbal De-escalation - Surviving Verbal Conflict to assist in completing required training by June 30, 2024.
- * Conducted site assessments at various religious institutions for the purpose of safety and security protocols.

POLICE – Patrol
continued

FY 2024 Objectives

Overall City Value - Public Safety:

- * Deploy officers in Uptown on foot patrols.
- * Train officers to conduct patrol bicycle functions.
- * Continue to enhance and produce the information/data available with Command Solutions from Motorola CAD/RMS System to improve deployment of resources throughout the City.
- * Recruit and hire officers to achieve and maintain full staffing levels.
- * Train all sworn staff on Verbal De-escalation-Surviving Verbal Conflict by June 30, 2024.
- * Deploy the mobile digital speed indicator and message boards in high traffic areas on at least 20 occasions before June 30, 2024, to collect data and address concerns of unsafe driving and notification purposes.
- * Continue to train officers on mental health problems, recognitions, and responses to complete IACP's One Mind Challenge.
- * Actively engage our schools and community groups through classroom reading opportunities and presentations, and crime prevention/Neighborhood Watch presentations.
- * Utilize Command Solutions from Motorola CAD/RMS System to improve deployment of resources throughout the city.
- * Continue commercial bio-hazard/decontamination of PD field vehicles and holding-cells.

WORKLOAD INDICATORS	Benchmark	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
UCR Part I violent crimes *Criminal homicide, sexual assault, rape, robbery and aggravated assault		40	46	46	35	50
UCR Part I property crimes *Burglary, theft and arson		180	200	218	180	183
UCR Part 2 crimes *Criminal damage, disorderly conduct, drug offense, fraud, assault, domestic violence, juvenile offenses and prostitution.		500	500	642	511	539
Traffic collisions - Fatal (ICMA Benchmark 2016-2021)	27.0 (all) / 0.7 (cities under 30,000 pop.)	0	0	2	1	0
Traffic collisions - Injury		35	30	44	43	55
Traffic collisions - Non-injury		200	250	220	220	241
Officer-initiated activity		7,500	9,500	6,658	6,482	9,922
Warnings (2022 - written warnings/repair orders)		1,500	N/A	1,314	1,521	1,668
Calls for service from the community		13,500	7,400	12,622	13,006	11,533
Citations		2,000	1,800	1,884	1,449	1,065
Arrests - Misdemeanor		400	460	372	258	370
Arrests - Felony		120	120	108	71	94
Arrests - DUI (increased due to state DUI funding and Verde Valley DUI Taskforce details in FY 21)		75	55	64	44	65
Deploy mobile digital speed indicator sign in areas of reported OHV/city streets speeding or unsafe driving issues within city limits		20 deploys	15 deploys	20 deploys	14 deploys	10 deploys

POLICE – Patrol
continued

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Maintain a response time of seven minutes or less 90% of the time to emergency calls		90%	90%	90%	80%	90%
Average response time (minutes) - Priority 1 (ICMA Benchmark 2016-2021) *Collisions with injuries or death and attempted suicides	4.7 (all) / 4.1 (cities under 30,000 pop.)	4	5	3:55	5:39	5.16
Average response time (minutes) - Priority 2 *Domestic Violence, just occurred sex offenses, bomb threats, deaths and medical assists		5	5	5:33	5:12	5.30
Average response time (minutes) - Priority 3 *Collisions with no injuries, assaults, suspicious activity and abuse cases		6:30	6	7:43	7:32	6.45
Calls for service from the community per sworn FTE (ICMA Benchmark 2016-2021)	592 (all) / 934 (cities under 30,000 pop.)	345	345	345	336	302
Calls for service from the community and officer initiated activity per sworn FTE		790	790	790	777	774
Calls for service from the community and officer initiated activity per 1,000 population (2021 total should be 2063 using population of 10400) (2022 going forward using population of 9614)		2,184	N/A	2,005	2,027	1,563
Calls for service from the community per 1,000 population (ICMA Benchmark 2016-2021)	828 (all) / 1,327 (cities under 30,000 pop.)	1,404	700	1,313	1,353	609
DUI arrests per 1,000 population (ICMA Benchmark 2016-2021)	3.3 (All) / 3.6 (cities under 30,000 pop.)	7.8	6	6.66	4.58	6.25
UCR Part I property crimes reported per 1,000 population (ICMA Benchmark 2016-2021)	29.9 (all) / 30.6 (cities under 30,000 pop.)	18.72	20	22.68	18.72	17.6
UCR Part I violent crimes reported per 1,000 population (ICMA Benchmark 2016-2021)	4.4 (all) / 4.0 (cities under 30,000 pop.)	4.16	4.5	4.78	3.64	4.8
UCR Part 2 crime reported per 1,000 population		52.01	50	66.78	53.15	51.83

POLICE – Investigations

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 561,910	71%	\$ 522,470	\$ 428,660	\$ 391,314
Supplies & Services	55,400	7%	59,930	47,030	43,033
Capital & Debt Service	8,500	1%	-	-	-
Subtotal Direct Costs	\$ 625,810	79%	\$ 582,400	\$ 475,690	\$ 434,347
Internal Charges	162,820	21%	111,370	108,080	112,090
Total Expenditures	\$ 788,630	100%	\$ 693,770	\$ 583,770	\$ 546,437
Expenditures by Fund					
General Fund Portion	\$ 787,010	100%	\$ 692,670	\$ 582,640	\$ 543,114
Other Funds Portion	\$ 1,620	<1%	\$ 1,100	\$ 1,130	\$ 3,323
Funding Sources					
Program Revenues	\$ 37,000	5%	\$ 26,000	\$ -	\$ 28,140
Funding from General Revenues:					
Estimated Resident Generated	\$ 263,070	33%	\$ 233,720	\$ 204,320	\$ 181,404
Estimated Visitor Generated	\$ 488,560	62%	\$ 434,050	\$ 379,450	\$ 336,893
Employee Time Allocation (FTEs) (Budgeted)	4.00		3.00		3.00

The Investigations program consists of sworn personnel who are assigned to conduct follow up criminal investigations, background investigations, processing of criminal complaints assigned to the magistrate and county courts, police employee background investigations, and sex offender registrant monitoring. Personnel in this program are also assigned to specialized regional investigative tasks forces which bring resources and expertise to the department and community that would not otherwise be feasible. Property and evidence processing, and storage functions are also carried out within this program by civilian personnel.

The Investigations program includes the Partners Against Narcotics Trafficking (PANT) program. The Department provides a sworn police officer to work on the PANT task force to combat illegal narcotics possession, use, sales, and transportation. With this commitment of resources, the Department is able to fill a seat on the PANT Board of Directors.

A portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Overall City Value - Public Safety:

- * Completed backgrounds using the Lean process in compliance with AZ POST rules.
- * Updated background forms and created a completion timeline.
- * Worked with several different law enforcement agencies in multi-jurisdiction, such as the Department of Child Safety, relating to crimes against children.
- * Exceeded the state's clearance rates for violent crimes by 65%.
- * Exceeded the state's clearance rates for property crimes by 26%.
- * Tested and selected new detective, due to prior detective lateralizing to another agency.
- * Conducted two Sexual Offender Registrant compliance operations.
- * Initiated a Pilot Drone Program.
- * Created an Interview/Interrogation room through CIP remodel.
- * Presentation to staff on Human Trafficking Enforcement Operations in conjunction with Prescott Valley Police Human Trafficking Task Force.

FY 2024 Objectives

Overall City Value - Public Safety:

- * Conduct two Sexual Offender Registrant compliance operations.
- * Maintain case clearance to a maximum of six months, excluding complicated paper crime cases. Paper crime cases require subpoenaed bank records, and it can take more than six months to receive all required documents.
- * Train new detective in advance forensic interviewing.
- * Initiate proactive field operations in conjunction with criminal investigations and crime prevention.
- * Complete backgrounds using the Lean process and in compliance with AZ POST rules.
- * Complete two staff trainings per year related to various investigative techniques.

POLICE – Investigations

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Total cases assigned (felony and misdemeanor) (Decreased due to one detective in FY23 in Aug-Dec 2022) (Did not have a permanent Sergeant assigned beginning July 2022-March 2023)	100	190	100	188	71
Detective initiated arrests (Due to COVID-19, there were restrictions in custody arrests)	15	15	10	12	7
Felony and misdemeanor cases sent to prosecuting attorney's office for filing charges	50	50	55	60	43
Conduct sexual offender registrant compliance operations	2	2	2	2	2

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Exceed annual state crime clearance rate (16.73%*) for property crime (ICMA Benchmark 2016-2021) *Arizona Department of Public Safety Crime Report 2019	28.0% (all) / 30.1% (cities under 30,000 pop.)	43.2% (exceeds state by 26.5%)	35% (exceeds state by 18.3%)	43.2% (exceeds state by 26.5%)	43% (exceeds state by 26.2%)	29.3% (exceeds state by 12.6%)
Exceed annual state crime clearance rate (38.17%*) for violent crime (ICMA Benchmark 2016-2021) *Arizona Department of Public Safety Crime Report 2019	53.0% (all) / 59.0% (cities under 30,000 pop.)	61.3% (exceeds state by 23.13%)	50% (exceeds state by 11.8%)	61.3% (exceeds state by 23.13%)	65.7% (exceeds state by 27.5%)	85% (exceed state by 46.8%)
Complete investigation on all cases (including lengthy fraud cases) within six months from being assigned		90%	90%	90%	85%	85%

NOTE: Clearance rate means when a case is closed due to an arrest, declined prosecution, or the victim no longer wants to proceed with prosecution after the suspect has been identified.

POLICE – Communications/Records

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 997,240	67%	\$ 962,880	\$ 863,000	\$ 789,611
Supplies & Services	64,440	4%	89,190	91,440	59,196
Subtotal Direct Costs	\$ 1,061,680	72%	\$ 1,052,070	\$ 954,440	\$ 848,807
Internal Charges	416,900	28%	493,900	462,020	411,330
Total Expenditures	\$ 1,478,580	100%	\$ 1,545,970	\$ 1,416,460	\$ 1,260,137
Expenditures by Fund					
General Fund Portion	\$ 1,477,500	100%	\$ 1,544,980	\$ 1,415,560	\$ 1,259,047
Other Funds Portion	\$ 1,080	<1%	\$ 990	\$ 900	\$ 1,090
Funding Sources					
Program Revenues	\$ 4,500	<1%	\$ 4,000	\$ 5,000	\$ 4,000
Funding from General Revenues:					
Estimated Resident Generated	\$ 515,930	35%	\$ 539,690	\$ 494,010	\$ 439,648
Estimated Visitor Generated	\$ 958,150	65%	\$ 1,002,280	\$ 917,450	\$ 816,489
Employee Time Allocation (FTEs) (Budgeted)	11.00		11.00		11.00

The Communications/Records program consists of civilian personnel who provide support to all Department personnel through radio communications, Computer-Aided Dispatching (CAD), Mobile Data Computer software applications, records storage and retrieval, and public record access and production. The Communications Section employs specially trained personnel who are responsible for answering 9-1-1 emergency telephone lines including all wireless and Voice Over Internet Protocol (VOIP) calls from all providers in our jurisdiction, interpreting the level of priority of the call, and dispatching the call for service to field personnel. Additionally, personnel within this program are the answering and relay point for after-hours calls for emergency service or questions for other City departments.

The Records Section provides first-level contact for all Police Department business and is the primary service provider for public inquiries, report releases, and other front-counter customer services. This function is responsible for processing police reports; facilitating tow hearings; collecting court bonds and administrative fees; and tracking and recording court dispositions, citations, and any other patrol-related documentation. In addition, Records responds to all civil and criminal subpoenas and processes requests for the disclosure of public records. The Records Clerk verifies and inputs data into the Department's Records Management System (RMS) and various other criminal justice databases for the purpose of collection and analyses of statistical data related to state and federal reporting requirements.

A portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Overall City Value - Public Safety:

- * Reduced records request wait times from 7 days to 5 days.
- * Dispatched calls to officers within 90 seconds of receiving the call.
- * Conducted Property and Evidence Audit.
- * Promoted internal applicant to Communications Supervisor position.
- * Successfully hired two new Communication Specialists.
- * Implemented the RapidDeploy program to assist dispatchers with critical response times.
- * Conducted ARS 28-3511 (impound) hearings.

FY 2024 Objectives

Overall City Value - Public Safety:

- * Achieve and maintain as close to 100% dispatcher employment as possible.
- * Dispatch calls to officers within 90 seconds from receiving the call.
- * Maintain participation with Yavapai College and other regional law enforcement agencies in the "Dispatcher Training Academy" as part of their criminal justice curriculum.
- * Continue the process of switching data reporting for the FBI from Unified Crime Reporting (UCR) to National Incident Based Reporting System (NIBRS).
- * Maintain report request time of 5 days.
- * Maintain report merging backlog of 150 reports.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Telephone calls received - Emergency	7,000	8,250	6,924	7,721	6,188
Telephone calls received - Non-Emergency	28,500	35,000	28,118	28,103	27,422

POLICE – Communications/Records

continued

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Time to answer 9-1-1 calls (seconds) (National Emergency Number Association (NENA) benchmark standard)	10	4	4	4	4	4
Average time to dispatch call to field unit (seconds)		100	100	100	100	101
Average backlog of records merged into system once the reports are approved by a supervisor		150 cases	100 cases	250 cases	150 cases	200 cases
Average wait time for public records requests once the reports are approved by a supervisor (days)		3	3	3	5	14

POLICE – Support Services

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 809,650	55%	\$ 636,750	\$ 668,890	\$ 557,795
Supplies & Services	136,410	9%	131,950	107,399	72,374
Capital & Debt Service	48,810	3%	74,260	70,760	4,840
Subtotal Direct Costs	\$ 994,870	68%	\$ 842,960	\$ 847,049	\$ 635,009
Internal Charges	468,020	32%	344,870	333,370	199,370
Total Expenditures	\$ 1,462,890	100%	\$ 1,187,830	\$ 1,180,419	\$ 834,379
Expenditures by Fund					
General Fund Portion	\$ 1,394,050	95%	\$ 1,073,690	\$ 1,081,889	\$ 804,898
Other Funds Portion	\$ 68,840	5%	\$ 114,140	\$ 98,530	\$ 29,481
Funding Sources					
Program Revenues	\$ 82,960	6%	\$ 123,020	\$ 113,730	\$ 45,960
Funding from General Revenues:					
Estimated Resident Generated	\$ 482,980	33%	\$ 372,680	\$ 373,340	\$ 275,947
Estimated Visitor Generated	\$ 896,950	61%	\$ 692,130	\$ 693,349	\$ 512,472
Employee Time Allocation (FTEs) (Budgeted)	9.63		4.73		4.73

The Support Services program is managed by a Police Lieutenant and handles all support functions of the department and assists the patrol division operations. Within Support Services are the Code Enforcement Supervisor and Officer, Community Service Officers, Community Service Aides, Uptown Paid Parking program, Evidence, Police Support Services Technician, School Resource Officer (SRO), Cadet Program, the Investigation Sergeant and the K-9 program.

Code enforcement and community relations consists of a civilian supervisor who oversees the Code Enforcement Officer, two Community Service Officers, and our Community Service Aides. The Code Enforcement program is responsible for the enforcement of City codes regulating land use matters; public nuisances; public health, safety, and welfare issues; building standards; and other City ordinances and ensuring compliance in a timely manner within the limits of the law. Code enforcement activities are important for accomplishing community goals such as protecting property values, the natural environment, and providing a good quality of life for residents.

The two Community Service Officers are non-sworn and are responsible for supporting patrol services and community engagement in the field along with the enforcement of City and state regulations pertaining to animal welfare and other quality of life matters. Activities include enforcement of licensing requirements for the control of rabies for the safety of the community; interaction with the public to inform them on the control and over-population of unwanted animals; and advice for the care and treatment of pets. Responsibilities also include impound, care, and disposition of stray domestic animals, and responses to calls for service regarding problems with domestic animals and wildlife. The Community Service Officers also helps monitor traffic problems in the city and work to mitigate backups using available tools and techniques. They also assist with parking violations in accordance with city ordinances through the OpsMan program.

The Traffic and Parking Services program consists of part-time civilian personnel, known as Community Services Aides (CSAs), who are responsible for parking enforcement in the Uptown area and at some trailhead parking lots. They also assist patrol officers in some traffic control (movement of traffic) during special events and spontaneous, urgent field incidents. With the pay stations in the Uptown area, CSAs patrol and enforce parking regulations, and they ensure the operation of the parking kiosks.

The School Resource Officer (SRO) Program is managed by the Patrol Division Commanding Officer. The SRO is an assigned full-time police officer to conduct prevention, education, and enforcement activities for the students, staff, and parents at school campuses. The SRO also assists the school district in developing, implementing, and evaluating school campus safety programs. The SRO acts as the Department liaison to youth-oriented service providers, such as MATFORCE and the Northern Arizona Restorative Justice Program; assists in the counseling of students and parents, advisor to the Youth Cadet Police Program formerly known as Explorers; and conducts presentations on crime, safety, and substance abuse matters.

Sedona Police Department K-9 program consists of a sworn police officer and canine (K-9) partner. The K-9 unit is trained to detect illegal narcotic substances and to track, search, and help locate lost or missing persons. The K-9 team is on-call 24 hours a day, 7 days a week. The team must stay current on laws, complete required training hours, and maintain their certification.

A portion of this program is paid by the Grants, Donations and Restricted Funds. In addition, a portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

POLICE – Support Services

continued

FY 2023 Accomplishments

Overall City Value - Public Safety:

- * Conducted a mid-year audit of property and evidence which included drugs, guns and money.
- * Five out of seven modules in LEFTA have been implemented.
- * Incorporated pistol mounted optic into firearms program.
- * Conducted two community police academies.
- * Awarded grant funding to purchase equipment for the TrACs system.
- * Conducted a presentation at the Department's community police academy about animal safety.
- * Conducted ARS 28-3511 (impound) hearings.
- * Participated in the city and police department's community academies.
- * Premiered in a city social media post bringing awareness and benefits of the K-9 program.
- * Fifteen K-9 deployments for narcotics sniffs resulting in a significant seizure of 56 grams of cocaine taken off the streets.
- * Continued daily trainings to maintain narcotic detection abilities.
- * K-9 Max and Officer Reed worked diligently as a team from September 2017 to May 2023. Their comprehensive partnership provided safety to our community and their fellow officers while effectively and efficiently reducing illicit drug activity within our community and neighboring jurisdictions.

FY 2024 Objectives

Overall City Value - Public Safety:

- * Implement phase 2 of 4 of the radio infrastructure project that will increase radio communication in the Uptown area and along SR 179.
- * Conduct at least two Community Police Academy.
- * Create data-driven policing strategies.
- * Train and implement TrACs e-Citation System.
- * Fully integrate all modules of LEFTA (Law Enforcement Field Training Application) System.
- * Complete spot audit of property and evidence to coincide with industry standards and policy.
- * Implement Mutualink System for school safety initiative
- * Continue strong enforcement action against repeat offenders of building code safety violations by issuance of civil or criminal citations.
- * Work with City Manager's Office to identify repeat violators of short-term rental rules and take enforcement through issuance of civil citations.
- * Work with City Manager's Office to identify short-term rental (STR) properties that have not obtained a city permit to operate as a STR, obtained a Transaction Privilege Tax (TPT) license, or complied with other permit requirements, and take enforcement action.
- * Work with the Parks and Recreation and Police Departments to enforce animal violations at the city parks to maintain a safe, clean, and sanitary environment for users.
- * Provide proactive weed enforcement to ensure properties are maintained free of nuisances and fire hazards. Take abatement action when appropriate.
- * Respond to reports of trash spills and littering complaints within the same day received to ensure public health concerns are addressed and properties are maintained free of unsightly conditions. Take enforcement action when appropriate.
- * Community Plan Land Use, Housing, and Growth Goal - Ensure harmony between the built and natural environments:
- * Provide code enforcement that promotes voluntary compliance in a timely manner through prompt site inspections and/or notice of violation letters.
- * Work with Communications Office to provide education for residents, businesses and property owners and managers on key code enforcement issues (proactive messaging regarding our most common violations).
- * Complete continuing education for Code Enforcement staff on building code, zoning code, and city ordinances to continually improve code enforcement investigations.
- * Conduct at least three community presentations regarding animal safety and City codes relating to animals.
- * Remain backup for records clerk to conduct ARS 28-3511 impound hearings when needed.
- * Utilize OpsMan for city ordinance violations for parking.
- * All staff within code enforcement and community service officers and aides to be traffic flagged trained.
- * Maintain full deployment of personnel (the CSAs are part-time civilian employees who are difficult to recruit and retain).
- * Actively recruit and hire quality candidates to achieve 100% staffing for community service aides (CSAs).
- * Train all CSAs to handle found property calls for service.
- * Explore and assess pilot Segway program in Uptown.
- * Procure a new K-9 and select new handler.
- * Participate in eight community events.
- * Enhance team effectiveness through the use of a certified trainer.
- * Assist schools as requested for narcotic mitigation.
- * Successfully complete certification for narcotic detection and tracking.

POLICE – Support Services

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Conduct animal control presentation (Due to COVID there were no presentation during FY 2021)	3	N/A	2	0	0
Calls for service (animal related)	500	N/A	470	462	0
Fire drills conducted at Sedona Red Rock High School and Junior High School	10	10	7	5	10
Fire drills conducted at West Sedona School	10	10	7	5	10
Lock-down/evacuation drills conducted at Sedona Red Rock High School and Junior High School	2	2	1	1	2
Lock-down/evacuation drills conducted at West Sedona School	2	2	1	1	2
Awareness training sessions conducted geared toward student issues/trends at Sedona Red Rock High School and Junior High School	15	6	14	12	6
Awareness training sessions conducted geared toward student issues/trends at West Sedona School	32	3	30	27	3
Crime prevention presentations conducted by SRO	2	3	2	3	3
Hispanic Outreach (Spanish speaking SRO)	1	N/A	0	0	0
Total code enforcement cases/investigations	700	N/A	670	662	0
Cases resolved through voluntary compliance.	250	N/A	220	220	0
Cases resolved through forced compliance.	40	N/A	27	39	0
Coded Enforcement cases unsubstantiated	50	N/A	56	62	0
Code enforcement cases closed/miscellaneous	360	N/A	367	327	0
K9 Successfully recertify in patrol apprehension (Max retired of May 2023; New K9 will not be apprehension trained).	1	N/A	1	1	0
K9 Successfully recertify in narcotic detection	0	N/A	1	1	0
Complete required K9 trainings (Max had limited capacity to work from December - June 2023/Max retired May 11, 2023)	350 hours	N/A	86 hours	239 hours	0
Total K9 Narcotic deployments	20	N/A	14	35	0
Total K9 patrol deployments/search & rescue deployments	5	N/A	0	1	0
K9 Successfully certify in Search & Rescue	1	N/A	0	0	0

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Code enforcement - Average days from complaint to first investigation		1	N/A	1	1	0
Code enforcement - Average days from investigation to voluntary compliance		45	N/A	45	44	0
Code enforcement - Average days from investigation to transfer to court		N/A	N/A	N/A	N/A	0
Code enforcement - Average days from investigation to forced compliance		60	N/A	25	46	0
Percentage of time SRO is deployed at a school, when in session		90%	75%	95%	75%	75%
SRO - The school is in session for 10 months of the year; the SRO was assigned to the schools for the following number of months.		10 months	N/A	10 months	0	0



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended

Request Title	New Position & Dedicated Second Motor Officer
Department	Police
Program	Patrol
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$133,460
Priority	High

I. Description of Request

The police department needs an additional police officer position to add to our sworn personnel. This additional position will be dedicated as a motor officer, who will be providing much needed assistance with traffic related issues. We currently have one motor officer working four days a week; however, in order to provide proper, full coverage, a second motor officer is needed to work the remaining days of the week and allow an overlap day on the weekend with that currently being Saturday. This will allow us to provide a more proactive rather than reactive approach to traffic related issues. It will also allow us to visually demonstrate to our community that we have a dedicated motor officer to support our patrol teams seven days a week.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

With an estimated 3.7 million visitors a year, traffic continues to be the City of Sedona's number one complaint and highest priority. Traffic congestion can clog our travel routes, creating delays for our officers to respond to an area. As many of you have witnessed during an event or on a busy holiday weekend, there can be delays of 30 plus minutes. One of the benefits of a motor officer is their ability to navigate traffic quickly and more efficiently than a patrol officer in a vehicle. Faster response times not only enhances our public's safety, but it also offers added support to patrol officers while they negotiate through traffic. A motor officer can often arrive to a medical emergency call prior to Sedona Fire Department and can assist with life-saving efforts when every second/minute counts.

Traffic Control Aides (TCAs) are needed approximately 120 days per year for traffic control on North SR 89A in Uptown and 235 days per year for SR 179. Approximately 50 days per year travel time is greater than 30 minutes on SR 179 and approximately 75 days a year travel time is greater than 10 minutes on Cooks Hill to the Y. The motor officers will also compliment the efforts by our TCAs by helping to respond to areas that are problematic and try to relieve heavy congestion when possible.

The police department receives many requests from our community members and business owners for extra patrols through areas for ongoing traffic-related issues such as: speeding vehicles or vehicles not abiding by posted traffic signs. Parking complaints continue at trailheads as vehicles spill over into our neighborhoods.

Our current motor officer generated 20% of all speed citations given out in 2021 and 21% in 2022. Even though the majority of the 357 out of 1749 total citations generated by our current motor officer were for speeding, the remainder were issued for various traffic-related reasons. He is also responsible for approximately 20% of all DUI arrests every year. These focused efforts help keep Sedona and the community safe. Our goal with adding a second motor officer is to provide an increased level of service

for dedicated coverage of 7 days a week with an over-lapping day of Saturdays which have been known to being amongst our highest volume and longest delays.

We understand that we are preparing for a post-Covid recession; however, we believe an addition of one dedicated motor officer position would assist the department with maintaining an acceptable level of customer service until we are more confident in our city revenue. We will do a new analysis for staffing considerations and look at some similar tourist destinations and communities to assist us properly staffing our police department to ensure a high level of customer service is given to prevent crime and adequately address any safety concerns.

III. Risk Analysis

What happens if this is not done?

Show examples of best practices from other cities, if applicable.

Discuss other alternatives, if applicable, and why the proposed solution is recommended.

If this request is denied, there will be customer service issues. For example, our response time to calls for service will continue to increase due to traffic congestion. Further, uniform patrol officers who are not dedicated motor officers do not always have the ability to be proactive with traffic enforcement and education. If denied, we will continue to use patrol officers to enforce traffic laws when time allows.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?

How will you market/communicate the project/issue to the public?

What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

We will select an officer from our current staffing of sworn officers to fulfill the motor officer position. Upon completion of specialized training for this position, the officer would become a full-time motor officer. We would then back fill the open patrol spot with a new hire.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Revenue is generated through the issuance of citations in accordance with A.R.S. ? statutes and with parking tickets in accordance with City of Sedona codes and ordinances through Opsman. Even though increasing revenue through the issuance of additional citations is an added benefit to the city, the main goal of adding this new motor officer position would be to change behavior by decreasing collisions, improving traffic control and flow 7 days a week, and focusing on getting impaired drivers and criminals off of the roads.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended if grant funding received
CBWG Recommended if grant funding received

Request Title	DUI Enforcement
Department	Police
Program	GOHS DUI
Funding Request Type	Other Onetime
Source of Funds	Operating Grants Fund
Amount Requested	\$1,200
Priority	Low

I. Description of Request

To pay for officer's overtime cost/salary including the employee related expenses (ERE) for special details associated with DUI enforcement and participate in multi-agency DUI taskforce operations.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

Impaired driving continues to be a problem in The City of Sedona and is directly related to both public and private property damage and injury crashes.
 DUI enforcement is a specifically government related function that The Sedona Police Department has participated in on an ongoing basis.
 Participation in DUI enforcement in The City of Sedona is critical to the overall safety and health of visitors and citizens alike.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

If the grant is not funded, we will continue to conduct enforcement efforts to the best of our ability to ensure our community is safe from DUI drivers.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

If the grant is funded, we will evaluate the calendar year with holidays and events to create additional staffing for enforcement purposes using grant money.
 We will schedule and reimburse quarterly. The police department will meet the requirements by GOHS for tracking hours, data, and send to GOHS quarterly. Officers will sign up for these details outside their normal scheduled shifts and will be categorized on their timecards with GOHS code.
 There are no matching funds required, the grant money will cover the overtime rate including the employee related expenses (EREs)

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended if grant funding received
CBWG Recommended if grant funding received

Request Title	Speed & Traffic Enforcement
Department	Police
Program	GOHS Grant
Funding Request Type	Other Onetime
Source of Funds	Operating Grants Fund
Amount Requested	\$1,200
Priority	Low

I. Description of Request

To pay for officer's overtime cost/salary including employee related expenses. This will allow officers to conduct special traffic enforcement details related to speed enforcement.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

The City of Sedona has 20,000 to 30,000 visitors travel our roadways daily. Traffic continues to be a concern for our city and is a commonly received complaint from residents and visitors alike. Funding by this grant would allow our officers working these details to be dedicated to providing specific enforcement and allow normally scheduled officers to handle the day to day calls for service.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

If the grant is not funded, we will continue to provide the best customer service and work to reduce speed related issues with traffic in our city.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

If the grant is funded, we will conduct special traffic details which will provide education to our community and visitors through various enforcement techniques. Some special areas and details will include ATV and OHV, distracted drivers (hands free devices), seat belt and speed enforcement to mention a few. Special details will be scheduled and reimbursed quarterly. Officers will sign up for these details outside their normal scheduled shifts and will be categorized on timecards with STEP code. The police department is required by the grant to track hours, data and send to GOHS. There are no matching funds required, the grant money will cover the overtime rate including the employee related expenses (EREs).

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Radio Infrastructure

Location:

Southwest Drive Antenna

Phase: of Project #:
(If Applicable)

Ranking:

Environmental Sustainability Project?

Project Description:

Enhance radio system to improve radio transmitting and receiving of police radio communications. Identify and recommend various alternatives to ensure that the radio system will meet current and future interoperability requirements. Recent analysis of the system, shows there needs to be four phases to the project. Each phase will be evaluated before the next phase is required in the following fiscal year.

Phase 2 is to create one simulcast site on the west side of the City. This will increase the radio coverage in the West Sedona area.

Project Justification:

A vital and critical resource to any public safety entity is reliable and effective radio communications. For the past several years, police personnel have experienced ongoing problems with transmitting and receiving radio communications, including dead spots (inability to communicate based on terrain or infrastructure blockage), and frequent inaudible or garbled transmissions. This is a public safety issue that impacts our ability to keep our employees and the public safe. Slight improvements have been made to the system based on recommendations from the previous system assessment study along with the planned upgrading of other system components. There are five major antenna sites, which are designed to either listen or talk to the other antenna sites, but not both. The project is to get all the antenna sites to listen and talk, which will improve the radio coverage within the City.

In FY 2019, radio equipment was purchased to improve the radio infrastructure at the Forest Road location, the Airport location and the Chapel location, which will improve the Uptown area and along most of SR 179 to the Doodle Bug area. This phase has been delayed due to numerous issues outside of our control and should be completed towards the end of FY 2023. Before each new phase is started, the improvements from the prior phase will be evaluated before moving forward onto the next phase. The Phase 2 request is \$100,000 delayed to FY 2024 for enhancement of the current radio infrastructure (transmitting/receiving towers, equipment) for the antenna at the Southwest Drive location, which will improve the areas between Southwest Drive and Soldier Pass Road. In FY 2025, \$150,000 is requested to enhance the current radio infrastructure located at the Police Department, which will improve the area between the department and Bristlecone Drive. If the work during the different phases does not fix the communications problem, in FY 2026, \$500,000 is requested to build radio infrastructure near the high school to improve this area. These different phases will eliminate dead spots and increase reliability and coverage.

This project qualifies as Priority 1 because clear radio communications between/among officers and dispatch is critical and necessary in the performance of the mission to protect the public and the officers.

	Original	Revised (if applicable)
Start Date	July 2017	January 2019
Estimated Completion Date	June 2019	June 2025



For Continuing Projects

Estimated Project Status as of June 30, 2023:

Phase 1 continues to be delayed due to COVID-19-related issues and a contact in negotiations between the Sedona Airport and Sedona Fire Department, who manages the radio infrastructure, relating to the Airport antenna. These delays continue to affect specific factors of the project, including the delay of equipment that is on backorder, as well issues with staffing. Due to these unforeseen circumstances, Phase 1 is at approximately 60% completion. All of the equipment for Phase 1 should be installed and ready for testing, before Phase 2 can start.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

In 2018, a meeting was held with Motorola and Sedona Fire Communications to discuss updating the antennas at the simulcast sites to improve transmission. The updates discussed will be done in different phases so not to interrupt the current communication systems. Phase 1 consisted of purchasing the equipment. The equipment is made to order and is a very long process. Phase 2 consists of updating the Southwest Drive site which has been delayed to FY 2023. In Phase 3 which will take place in FY 2024, the Police Department site will be updated. If the work during the different phases does not fix the communications problem, Phase 4 will be building a brand new site at Sedona High School. During the build in Phase 2, the radio equipment and the communication consoles in our dispatch center will be updated and some items replaced. This upgrade would improve the communication with the new equipment being installed in this project. The installment of the equipment for Phase 1 has been delayed due to issues with the Airport antenna. There were concrete base issues, issues with height requirements by the FAA, COVID-19 delays, and contract issues between the Airport and the Sedona Fire Department.

Project Balance	
Original Approved Project Budget	\$155,000
Approved Budget Increases/Decreases	\$196,115
Current Approved Total Project Budget	\$351,115
Requested Budget Increase/Decrease	\$150,000
Requested Total Project Budget	\$501,115
Estimated Expenditures through June 30, 2023	\$285,315
Budget Balance Remaining	\$215,800

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Study	\$49,990					\$49,990
Carry Over	Equipment Purchase	\$235,325	\$65,800				\$301,125
New							
Appropriation	Equipment Purchase		\$150,000				\$150,000
Future Estimate	Future Estimate Placeholder			\$500,000			\$500,000
	Totals	\$285,315	\$215,800	\$500,000	\$0	\$0	\$1,001,115

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Capital Reserves	\$285,315	\$215,800	\$500,000			\$1,001,115
Totals	\$285,315	\$215,800	\$500,000	\$0	\$0	\$1,001,115

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

No additional operating costs anticipated.

PUBLIC TRANSIT

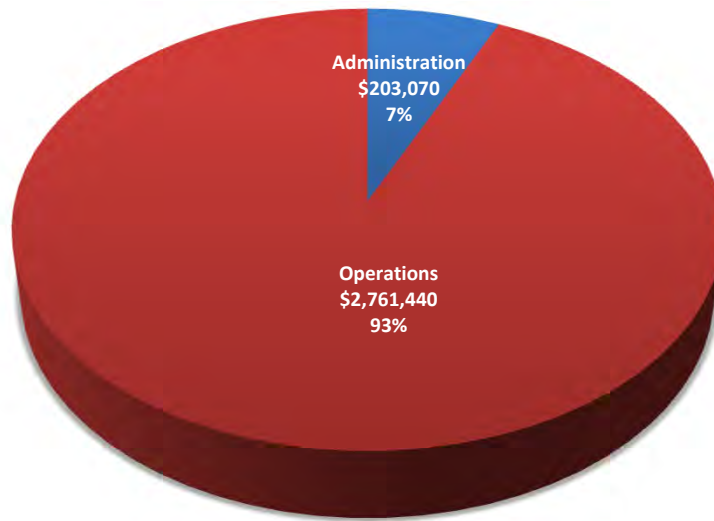
Mission Statement

To provide a quality public transportation system to the residents and visitors of Sedona.

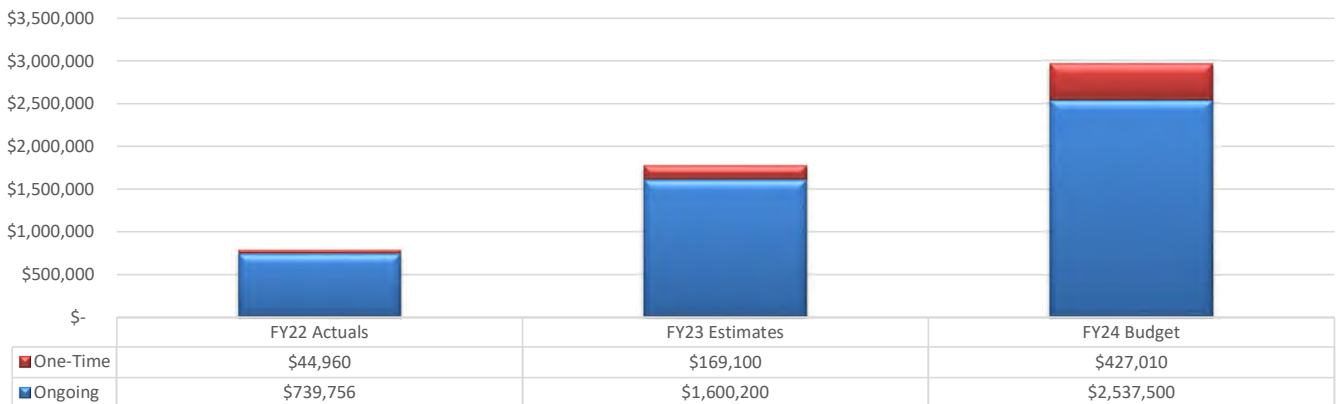
Description

The transit program includes the operation of trailhead shuttles, micro-transit demand response, future fixed route bus, and ADA Paratransit services.

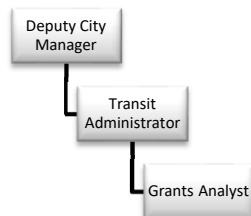
FY 2024 PROGRAM EXPENDITURES: \$2,964,510



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



PUBLIC TRANSIT – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 171,180	84%	\$ 162,540	\$ 153,060	\$ 103,152
Supplies & Services	4,150	2%	7,550	650	1,157
Subtotal Direct Costs	\$ 175,330	86%	\$ 170,090	\$ 153,710	\$ 104,309
Internal Charges	27,740	14%	55,990	29,850	15,510
Total Expenditures	\$ 203,070	100%	\$ 226,080	\$ 183,560	\$ 119,819
Expenditures by Fund					
Other Funds Portion	\$ 203,070	100%	\$ 226,080	\$ 183,560	\$ 119,819
Funding Sources					
Program Revenues	\$ 42,600	21%	\$ 48,200	\$ 42,600	\$ 48,200
Funding from General Revenues:					
Estimated Resident Generated	\$ 56,160	28%	\$ 62,260	\$ 49,340	\$ 25,067
Estimated Visitor Generated	\$ 104,310	51%	\$ 115,620	\$ 91,620	\$ 46,552
Employee Time Allocation (FTEs) (Budgeted)	1.50		1.50		1.00

The Administration program provides direction and assistance to all Public Transit program and its contractors and serves as the primary liaison to other City departments.

FY 2023 Accomplishments

Community Plan Circulation Goal - Reduce dependency on single-occupancy vehicles:

- * Trailhead shuttle deployment set for March 24, 2022.
- * Secured partial funding through an FTA 5339 Grant for two micro-transit vehicles - Service launch anticipated for Fall 2022.

FY 2024 Objectives

Community Plan Circulation Goal - Reduce dependency on single-occupancy vehicles:

- * Oversee implementation of the Sedona Area Transit Implementation Plan (SATIP)
- * Obtain and administer grant funding for the implementation of both the short range and long range transit plans as specified within the SATIP.

PUBLIC TRANSIT - Operations

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Supplies & Services	\$ 1,971,980	71%	\$ 2,042,380	\$ 1,359,460	\$ 623,825
Capital & Debt Service	427,010	15%	224,570	169,100	12,053
Subtotal Direct Costs	\$ 2,398,990	87%	\$ 2,266,950	\$ 1,528,560	\$ 635,878
Internal Charges	362,450	13%	60,680	57,180	29,020
Total Expenditures	\$ 2,761,440	100%	\$ 2,327,630	\$ 1,585,740	\$ 664,898
Expenditures by Fund					
Other Funds Portion	\$ 2,761,440	100%	\$ 2,327,630	\$ 1,585,740	\$ 664,898
Funding Sources					
Program Revenues	\$ 394,000	14%	\$ 205,800	\$ -	\$ 205,800
Funding from General Revenues:					
Estimated Resident Generated	\$ 828,600	30%	\$ 742,640	\$ 555,010	\$ 160,684
Estimated Visitor Generated	\$ 1,538,840	56%	\$ 1,379,190	\$ 1,030,730	\$ 298,414
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		0.00

The transit program includes the operation of trailhead shuttles, micro-transit demand response, future fixed route bus, and ADA Paratransit services.

FY 2023 Accomplishments

Community Plan Circulation Goal - Reduce dependency on single-occupancy vehicles:

- * Completed planned routing and timetables for four trailhead shuttle routes serving the following trailheads:
 - Cathedral Rock trailhead
 - Dry Creek trailhead
 - Little Horse trailhead
 - Mescal trailhead (delayed until Summer 2022)
 - Soldier's Pass trailhead
- * USFS Special Use Permit Application completed and submitted for shuttle access to the trailheads listed above. Anticipate permit to be issued in March 2022.
- * Identified locations for the interim transit operations facility and trailhead shuttle park and ride locations. All locations to become fully operational on or before March 24, 2022.
- * Five-year service agreement was awarded to MV Transportation Inc to operate the trailhead shuttles and micro-transit service.
- * Contract award issued to TransLoc for the provision of ITS software solutions to support both the trailhead shuttle and micro-transit services.
- * Five trailhead shuttle transit vehicles have been procured and have been delivered to City Hall.
- * Micro-transit simulation completed - July 2021.
- * Three micro-transit vehicles on order - expected delivery is in October 2022.
- * ADOT awarded the City two additional micro-transit vehicles through the 5339 competitive grants, as submitted in May 2021.
- * Transit website sedonashuttle.com completed and online.
- * Sedona Shuttle vehicle and context branding complete.
- * 5311 Grant awarded for administrative and micro-transit operating funds for FY 2024.
- * 5339 Grant awarded for the design and engineering to the regional transit maintenance facility.

FY 2024 Objectives

Community Plan Circulation Goal - Reduce dependency on single-occupancy vehicles:

- * Deploy four trailhead shuttle routes and a micro-transit on-demand service providing connections to West Sedona, Uptown, the Tlaquepaque shopping village, the Hillside Shopping Center, and the trailhead shuttle park and ride locations located at Posse Grounds Park, SR 179 and SR 89A.
- * Continue to monitor emerging community needs, funding, further public engagement, and service data to improve and expand Sedona's future transit services.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Passengers per vehicle revenue hour	35	12.5	32	37	N/A
Annual ridership (Benchmark = Average pre-pandemic for 21 rural Arizona agencies)	290,000	125,100	280,000	95,978	N/A

PUBLIC TRANSIT - Operations

continued

Community Plan Circulation Goal - Reduce dependency on single-occupancy vehicles:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Percentage of service delivered		100%	98%	99.99%	99.99%	N/A

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Cost per vehicle revenue hour (Benchmark = 2021 national average for urban transit bus)	\$160.33	\$81	\$73.90	\$142	\$143	N/A
Farebox recovery ratio (Benchmark = 2021 national average for urban transit bus)	9.1%	15%	15%	15%	0%	N/A
On-time performance		87%	87%	84.88%	72.10%	N/A
Miles traveled between road calls		30,000	15,000	75,000	43,648	N/A

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Miles traveled between preventable collisions (Industry Standard Benchmark)	100,000	100,000	100,000	150,000	43,648	N/A



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended from Tourism contingency
CBWG Not recommended

Request Title	Hanover Multimedia TFT Screens
Department	Transit Operations - One-Time
Program	Operations
Funding Request Type	IT Related
Source of Funds	Public Transit Fund
Amount Requested	\$64,500
Priority	Medium

I. Description of Request

This project is to install Hanover multimedia GPS activated high-definition displays within the passenger compartment of each of the trailhead shuttle vehicles. Utilizing mobile cellular data, both static and video messages can be activated to convey public service information, safety messaging, or advertising. This technology is GPS enabled, allowing specific messaging to be displayed only when the bus crosses a predetermined latitude / longitude.

The amount requested would include all hardware, one-time license fees, and equipment installation for five trailhead shuttle vehicles. Ongoing expenses would only include cellular data usage expense per unit deployed.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

With annual Trailhead Shuttle passenger boardings expected to reach or exceed 280,000 there exists an opportunity to utilize this technology to help educate our visitors to recreate responsibly (Leave No Trace, Pack-In Pack-Out, Etc.), while visiting our public lands. Also, the system can be utilized to offer alternative options to passengers to access other lesser known trailheads, which may help to reduce visitation to oversubscribed trails.

Additionally, the system can convey hiker safety messaging to help reduce the overall number of rescues within the Sedona trail network.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

There is no risk should this project NOT be implemented.

IV. Implementation

**What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.**

The equipment installation presents no significant challenges and will likely only require one or two days to install.

City staff will work with other stake holders (e.g., City Sustainability Department, USFS, Oak Creek Watershed Council, Red Rock Trail Fund, etc.) to utilize either existing or new content and messaging to be uploaded to the system. Examples could include, the video version of the City Mission Statement, static panels from the Sedona Pledge campaign, and other existing media.

Also, should paid advertising be sold on the system, the business would be required to develop content per the system's specifications.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Paid advertising could also be sold and displayed on the system. Revenues from advertising can help to pay for the system and or offset the operating expense of the trailhead shuttle program. Additionally, advertising revenue can be applied towards the city local share for FTA and other Federal grant opportunities.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Transit Maintenance/Operations Center

Location:
TBD

Phase: of **Project #:**
(If Applicable)

Ranking:

Environmental Sustainability Project?

Project Description:

In FY 2023, a siting study was completed, which determined the best location for the facility, and included a facility use needs assessment. This includes office space and associated facilities, maintenance space with needs beyond transit, and storage space needs. The facility design would begin in FY 2024 and be complete in FY 2025. Construction would begin in FY 2025 and be complete in FY 2026.

Battery Electric Bus (BEB) chargers are also included for FY 2027.

Project Justification:

A storage and maintenance center will be needed for the new transit system. The facility will provide a location to store buses, for administrative and operations staff offices, and for a maintenance facility.

	Original	Revised (if applicable)
Start Date	July 2021	February 2022
Estimated Completion Date	June 2025	June 2027

Enhanced Transit Service – Tourism Focused

PROJECT DESCRIPTION:

- Implement a tourist-focused bus shuttle system from Village of Oak Creek to Slide Rock State Park. Buses would run every 15 to 20 minutes, 8 am to 8 pm, between March and October.
- Park-and-ride lot near Fred Rock Ranger Station, additional stops and pick-up points along SR 178 and SR 98A.

BENEFITS:

- Reduced vehicles entering Oak Creek Canyon from Sedona, reducing congestion. High usage could result in 2,000 to 3,000 fewer vehicles in Oak Creek Canyon on an average day in peak season.
- With no traffic, it takes 7 minutes to travel from the Tool Farm to the "Y". In severe congestion it takes 42 minutes. This level of severe congestion occurred on 7 days between February 1 and June 4, 2017. With this strategy, a severely congested trip would be reduced from 42 minutes, to 36 minutes.
- Also, with no traffic, it takes 12 minutes to travel from Bell Rock Blvd (VOC) to the "Y". In severe congestion it takes 36 minutes. This level of severe congestion occurred on 6 days between February 1 and June 4, 2017. With this strategy, a severely congested trip would be reduced from 36 minutes, to 24 minutes.

COSTS:

- Capital Costs = \$2.4 M (8 new buses and park-and-ride lot improvements).
- Operating Costs = \$460,000 / yr. Costs may be shared between ADOT, Coconino County, Yavapai County, and City of Sedona.

TRADEOFFS:

- Ongoing operational expense to operate the service.
- Multi-jurisdictional coordination necessary.
- Need to create strong incentives for utilization.
- Seasonality of operations/demand periods.



For Continuing Projects

Estimated Project Status as of June 30, 2023:
Application for grant funding was approved for design. Study is complete.

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Increased estimated costs due to project delays and inflationary factors. Study delayed and funding application delayed due to ADOT funding process. Charging improvements moved to FY 2027.

Project Balance	
Original Approved Project Budget	\$16,870,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$16,870,000
Requested Budget Increase/Decrease	\$5,293,745
Requested Total Project Budget	\$22,163,745
Estimated Expenditures through June 30, 2023	\$103,745
Budget Balance Remaining	\$22,060,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Study	\$60,000					\$60,000
New Appropriation	Study	\$43,745					\$43,745
Carry Over	Design - Contracted		\$800,000	\$500,000			\$1,300,000
Carry Over	Construction - Contracted			\$11,570,000	\$1,430,000		\$13,000,000
New Appropriation	Construction - Contracted				\$5,000,000		\$5,000,000
Carry Over	Equipment Purchase					\$1,860,000	\$1,860,000
Carry Over	Contingency					\$650,000	\$650,000
New Appropriation	Contingency					\$250,000	\$250,000
Totals		\$103,745	\$800,000	\$12,070,000	\$6,430,000	\$2,760,000	\$22,163,745

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Grant		\$640,000	\$9,656,000	\$5,144,000	\$2,208,000	\$17,648,000
Transportation Sales Tax	\$60,745	\$160,000				\$220,745
Debt Financing	\$43,000		\$2,414,000	\$1,286,000	\$552,000	\$4,295,000
Totals	\$103,745	\$800,000	\$12,070,000	\$6,430,000	\$2,760,000	\$22,163,745

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Preliminary award notice was received for FTA 5339 funding toward 80% of design costs, up to a total of \$720,000. Grant funding from FTA will also be sought for construction costs.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services			\$53,300	\$53,300
Debt Service			\$584,130	\$584,130
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$637,430	\$637,430

Explanation of Operating Impacts:

Once in operation, the facility will require ongoing preventative maintenance to be placed in our Facility Maintenance Plan. This will include paint, flooring, and HVAC needs, on a scheduled basis. In addition, annual costs will include items such as utilities and landscaping.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Transit RIDE Exchange

Location:
215 W SR 89A & 65 Brewer Road

Phase: of **Project #:**
(If Applicable)

Ranking:

Environmental Sustainability Project?

Project Description:

In FY 2022, a siting study was completed, which considers the best location for the facility, and a facility use needs assessment. This considers the need for office space and associated facilities and storage space needs. The site is anticipated to incorporate complete streets multimodal elements. The facility design is currently expected to begin in FY 2025 and be complete in FY 2026. Construction would begin in FY 2027 and be complete in FY 2028.

Project Justification:

A transit hub will be needed for the new transit system. The facility will provide a location to fuel/energize buses, provide light maintenance, disinfect, and an operator break room.

	Original	Revised (if applicable)
Start Date	July 2021	February 2022
Estimated Completion Date	June 2024	June 2028

Enhanced Transit Service – Tourism Focused



PROJECT DESCRIPTION:

- Implement a tourist-focused bus/shuttle system from Village of Oak Creek to Slide Rock State Park. Buses would run every 15 to 20 minutes, 8 am to 6 pm, between March and October.
- Park-and-Ride lot near Red Rock Ranger Station; additional stops and pick-up points along SR 179 and SR 89A.

BENEFITS:

- Reduced vehicles entering Oak Creek Canyon from Sedona, reducing congestion. High usage could result in 2,000 to 3,000 fewer vehicles in Oak Creek Canyon on an average day in peak season.
- With no traffic, it takes 7 minutes to travel from the Tool Farm to the "M". In severe congestion it takes 42 minutes. This level of severe congestion occurred on 7 days between February 1 and June 4, 2017. With this strategy, a severely congested trip would be reduced from 42 minutes, to 90 minutes.
- Also, with no traffic, it takes 12 minutes to travel from Bell Rock Blvd (VOC) to the "V". In severe congestion it takes 38 minutes. This level of severe congestion occurred on 6 days between February 1 and June 4, 2017. With this strategy, a severely congested trip would be reduced from 38 minutes, to 12 minutes.

COSTS:

- Capital Costs = \$2.4 M (8 new buses and park-and-ride lot improvements).
- Operating Costs = \$460,000 / yr. Costs may be shared between ADOT, Coconino County, Yavapai County, and City of Sedona.

TRADEOFFS:

- Ongoing operational expenses to operate the service.
- Multi-jurisdictional coordination necessary.
- Need to create strong incentives for utilization.
- Seasonality of operations/demand periods.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
The siting study is complete.

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Budget delayed to adjust to grant cycle. Funding application delayed due to ADOT funding process.

Project Balance	
Original Approved Project Budget	\$3,460,000
Approved Budget Increases/Decreases	\$982,439
Current Approved Total Project Budget	\$4,442,439
Requested Budget Increase/Decrease	\$22,029
Requested Total Project Budget	\$4,464,468
Estimated Expenditures through June 30, 2023	\$1,034,468
Budget Balance Remaining	\$3,430,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Study	\$59,500					\$59,500
New Appropriation	Study	\$22,029					\$22,029
Carry Over	Land Acquisition	\$952,939					\$952,939
Carry Over	Design - Contracted			\$130,000	\$130,000		\$260,000
Carry Over	Construction - Contracted					\$2,580,000	\$2,580,000
Carry Over	Equipment Purchase					\$460,000	\$460,000
Carry Over	Contingency					\$130,000	\$130,000
Totals		\$1,034,468	\$0	\$130,000	\$130,000	\$3,170,000	\$4,464,468

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Grant			\$104,000	\$104,000	\$2,536,000	\$2,744,000	
Transportation Sales Tax	\$1,013,468					\$1,013,468	
Debt Financing	\$21,000		\$26,000	\$26,000	\$634,000	\$707,000	
Totals		\$1,034,468	\$0	\$130,000	\$130,000	\$3,170,000	\$4,464,468

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Grant funding from FTA will be sought.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services			\$27,600	\$27,600
Debt Service			\$129,290	\$129,290
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$156,890	\$156,890

Explanation of Operating Impacts:

Once in operation, the facility will require on-going preventative maintenance to be placed in our Facility Maintenance Plan. This will include paint, flooring, and HVAC needs, on a scheduled basis. In addition, annual costs will include items such as utilities and landscaping.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
 Transit Bus Acquisition

Location:
 N/A

Phase: of **Project #:**
 (If Applicable)

Ranking:

Environmental Sustainability Project?

Project Description:
 As recommended in the Sedona-Oak Creek Canyon Transit Plan, bus acquisition will be needed for the new transit system. Acquisition is scheduled as follows:
 - FY 2022 & FY 2023 - Trailhead route & micro-transit buses
 - FY 2024 - Additional micro-transit buses
 - FY 2027 - Future - Core routes, paratransit, OCC route, Slide Rock route buses
 FY 2027 also includes a zero emissions study to evaluate best approach for future buses acquisitions.

Project Justification:
 Buses will be needed for the new transit system. The first phase of buses will be diesel fueled. Later phase buses are assumed to be electric.

Smaller sized vans (light duty passenger vans) are estimated to cost \$220,000 each for the vehicle, including technology.

Medium sized buses (medium duty coaches) are estimated to cost \$250,000 each for the vehicle, including technology.

Larger buses (heavy duty coaches) are estimated to cost \$1.1M each for the vehicle, and \$50,000 each for the technology add on, for a total of \$1.15M each.

	Original	Revised (if applicable)
Start Date	July 2021	July 2021
Estimated Completion Date	June 2025	June 2027

Enhanced Transit Service – Tourism Focused

PROJECT DESCRIPTION:
 1. Implement a tourist-focused bus shuttle system from Village of Oak Creek to Slide Rock State Park. Buses would run every 15 to 20 minutes, 8 am to 8 pm, between March and October.
 2. Park-and-ride lot near Red Rock Ranger Station; additional stops and pick-up points along SR 179 and SR 89A.

BENEFITS:
 - Reduced vehicles entering Oak Creek Canyon from Sedona, reducing congestion. High usage could result in 2,000 to 3,000 fewer vehicles in Oak Creek Canyon on an average day in peak season.
 - With no traffic, it takes 7 minutes to travel from the Trout Farm to the "Y". In severe congestion it takes 42 minutes. This level of severe congestion occurred on 7 days between February 1 and June 4, 2017. With this strategy, a severely congested trip would be reduced from 42 minutes, to 36 minutes.
 - Also, with no traffic, it takes 12 minutes to travel from Red Rock Blvd (OCC) to the "Y". In severe congestion it takes 36 minutes. This level of severe congestion occurred on 6 days between February 1 and June 4, 2017. With this strategy, a severely congested trip would be reduced from 36 minutes, to 24 minutes.
 - Reduced Vehicle Emissions.

COSTS:
 - Capital Costs = \$2.4 M (8 new buses and park-and-ride lot improvements).
 - Operating Costs = \$460,000 / yr. Costs may be shared between ADOT, Coconino County, Yavapai County, and City of Sedona.

TRADEOFFS:
 - Ongoing operational expenses to operate this service.
 - Multi-jurisdictional coordination necessary.
 - Need to create strong incentives for utilization.
 - Seasonality of operations/demand periods.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
 Application for grant funding submitted. Trailhead shuttle buses acquired. Micro-transit buses to be 100% funded by the City have been ordered.

Explanation for Revised Project Dates and/or Project Budget (if applicable):
 Budget adjusted for trailhead and micro-transit buses acquired through lease purchase agreements. Delayed due to delays in construction of necessary facilities.

Project Balance	
Original Approved Project Budget	\$1,350,000
Approved Budget Increases/Decreases	-\$813,700
Current Approved Total Project Budget	\$536,300
Requested Budget Increase/Decrease	\$320,070
Requested Total Project Budget	\$856,370
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$856,370

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Study					\$150,000	\$150,000
Carry Over	Vehicle Purchase		\$536,300				\$536,300
New							
Appropriation	Vehicle Purchase		\$320,070				\$320,070
Future Estimate	Vehicle Purchase					\$12,200,000	\$12,200,000
	Totals	\$0	\$856,370	\$0	\$0	\$12,350,000	\$13,206,370

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Grant		\$424,690			\$10,445,000	\$10,869,690	
Transportation Sales Tax		\$431,680			\$75,000	\$506,680	
Debt Financing					\$1,830,000	\$1,830,000	
	Totals	\$0	\$856,370	\$0	\$0	\$12,350,000	\$13,206,370

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
 FTA 5339 grant was awarded for two microtransit vehicles. Grant funding from FTA will be sought for future acquisitions.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services	\$563,770	\$563,770	\$6,200,000	\$6,200,000
Debt Service			\$186,590	\$186,590
Revenue Offset				
Total Expenditure Impacts	\$563,770	\$563,770	\$6,386,590	\$6,386,590

Explanation of Operating Impacts:
 Once in operation, the buses will require ongoing maintenance including items such as fuel, operating labor, and tire maintenance.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: "Y" Multimodal Stop

Location: 125 SR 89A

Phase: of **Project #:** PT-04a
(If Applicable)

	Original	Revised (if applicable)
Start Date	August 2021	June 2022
Estimated Completion Date	June 2025	June 2026

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:
The prior Chevron property at the Y (125 W SR 89A) was acquired from ADOT in FY 2022. FY 2024 costs are for possible demolition or salvage of existing structures . FY 2025 includes design of the improvements. FY 2026 costs include constructing the improvements.



Project Justification:
The improvements are identified in the Transit Plan and are necessary for the transit system to operate.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
The 125 SR 89A property was acquired.

Project Balance	
Original Approved Project Budget	\$584,500
Approved Budget Increases/Decreases	-\$15,000
Current Approved Total Project Budget	\$569,500
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$569,500
Estimated Expenditures through June 30, 2023	\$164,500
Budget Balance Remaining	\$405,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Delayed due to other priorities.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Land Acquisition	\$164,500					\$164,500
Carry Over	Demolition/Site Prep - In-House		\$75,000				\$75,000
Carry Over	Design - Contracted			\$30,000			\$30,000
Carry Over	Construction - Contracted				\$300,000		\$300,000
Totals		\$164,500	\$75,000	\$30,000	\$300,000	\$0	\$569,500

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Transportation Sales Tax	\$164,500	\$75,000	\$30,000	\$300,000		\$569,500	
Totals		\$164,500	\$75,000	\$30,000	\$300,000	\$0	\$569,500

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Maintenance costs for the 125 SR 89A property are expected to be minimal and will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
North SR 179 Park and Ride

Location:
1294 & 1406 SR 179

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	January 2022	January 2022
Estimated Completion Date	July 2023	June 2025

Ranking:

Environmental Sustainability Project?

Project Description:
FY 2024 costs are for design of improvements. FY 2025 includes construction of improvements.



Project Justification:
The improvements are identified in the Transit Plan and are necessary for the transit system to operate.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Some improvements made to the property and land acquired.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$1,873,342
Requested Total Project Budget	\$1,873,342
Estimated Expenditures through June 30, 2023	\$1,543,342
Budget Balance Remaining	\$330,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Additional improvements planned.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Land Acquisition	\$1,500,000					\$1,500,000
New Appropriation	Design - Contracted		\$30,000				\$30,000
New Appropriation	Construction - Contracted	\$43,342		\$300,000			\$343,342
Totals		\$1,543,342	\$30,000	\$300,000	\$0	\$0	\$1,873,342

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax	\$1,500,000	\$30,000	\$300,000			\$1,830,000
Debt Financing	\$43,342					\$43,342
Totals		\$1,543,342	\$30,000	\$300,000	\$0	\$1,873,342

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Minor operating costs will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
South SR 179 Park and Ride

Location:
To be determined - South SR 179

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date		
Estimated Completion Date		

Ranking:

Environmental Sustainability Project?

Project Description:

This project includes a new park and ride parking lot for the transit system, transit stop, shared-use path connection to the site, viewing platform, restroom facility, and other site amenities like an information kiosk, shade structure, and/or picnic table, etc. Options are being considered for location with one option being explored is USFS property. The viability of this option is expected to be clarified after meeting with Volpe representatives in fall 2023.



Project Justification:

A park and ride lot at the south end of SR 179 was recommended by the Sedona Area Transit Implementation Plan. The lot will allow those traveling to Sedona to park and access the transit system prior to congested areas. This will provide a better visitor experience and reduce congestion, benefiting all who travel in the Sedona area, including residents.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Pre-design underway

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$20,000
Requested Total Project Budget	\$20,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$20,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Environmental		\$20,000				\$20,000
Unfunded	Future Estimate Placeholder					\$300,000	\$300,000
Totals		\$0	\$20,000	\$0	\$0	\$300,000	\$320,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax		\$20,000				\$20,000
Unidentified					\$300,000	\$300,000
Totals	\$0	\$20,000	\$0	\$0	\$300,000	\$320,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Minor operating costs will be absorbed in the existing budget capacity.

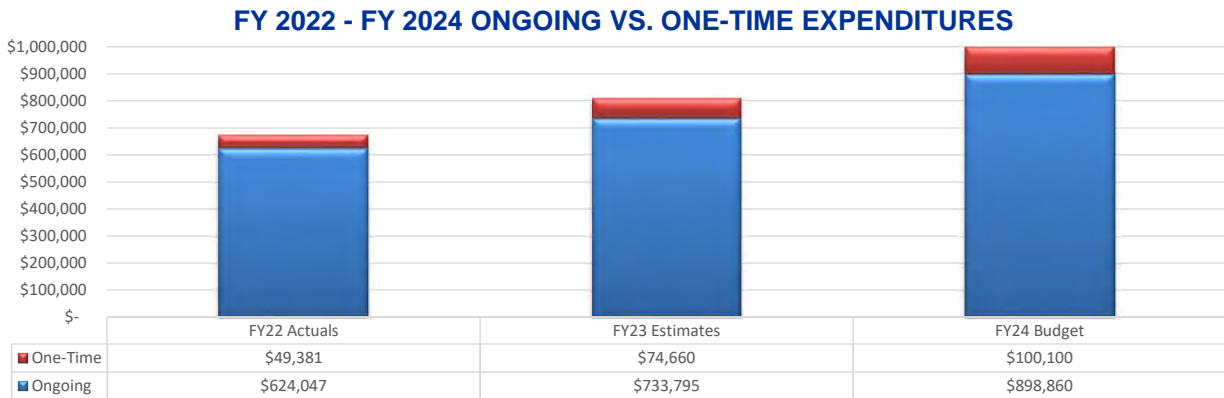
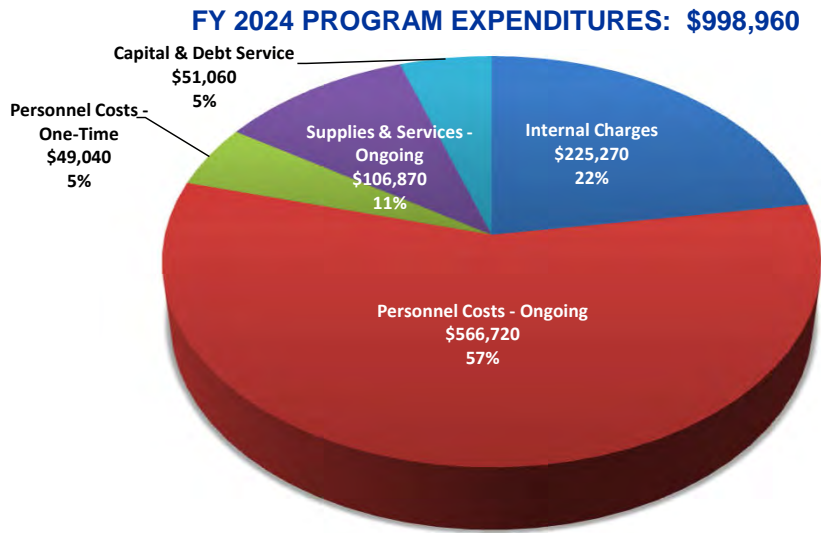
MUNICIPAL COURT

Mission Statement

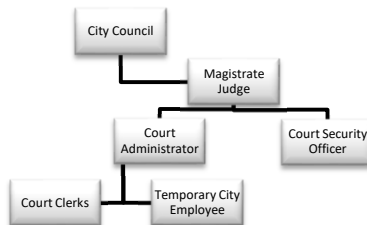
To serve the community and to protect individual rights through the administration of justice in a fair, efficient and respectful manner in order to enhance public trust and community confidence in the court system.

Description

The Sedona Magistrate Court is part of the Arizona State Court System subject to the authority and administrative supervision of the Arizona Supreme Court. The Sedona Magistrate Court has legal obligations and reporting responsibilities to the State, as well as the City of Sedona. As the judicial branch of the City of Sedona, the Court has jurisdiction over civil traffic, criminal traffic and criminal misdemeanor offenses, as well as violations of the City Code and Ordinances. The Sedona Magistrate Court also has the authority to issue arrest and search warrants, orders of protection and injunctions against harassment. The Judge also performs weddings.



DEPARTMENT ORGANIZATION CHART



MUNCIPAL COURT – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 615,760	62%	\$ 518,280	\$ 489,920	\$ 401,427
Supplies & Services	106,870	11%	103,900	68,785	59,440
Capital & Debt Service	51,060	5%	59,700	46,810	48,080
Subtotal Direct Costs	\$ 773,690	77%	\$ 681,880	\$ 605,515	\$ 508,947
Internal Charges	225,270	23%	227,160	202,940	164,480
Total Expenditures	\$ 998,960	100%	\$ 909,040	\$ 808,455	\$ 673,427
Expenditures by Fund					
General Fund Portion	\$ 983,840	98%	\$ 897,840	\$ 797,135	\$ 663,654
Other Funds Portion	\$ 15,120	2%	\$ 11,200	\$ 11,320	\$ 9,773
Funding Sources					
Program Revenues	\$ 183,550	18%	\$ 210,000	\$ 173,550	\$ 211,191
Funding from General Revenues:					
Estimated Resident Generated	\$ 285,390	29%	\$ 244,660	\$ 222,220	\$ 161,783
Estimated Visitor Generated	\$ 530,020	53%	\$ 454,380	\$ 412,685	\$ 300,453
Employee Time Allocation (FTEs) (Budgeted)	5.55		5.80		5.48

A portion of the program is paid by the Grants, Donations and Restricted Funds. In addition, a portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Overall City Value - Good Governance:

- * Relocated to a new facility.
- * Provided more access to the public seeking protective orders.
- * Analyzed casework and internal processes to maximize efficiency.
- * Scheduled more Hearings due to having a non-shared facility.
- * Staff fulfilled annual Committee on Judicial Education and Training (COJET) training requirements.

FY 2024 Objectives

Overall City Value - Good Governance:

- * Complete remodel of court facilities, which will allow the public greater access to justice.
- * Ensure compliance with Arizona Supreme Court security mandates to ensure staff and public safety.
- * Provide court staff with the skills to serve and perform at a greater professional level.
- * Work with Administrative Office of the Courts to reconcile court finances.
- * Continual training and better utilization of the court case management system.
- * Improve payment collection on outstanding receivables by monitoring post-adjudicated cases.
- * Maintain professional relationship with City Prosecutor's Office to continue efficient processing of case flow.

Overall City Value - Fiscal Sustainability:

- * Improve payment collection on outstanding receivables with particular emphasis on outstanding parking fines.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Local - Non-Criminal Ordinance citations filed	85	85	85	75	56
Orders of Protection and Injunctions Against Harassments filed	40	40	40	45	45
Civil Traffic citations filed	1,250	1,250	1,250	1,000	1,217
Criminal citations filed	300	300	300	275	265

Historical Municipal Court Workload Indicators

	FY18	FY19	FY20	FY21	FY22	FY23	FY24
Orders of protection and injunctions against harassment filed and processed	47	68	75	45	45	40	40
Civic traffic citation counts filed: TR1-TR5	837	928	957	1,217	1,000	1,250	1,250
Civic traffic citation counts processed: TR1-TR5	777	902	972				
City parking citations filed	1,199	2,349	839				
City parking citations processed	1,144	2,523	753				
Criminal charges filed: R01-R89	781	246	286	265	275	300	300
Criminal charges processed	874	214	296				
Non-parking City ordinance violations filed	16	10	30				
Non-parking City ordinance violations processed	13	10	28				
Local Non-Criminal Ordinance citations filed				56	75	85	85
Court FTEs budgeted	4.25	4.65	4.65	5.48	5.48	5.80	6.33

Position Changes - Budgeted:

FY19 - The 0.60 court clerk position created in FY17 was increase to full-time.

FY21 - Judge position was budgeted as full-time instead of 0.60. A 0.43 security officer position was added.

FY23 - The 0.43 security officer position was increased to 0.50. A one-time 0.25 temporary position was added.

FY24 - A one-time 0.78 temporary position was added (based on the one-time 0.25 temp was only authorized for the one year).

NOTE 1: In FY21, the Court changed how they were reporting their workload indicators.

NOTE 2: Based on Judge Parsons recommendation, parking citation receipts that don't involve a court appearance are no longer processed by the court and handled by Finance starting October 2020.

NOTE 3: The Uptown paid parking program began late June 2017.

Historical Court Expenditures Compared to Revenues

	Expenditures	% Change	Revenues	% Change
FY2018	357,759.39		209,480.79	
FY2019	383,745.93	7%	190,335.50	-9%
FY2020	408,454.95	6%	162,759.01	-14%
FY2021	403,423.09	-1%	201,964.26	24%
FY2022	506,464.71	26%	160,984.50	-20%
FY2023 YTD	477,745.27		155,805.45	
FY2023 Est	616,135.00	22%	173,550.00	8%
FY2024 Base	667,283.00	8%	183,550.00	6%
FY2024 w/DPs	810,177.00	31%	183,550.00	6%

NOTE: FY23 YTD revenues are through March.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Not recommended
CBWG Not recommended

Request Title	New Court Clerk Position
Department	Municipal Court
Program	Administration
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$78,510
Priority	High

I. Description of Request

An additional court clerk is requested to manage the ongoing and increasing court files, including inputting sensitive data into the court management system AJACS, and monitoring post-adjudicated cases for non-compliance with court orders in order to be compliant with court operating time requirements. Court filings from October 2021 to March 2022 totaled 617. Court filings from October 2022 to March 2023 totaled 1119.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

With the court being understaffed, current court personnel have been unable to review post-adjudicated cases to determine whether defendants have been non-compliant with court orders. It is a traditional and required function of the court to timely monitor post-adjudicated cases. Post-adjudicated cases are to be monitored within 6 months after sentencing for compliance with court orders. There are approximately 501 post-adjudicated cases which require monitoring by a court clerk which is not possible with the current understaffing of court personnel.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

By not monitoring post-adjudicated cases, the court risks non-compliance with court operating mandates and cases remain open indefinitely.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

Court personnel will need to assess post-adjudicated cases to determine non-compliance with court orders. Once an assessment is made, cases will have to be scheduled for Hearings and staff will have to issue warrants if deemed appropriate by the judge.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Court and city revenues would be enhanced by servicing post-adjudicated cases by ensuring defendants are held accountable for payment of fines.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended

Request Title	Temporary Court Clerk
Department	Municipal Court
Program	Administration
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$49,040
Priority	High

I. Description of Request

This decision package requests to continue the current temporary court clerk at an average of 31 hours per week. The current temporary court clerk, who has over 20 years court clerk experience, was recommended by AOC to address the court's emergent need for qualified court staff.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

The current temporary court clerk has been working for the court for several months and has been a tremendous help with tackling the backlog of court work and assisting new court clerks with understanding the court case management system. Her knowledge and experience is vital to addressing the court's understaffing issue as well as providing exemplary service to the public.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

The risk of not approving this decision package is: 1) not utilizing the experience of a qualified court clerk when there is a paucity of experienced court clerks; 2) requiring the court administrator to neglect her duties to assist new court clerks when the temporary court clerk could assist in training new staff; and 3) a continuation, or increase, in the backlog of the administration of court cases.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

The temporary court clerk would be utilized immediately and her hours could be reduced once new court clerks are adequately trained and competent with the court case management system. Since it takes about 1 to 1.5 years for a new court clerk to become competent, it is anticipated that, once that happens, the temporary court clerk would focus on court projects with reduced hours of employment.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Not recommended
CBWG Not recommended

Request Title	Increase Court Security Officer Hours
Department	Municipal Court
Program	Administration
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$50,250
Priority	Medium

I. Description of Request

This decision package requests the increase of the court security officer's hours from 20 hours per week to 40 hours per week due to the increase in the court's scheduling of in-person Hearings and the influx of cases involving "Sovereign Citizens"--defendants who do not believe in government rules and regulations and challenge the court's jurisdiction--along with First Amendment Auditors.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

Historically, the court was limited in its ability to schedule court Hearings because the court had a shared facility with the City Council. Since the court has relocated, this scheduling limitation no longer exists. With increased court Hearings, the court security officer's hours need to be increased to ensure the safety of court staff and the public in accordance with the Arizona Supreme Court security mandates. The increase in Sovereign Citizens and First Amendment Auditors also necessitates the need for a full-time court security officer. The recent resignation of a court clerk was due, in part, to her concern about the lack of court security.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

The safety of court staff and the public is at risk when the court security officer is not present during court hours. Also, because of the current ability of the public to have access to the judge's chambers and the court clerk area, due to the improper installation of security doors, the court security officer's presence is necessary. The current court security issues increases the City's liability exposure at this time.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

The court security officer's hours will increase upon the approval of this decision package.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Court Relocation/Remodel

Location:

221 Brewer Road

 Phase: of Project #:
(If Applicable)

 Ranking:
Environmental Sustainability Project?

Project Description:

Establish a new court facility by relocating to and remodeling the 221 Brewer Road north building. Phase 2 of the remodel to include construction of jury box and other items to be completed within FY24.

	Original	Revised (if applicable)
Start Date	January 2022	
Estimated Completion Date	June 2023	


Project Justification:

The court and City Council compete for use of the council chambers due to respective schedules. The judge conducts in-court business Monday through Wednesday. There are only 10 actual days out of the month during which to schedule in-court business. As work of the court increases, this limitation becomes more apparent. There have already been instances where time sensitive matters have been redirected to other courts because the courtroom was not available. The city started leasing the school district administration building at 221 Brewer Road 2021. This was determined to be the best location for the court relocation.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Phase 1 of relocation and remodel work complete with possible delay in some technology equipment.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

The budget has been revised to change the scope for the remodel of the 221 Brewer Road north building. New budget is added for Phase 2 to occur in FY2024.

Project Balance	
Original Approved Project Budget	\$244,190
Approved Budget Increases/Decreases	\$174,406
Current Approved Total Project Budget	\$418,596
Requested Budget Increase/Decrease	\$152,000
Requested Total Project Budget	\$570,596
Estimated Expenditures through June 30, 2023	\$418,596
Budget Balance Remaining	\$152,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$31,896					\$31,896
New Appropriation	Design - Contracted		\$25,000				\$25,000
Carry Over	Construction - Contracted	\$277,790					\$277,790
New Appropriation	Construction - Contracted		\$46,700	\$28,300			\$75,000
New Appropriation	Equipment Purchase			\$45,000			\$45,000
Carry Over	Technology	\$107,560					\$107,560
New Appropriation	Technology		\$7,000				\$7,000
Carry Over	Arts Transfer	\$1,350					\$1,350
Totals		\$418,596	\$78,700	\$73,300	\$0	\$0	\$570,596

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Grant	\$41,631	\$11,022				\$52,653
Court Restricted Revenues	\$225,000	\$67,678	\$73,300			\$365,978
Capital Reserves	\$151,965					\$151,965
Totals		\$418,596	\$78,700	\$73,300	\$0	\$570,596

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Includes AOC grant for ballistic materials.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

No additional operating impacts anticipated from Phase 2 of the remodel.

SUSTAINABILITY

Mission Statement

The Sustainability Program's mission is to advance policy and programs that improve environmental stewardship, improve community connections, and are fiscally sound by facilitating opportunities to:

- reduce consumption
- enhance resiliency
- promote a culture of inclusivity, equity and collaboration
- adapt to and mitigate the effects of climate change in the region

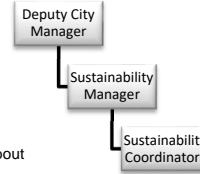
Description

Sustainability is a significant component of the Community Plan and a Council Priority. The Sustainability program develops and implements policies, projects, and programming to enhance municipal operations, advance community-wide sustainability, and achieve progress towards the goals found in the Climate Action Plan and Municipal Sustainability Plan.

The Sustainability program offers:

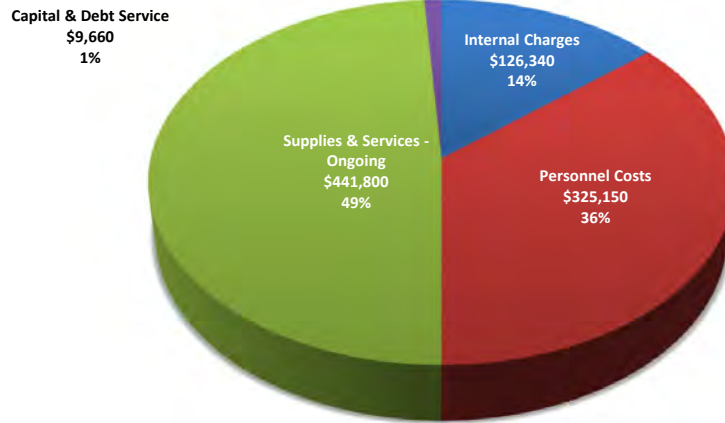
- * Strategic planning for Sedona's sustainability and resiliency in accordance with the Community Plan.
- * Educational classes, workshops, and opportunities for staff and community members to learn more about sustainability.
- * Planning and implementation of sustainability infrastructure such as electric vehicle charging stations and water bottle filling stations.
- * Annual household hazardous waste and electronics collection in a cost-sharing partnership with Yavapai County.
- * Analysis of state and federal policy for implications for Sedona's climate action efforts.
- * Research and best practices to increase the sustainability of City initiatives while working internally with the City team.
- * Data collection for renewable energy generation and consumption of natural resources including paper, water, fuel, electricity, and natural gas.
- * Development of municipal and community-wide greenhouse gas inventories.
- * Coordination of regional cooperative buying opportunities for solar and other sustainable technologies.
- * Regional sustainability information through the City's partnership with the Verde Valley Sustainability Alliance and Sustaining Flows Council.
- * Annual partnership with Oak Creek Watershed Council for stormwater outreach.
- * Provides programs to benefit the community such as the Home Energy Retrofit Project and the Community Composting Pilot Project.
- * Increase presence of renewable energy generation (i.e. wind, solar) for use within the City of Sedona operations.

DEPARTMENT ORGANIZATION CHART

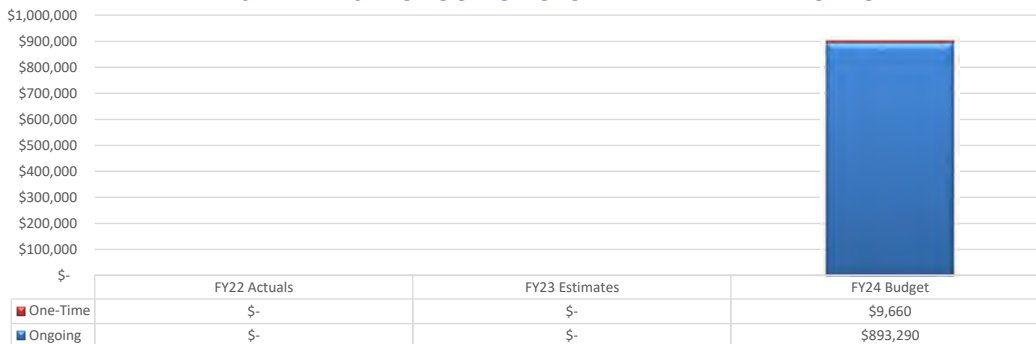


The program finalized the Sedona Climate Action Plan (CAP) which was adopted by Council in July 2021. Staff are currently working on implementing the CAP through initiatives such as a Green Fleet Policy, community composting, and residential energy efficiency support, greenhouse gas accounting, policy and developmental review, and community outreach. The department evaluates projects, trends, and opportunities and assesses feasibility for incorporation across municipal efforts to improve efficiencies, reduce costs, generate positive environmental benefits, and improve community.

FY 2024 PROGRAM EXPENDITURES: \$902,950



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



SUSTAINABILITY – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 325,150	36%	\$ -	\$ -	\$ -
Supplies & Services	441,800	49%	-	-	-
Capital & Debt Service	9,660	1%	-	-	-
Subtotal Direct Costs	\$ 776,610	86%	\$ -	\$ -	\$ -
Internal Charges	126,340	14%	-	-	-
Total Expenditures	\$ 902,950	100%	\$ -	\$ -	\$ -
Expenditures by Fund					
General Fund Portion	\$ 902,950	100%	\$ -	\$ -	\$ -
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 316,030	35%	\$ -	\$ -	\$ -
Estimated Visitor Generated	\$ 586,920	65%	\$ -	\$ -	\$ -
Employee Time Allocation (FTEs) (Budgeted)	3.00		0.00		0.00

FY 2023 Accomplishments

Council Priority - Environmental Stewardship/Sustainability:

- * Finalized Climate Action Plan to identify strategies to take meaningful action on climate change.
- * Installed fleet telematics software on municipal vehicles to identify appropriate vehicles for electrification.
- * Finalized plans for grant-funded electric vehicle chargers at Sunset Park.
- * Deployed an electric police fleet motorcycle.
- * Approved a Green Fleet Policy to transition City fleet to electric vehicles.
- * Hosted community-wide household hazardous waste and electronics recycling event.
- * Hosted Pumpkin-Drop composting event to divert Halloween waste from landfill.
- * Created the framework for a community food scraps compost drop off program at Posse Grounds Park.
- * Conducted a comparative life-cycle analysis of electric buses.
- * Received a \$15,000 grant to engage Sedona's immigrant community in climate action planning.
- * Transitioned the City to a new energy management platform.
- * Hosted Oak Creek stakeholder meetings in partnership with the Arizona Department of Environmental Quality and Oak Creek Watershed Council.
- * Represented the City at biweekly Sustainability Alliance meetings and monthly meetings for Oak Creek Watershed Council and the Verde Valley Sustainability Flows Council.
- * Participated in the development of the Arizona Statewide Transportation Electrification Plan.
- * Launched the Home Energy Retrofit Project, providing residents with funding for energy efficiency projects to reduce emissions and utility bills.

FY 2024 Objectives

Council Priority - Environmental Stewardship/Sustainability:

- * Advance strategies and initiatives from the Municipal Sustainability Plan and Climate Action Plan.
- * Collaborate across departments and with regional partners to advance sustainability efforts.
- * Expand public and City fleet electric vehicle charging infrastructure.
- * Increase number of hybrid and electric vehicles in City fleet.
- * Provide community-oriented projects for home energy retrofits and rebates.
- * Provide community composting and opportunities.
- * Develop on-site renewable energy and efficiency projects for City operations.
- * Continue participation in Oak Creek Watershed Council, Verde River Sustaining Flows Council, and Sustainability Alliance.
- * Expand Spanish-language community engagement.
- * Collaborate with Public Works and Transit to increase multi-modal transportation options.
- * Identify regional collaborations and funding opportunities.
- * Provide workshops, presentations, and programs to business community, schools and residents on water conservation, stormwater management, and watershed protection.
- * Establish new connections and opportunities for residents, businesses and, visitors on sustainability initiatives.

SUSTAINABILITY – Administration

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Greenhouse gas emissions produced by municipal operations (metric tons of CO2 equivalent)	1,400	2,300	2,800	2,700	N/A
Energy consumed in City operations (MWh) through APS	3,400	3,500	3,700	3,614	4,177
Renewable energy used (MWh)	4,200	3,500	1,799	1,324	1,324
Water consumed in City operations (gallons)	15,000,000	15,000,000	18,000,000	17,420,390	16,904,920
Fuel used by City light-duty vehicles and equipment (gallons)	40,000	45,000	42,000	41,509	36,226
Paper purchased for City operations (sheets)	400,000	415,000	410,000	427,500	455,000
Electronics recycling collected (weight in pounds)	12,000	12,000	3,864	25,874	15,254
Household hazardous waste collected (weight in pounds)	10,000	12,000	8,000	12,900	10,620

Council Priority - Environmental Stewardship/Sustainability:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Receive an Energy Star Score of 75 or better in municipal facilities by 2026.	Benchmarking in 2023	50	N/A	N/A	N/A	N/A
Department of Energy SolSmart rating		Silver	Silver	Silver	Bronze	Bronze
% of electricity procured from renewable sources (goal of 100% renewable energy by 2025)	37% in 2020	75%	75%	45%	31%	31%
% reduction in water use in City operations from CY 2022 baseline year (goal of 25% reduction by 2026)	14,779,640 gallons in 2022	5%	N/A	Baseline Year	N/A	N/A
% of zero emissions vehicles in City fleet (goal of 100% by 2030)	0% in 2020	5%	5%	5%	3%	1%
% of recycled-content paper purchased (goal of 100% recycled-content paper by 2022) *Achieved in 2022		1%	100%	100%	100%	1%



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Not recommended at this time
CBWG Not recommended

Request Title	Sedona Community Garden Project
Department	Sustainability
Program	Administration
Funding Request Type	Other Ongoing
Source of Funds	General Fund
Amount Requested	\$15,000
Priority	Medium

I. Description of Request

Creation of a community food garden for residents within City limits.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

Sedona does not have many local food systems currently and this would supplement that need. Locals do not have access to localized organic foods that they can afford. Not having access to local organic foods can cause health problems for the community. This translate to increased costs of healthcare and other medical issues. With an aging population, many on fixed incomes, the recent increase in food and commodity prices can be burdensome. In an effort to alleviate these impacts, a community food garden would provide local, nutrient-rich foods while fostering community engagement and collaboration.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

This project will help address food insecurity in the community by increasing affordable access to nutrient-rich foods. Approximately 10% of Sedona's residents live below the poverty line, making them at-risk of food insecurity and micronutrient deficiency. These challenges can lead to severe health problems such as diabetes, hypertension, and obesity. Participation in community garden projects has also been found to improve community cohesion in many studies, which is an important element of community resiliency. By carrying out this project, the City of Sedona will support public health and resiliency through increased community cohesion and redundancy in food production.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

With the help of local community agriculture organizations and other municipal departments, sustainability staff will select an appropriate location for the construction of 200 square feet of raised beds for fruit and vegetable production. The beds will be installed by city staff and partners, along with a shaded seating

area, irrigation system, rainwater collection system, and composting container. Ongoing management will be a joint effort between the City, residents, and local non-government organizations. Ongoing funds would be for seeds, soils, water, minor maintenance, and associated tools.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Posse Ground Park Solar Lighting

Location:
Posse Grounds Park

Phase: of **Project #:**
(If Applicable)

Ranking:

	Original	Revised (if applicable)
Start Date	August 2022	August 2022
Estimated Completion Date	June 2023	October 2023

Environmental Sustainability Project?

Project Description:
Project would install 25 solar bollards and solar parking lot lights with light-emitting diode (LED), dark sky compliant fixtures at Posse Grounds Park along driveways, ramadas, and volleyball and tennis parking lots. Solar lighting would be installed at locations not impacted by the ongoing Posse Grounds Park evaluation.

If desired, this project could expand to a second phase. Phase 2 would be contingent on park evaluation and master plan direction at Posse Grounds Park and include transitioning athletic field lighting and remaining exterior lighting to LEDs.

Project Justification:
The Climate Action Plan sets a number of goals from reducing energy consumption, cutting carbon emissions, improving community equity and resilience, and mitigating effects to natural ecosystems. City greenhouse gas inventories have identified Posse Grounds Park as a location subject to energy consumption reductions. The park is also seeing increasing demand and experiences a lack of patron safety due to poor park lighting around parking lots and walkways.

Rather than installing utility connected lights, solar lights that are independent from the utility grid and offering zero emissions should be installed at this location instead of the high-pressure sodium (HPS) light fixtures and other lighting technologies that are often found in park settings.

Installing solar LEDs would result in utility cost savings, carbon emissions reductions from less energy consumption, less maintenance, and improved light quality versus installing traditional lighting technologies to improve lighting and safety conditions at the park. The lights installed would also maintain dark sky compliance and mitigate impacts to nighttime ecosystem functions.



For Continuing Projects

Estimated Project Status as of June 30, 2023:
Estimated to be 15% complete.

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Project delayed due to supply chain issues.

Project Balance	
Original Approved Project Budget	\$120,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$120,000
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$120,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$120,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Project Management - Contracted		\$50,000				\$50,000
Carry Over	Equipment Purchase		\$70,000				\$70,000
	Totals	\$0	\$120,000	\$0	\$0	\$0	\$120,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Capital Reserves		\$120,000				\$120,000
Totals	\$0	\$120,000	\$0	\$0	\$0	\$120,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies		\$2,000	\$2,000	\$2,000
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$2,000	\$2,000	\$2,000

Explanation of Operating Impacts:
No extra personnel is anticipated to be needed. Ongoing supplies would be needed in the event of vandalism or breakage, but no increase in utility costs is associated with this project.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Decarbonization Roadmapping Plan

Location:
Municipal Properties

Phase: of **Project #:**
(If Applicable)

Ranking:

Environmental Sustainability Project? **Yes**

Project Description:
Roadmapping and timelines planning effort to identify the financial requirements, emissions reduction benefits, and infrastructure needs across 10 primary municipal facilities to advance progress towards sustainability goals.

	Original	Revised (if applicable)
Start Date	July 2023	
Estimated Completion Date	December 2023	

Project Justification:
The Climate Action Plan, Municipal Sustainability Plan, and Green Fleet Policy set various sustainability goals to reduce emissions, utility consumption, and transition vehicle fleets to zero emissions vehicles. To address a desire to identify potential implementable timelines, financial costs and considerations, and benefits analysis, a decarbonization roadmap would provide a clearer picture to the financial requirements, opportunities, and foundational footing needed to achieve the respective plan and policy goals.

The decarbonization roadmap would look at scope 1 and 2 greenhouse gas emissions sources, provide overall financial analysis, and help identify infrastructure needs to achieve reductions in these scopes along with the associated utilities in across 10 primary facilities in municipal operations. 5 building roofs would also be evaluated for renewable installation feasibility. Additionally, a goal of the planning efforts would be to



For Continuing Projects

Estimated Project Status as of June 30, 2023:
Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$150,000
Requested Total Project Budget	\$150,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$150,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Master Plan		\$150,000				\$150,000
Totals		\$0	\$150,000	\$0	\$0	\$0	\$150,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Capital Reserves		\$150,000				\$150,000
Totals	\$0	\$150,000	\$0	\$0	\$0	\$150,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
No additional operating costs expected.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Streetlights LED Retrofit

Location:
Citywide

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	August 2023	
Estimated Completion Date	June 2024	

Ranking:

Environmental Sustainability Project?

Project Description:
Project would look to retrofit 149 high pressure sodium (HPS) streetlight luminaires with dark-sky compliant LED fixtures. Luminaires would be retrofitted at all City of Sedona controlled streetlight locations.



Project Justification:
The Municipal Sustainability Plan and Climate Action Plan strive to reduce emissions and energy consumption. An optimal area to reduce these factors, while improving lighting control and dark sky compliance, are found in the City's streetlights. 149 of streetlights remain high pressure sodium (HPS) luminaires, which are less energy efficient and have greater maintenance costs.

In 2021, streetlight and traffic signals were estimated to have contributed 76 metric tons of carbon dioxide equivalence and consumed 173 MWh of electricity to municipal operations. There is opportunity to reduce energy consumption and greenhouse gas emissions, while also decreasing maintenance costs through extended luminaire lifespans through replacement of these lighting fixtures.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$181,800
Requested Total Project Budget	\$181,800
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$181,800

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Construction - Contracted		\$50,000				\$50,000
New Appropriation	Equipment Purchase		\$130,000				\$130,000
New Appropriation	Arts Transfer		\$1,800				\$1,800
Totals		\$0	\$181,800	\$0	\$0	\$0	\$181,800

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Capital Reserves		\$181,800				\$181,800
Totals		\$0	\$181,800	\$0	\$0	\$181,800

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		-\$7,000	-\$7,000	-\$7,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	-\$7,000	-\$7,000	-\$7,000

Explanation of Operating Impacts:
No extra personnel is anticipated to be needed. Ongoing supplies would be needed in the event of vandalism or breakage, but no increase in utility costs is anticipated for this project. Additionally, current and long-term maintenance and operations costs are estimated to decrease through completion of this project. The estimated financial impacts will be determined during the planning of this project.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
DC Fast EV Chargers

Location:
Municipal Facilities

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	January 2024	
Estimated Completion Date	June 2027	

Ranking:

Environmental Sustainability Project?

Project Description:
Project would look to install at least 6 additional DC Fast chargers in municipal operations for use by public transit vehicles and other City fleet.



Project Justification:
As the City incorporates the Green Fleet Policy and expands its public transit options. Additional level 3, DC Fast EV chargers would be needed to facilitate this expansion.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Researching applicable products and funding options for future installation.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Construction - Contracted			\$200,000	\$200,000	\$200,000	\$600,000
Future Estimate	Arts Transfer			\$2,000	\$2,000	\$2,000	\$6,000
Totals		\$0	\$0	\$202,000	\$202,000	\$202,000	\$606,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Capital Reserves			\$202,000	\$202,000	\$202,000	\$606,000
Totals		\$0	\$0	\$202,000	\$202,000	\$606,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
Possible grant opportunities will be explored.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Operating impacts would include a reduction in fuel costs associated with operations of internal combustion engines and anticipated reduction in maintenance and repair costs. The estimated financial impact will be determined in the planning of this project.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Building Retrofit of Natural Gas Systems

Location:
Municipal Buildings

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2024	
Estimated Completion Date	June 2026	

Ranking:

Environmental Sustainability Project?

Project Description:
Project would transition all municipally owned properties away from natural gas usage to electric equivalent for HVAC and water heating systems.



Project Justification:
The Climate Action Plan and Municipal Sustainability Plan set carbon emissions reduction goals. Natural gas usage for heating and cooling of facilities is a contributor to greenhouse gases that is found in municipal buildings. Retrofitting these buildings to electric components would reduce greenhouse gas emissions and be emissions free when coupled with the ongoing participation in the Green Power Partners Program with Arizona Public Service.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Construction - Contracted			\$150,000	\$150,000		\$300,000
Future Estimate	Arts Transfer			\$1,500	\$1,500		\$3,000
Totals		\$0	\$0	\$151,500	\$151,500	\$0	\$303,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Capital Reserves			\$151,500	\$151,500		\$303,000
Totals	\$0	\$0	\$151,500	\$151,500	\$0	\$303,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Would reduce utility invoicing from natural gas and is anticipated to reduce utility costs through more electrically efficient systems. Estimated financial impacts will be determined in the planning of this project.

PUBLIC WORKS

Mission Statement

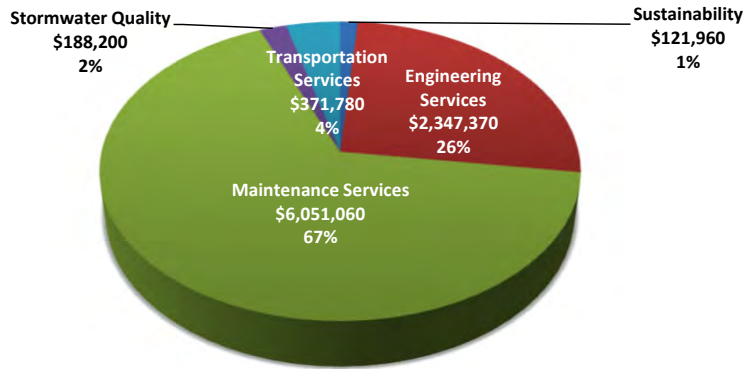
Providing a safe and enjoyable experience through cost effective, quality infrastructure and services.

Description

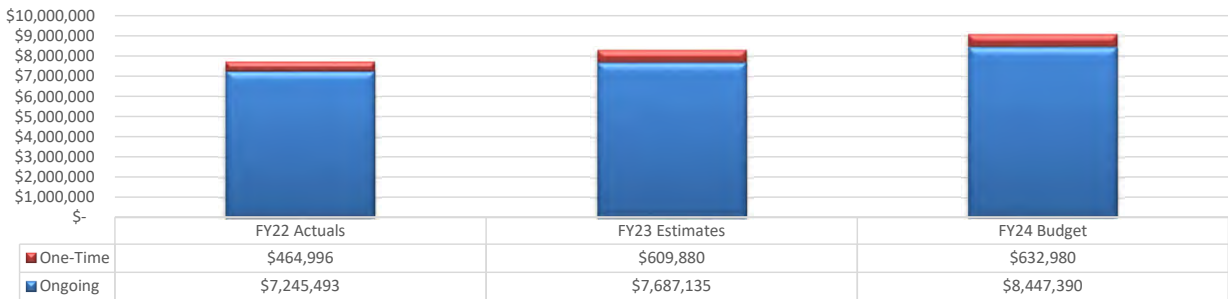
The main program areas and the services included in the Public Works Department are:

- * Engineering Services - Administrative services, office support and supplies, development review, staff training, and general professional services.
- * Sustainability - Curbside Yard Waste Program.
- * Maintenance -
 - Streets Maintenance - Streets rehabilitation, pavement preservation, equipment and machinery operation and maintenance, utilities, landscaping, right-of-way maintenance, traffic control, drainage maintenance and multi-modal facility maintenance in the public right-of-way.
 - Facilities Maintenance - Maintenance of City buildings, service contracts, facility utilities, and facility improvements.
 - Parks Maintenance - Maintenance of parks grounds, equipment and machinery, service contracts, and utilities.
 - Aquatics Maintenance - Maintenance of community pool.
- * Stormwater Quality - Stormwater quality permit fees, professional services, and public outreach.
- * Capital Projects Management - Personnel management of capital improvement projects.
- * Transportation Services - Traffic control aid support for congestion relief traffic control operations.

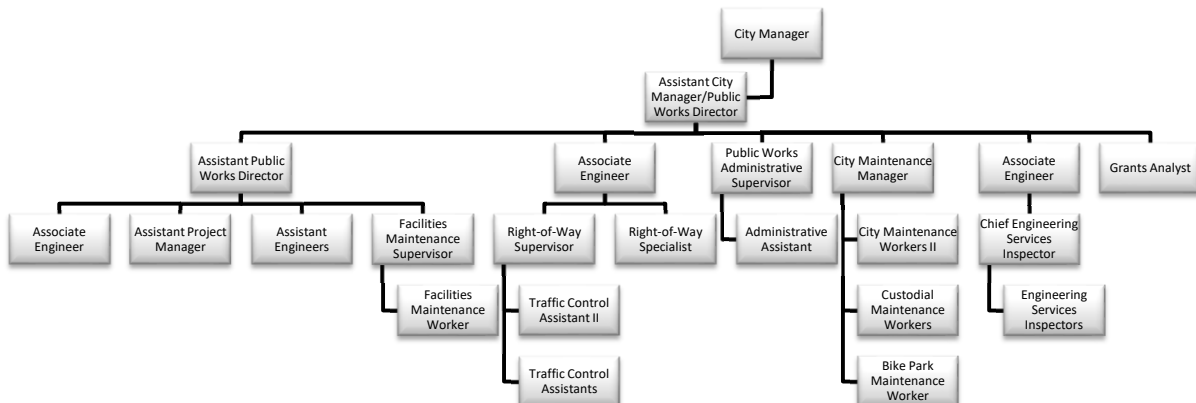
FY 2024 PROGRAM EXPENDITURES: \$9,080,370



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



PUBLIC WORKS – Sustainability

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Supplies & Services	\$ 117,810	97%	\$ 105,000	\$ 104,750	\$ 102,000
Internal Charges	4,150	3%	3,550	2,660	-
Total Expenditures	\$ 121,960	100%	\$ 108,550	\$ 107,410	\$ 102,000
Expenditures by Fund					
General Fund Portion	\$ 121,960	100%	\$ 108,550	\$ 107,410	\$ 102,000
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 42,690	35%	\$ 37,990	\$ 37,590	\$ 35,700
Estimated Visitor Generated	\$ 79,270	65%	\$ 70,560	\$ 69,820	\$ 66,300
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		0.00

The Sustainability program was initiated in FY 2022 for a new curbside yard waste collection program. During the development of the City's Climate Action Plan, the City Council identified a target of reducing community greenhouse gas emissions by 50% by 2030. In the Plan, implementing annual yard waste collection is identified as one of the high impact practices to reduce emissions. Approximately 24% of municipal waste streams are made up of compostable materials like yard waste and food waste. When organic materials, such as food and yard waste rot in the landfill, they break down anaerobically (without oxygen) and create large amounts of methane. This flammable greenhouse gas is the same as emitted through the production of coal, oil, and natural gas. In contrast, composted yard waste can be used as a natural soil fertilizer in municipal operations. For more information see the webpage www.sedonaaz.gov/curbside.

FY 2023 Accomplishments

Council Priority - Environmental Stewardship/Sustainability:

- * Completed the second annual curbside yard waste collection program.
- * Provided mulch to the public for re-use.
- * Diverted yard waste from the landfill for re-use.

FY 2024 Objectives

Council Priority - Environmental Stewardship/Sustainability:

- * Implement the FY2024 annual curbside yard waste collection program.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Cubic yards of yard waste collected (chipped)	500	300	500	400	N/A
Cubic yards of mulch taken	120	120	120	100	N/A

PUBLIC WORKS – Engineering Services

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 1,517,420	65%	\$ 1,437,410	\$ 1,374,800	\$ 1,293,228
Supplies & Services	122,140	5%	154,475	153,180	72,063
Capital & Debt Service	72,290	3%	30,400	59,850	11,798
Subtotal Direct Costs	\$ 1,711,850	73%	\$ 1,622,285	\$ 1,587,830	\$ 1,377,089
Internal Charges	635,520	27%	479,170	436,970	450,320
Total Expenditures	\$ 2,347,370	100%	\$ 2,101,455	\$ 2,024,800	\$ 1,827,409
Expenditures by Fund					
General Fund Portion	\$ 1,835,860	78%	\$ 1,634,985	\$ 1,614,750	\$ 1,379,640
Wastewater Fund Portion	\$ 350,470	15%	\$ 314,370	\$ 295,170	\$ 331,808
Other Funds Portion	\$ 161,040	7%	\$ 152,100	\$ 114,880	\$ 115,961
Funding Sources					
Program Revenues	\$ 512,730	22%	\$ 467,780	\$ 409,640	\$ 449,757
Funding from General Revenues:					
Estimated Resident Generated	\$ 642,120	27%	\$ 571,790	\$ 565,310	\$ 482,178
Estimated Visitor Generated	\$ 1,192,520	51%	\$ 1,061,885	\$ 1,049,850	\$ 895,474
Employee Time Allocation (FTEs)(Budgeted)	12.73		12.73		12.61

The Engineering Services program is responsible for administrative services, office support and supplies, development review, staff training, and general professional services.

A portion of the Engineering Services program is allocated to the Wastewater Enterprise Fund and the Transportation Sales Tax Fund and represents those funds' share of the cost for support services. In addition, a portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Overall City Value - Good Governance:

- * Maintained service in this program area, with the increase in projects and overall development.

Council Priority - Community Focus Area Plans Development:

- * Supported the review and development of Community Focus Areas with the Community Development Department.

FY 2024 Objectives

Overall City Value - Good Governance:

- * Continue to build team effectiveness with the Community Development Department to provide a high level of service for development services support.

Council Priority - Community Focus Area Plans Development:

- * Continue to support development of Community Focus Areas with the Community Development Department.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Building permits reviewed	503	503	503	450	483
Commercial permits reviewed	256	256	256	225	241
Blue stakes completed	3,464	3,464	3,464	3,310	3,370

PUBLIC WORKS – Maintenance Services

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 1,407,720	23%	\$ 1,423,240	\$ 1,294,540	\$ 1,222,177
Supplies & Services	3,184,860	53%	2,658,990	2,960,935	2,865,465
Capital & Debt Service	490,740	8%	482,830	511,220	424,088
Subtotal Direct Costs	\$ 5,083,320	84%	\$ 4,565,060	\$ 4,766,695	\$ 4,511,729
Internal Charges	967,740	16%	944,250	854,430	798,470
Total Expenditures	\$ 6,051,060	100%	\$ 5,509,310	\$ 5,621,125	\$ 5,310,199
Expenditures by Fund					
General Fund Portion	\$ 3,317,580	55%	\$ 3,083,950	\$ 3,131,465	\$ 2,720,936
Other Funds Portion	\$ 2,733,480	45%	\$ 2,425,360	\$ 2,489,660	\$ 2,589,263
Funding Sources					
Allocations to Other Departments	\$ 1,073,750	18%	\$ 995,780	\$ 964,850	\$ 828,300
Program Revenues	\$ 994,000	16%	\$ 1,293,000	\$ 1,025,000	\$ 1,293,000
Funding from General Revenues:					
Estimated Resident Generated	\$ 1,394,160	23%	\$ 1,127,190	\$ 1,270,950	\$ 1,116,115
Estimated Visitor Generated	\$ 2,589,150	43%	\$ 2,093,340	\$ 2,360,325	\$ 2,072,784
Employee Time Allocation (FTEs) (Budgeted)	17.47		17.47		16.20

The Maintenance program includes streets, facilities, parks, and aquatics.

Streets operation and maintenance including equipment and machinery, utilities, landscaping, right-of-way maintenance, pavement rehabilitation and preservation, drainage maintenance, and multi-modal facility maintenance in the public right-of-way. The streets rehabilitation and pavement preservation costs are paid from the Streets Fund. The Streets Fund is primarily funded by Highway User Revenue Funds (HURF) revenues (the state shared gas tax revenues), which are restricted for the maintaining, repairing, and upgrading of streets. Major street improvements and construction are included in the Capital Improvement Plan budget and paid from the Capital Improvement Fund. All other streets related costs are paid from the General Fund. This program also includes storm clean-up and equipment, supplies, machinery, materials, utilities, and personnel costs for maintenance of traffic control devices.

Facilities maintenance accounts for maintenance of City buildings, service contracts, facility utilities, and facility improvements.

Parks maintenance accounts for maintenance of parks grounds, equipment and machinery, service contracts, and utilities.

Aquatics maintenance accounts for the maintenance of the community pool. The Parks and Recreation Department oversees the management and operations while the Public Works Department oversees the maintenance of the facility.

A portion of the program costs are allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Community Plan Circulation Goal - Provide for safe and smooth flow of traffic:

- * Provided required traffic count data and maintained NACOG funding eligibility.
- * Completed Fractured Aggregate Surface Treatment (FAST) on streets in the Crimson View, Northern Shadows, Red Rock Heights, and Valley Shadows Unit 2, Coffee Pot, Western Hills, Kinsey Estates, Manzanita Hills, and Anasazi subdivisions.
- * Completed rehabilitation and preservation projects for 7.0 miles of streets.
- * Increased the paved lane miles assessed as satisfactory.
- * Responded to 100% of storm emergencies requiring response.

Community Plan Environment Goal - Preserve and protect the natural environment:

- * Increased the number of culverts cleaned compared to prior fiscal year.

FY 2024 Objectives

Community Plan Circulation Goal - Provide for safe and smooth flow of traffic:

- * Continue to accelerate re-paving program with a target to complete 4 to 5 miles of street rehabilitation per year.
- * Continue to increase the paved lane miles assessed as satisfactory.
- * Respond to 100% of storm emergencies requiring response.
- * Complete a minimum of 90% of variable message sign deployment requests.

Community Plan Circulation Goal - Create a more walkable and bike-able community:

- * Continue to enhance bicycle route signage.

PUBLIC WORKS – Maintenance Services

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
ST: Pavement rehabilitation cost	\$1,150,000	\$1,150,000	\$1,250,000	\$1,145,000	\$1,042,010
ST: Paved lane miles of City maintained streets (lane miles = miles per 12 feet of width)	177.6	177	175.1	175	175
ST: Culverts cleaned	150	50	300	40	39
ST: Storms responded to after normal business hours	5	3	5	6	2
ST: Traffic control signs damaged and replaced	10	10	12	16	9
ST: Christmas Trees Recycled	180	300	150	178	300
PARK: In-house projects completed	10	8	9	8	5

Community Plan Circulation Goal - Provide for safe and smooth flow of traffic:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
ST: Centerline miles of streets rehabilitation completed (average annual goal 5.0 miles) (* = FY22 work delayed due to weather, will catch up in FY23)		5.0	N/A	7.0	1.25 *	4.1
ST: Pavement rehabilitation cost per mile (* = cost includes CIP overlay)		\$319,410 *	\$257,447 *	\$192,857 *	\$248,276 *	\$158,686
ST: Paved lane miles assessed as satisfactory as a percentage of miles assessed (ICMA Benchmark 2016-2021)	72% (all) / 72% (cities under 30,000 pop.)	75%	75%	72%	69%	70%
ST: Paved road rehabilitation expenditures, per paved lane mile (ICMA Benchmark 2016-2021)	\$7,922 (all) / \$9,331 (cities under 30,000 pop.)	\$7,320	\$6,497	\$7,061	\$7,143	\$5,954
ST: Maintained NACOG Funding Eligibility (provided traffic count data)		Yes	Yes	Yes	Yes	Yes
ST: National Citizen Survey: Quality of street repair (% responses favorable)		N/A	N/A	58% (Similar to NCS benchmark)	N/A	57% (Similar to NCS benchmark)
ST: Storm emergencies requiring response and responded to		100%	100%	100%	100%	100%

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
FAC: Administrative/office facilities, custodial expenditure per square foot (ICMA Benchmark 2016-2021)	\$1.60 (all) / \$1.74 (cities under 30,000 pop.)	\$2.61	\$1.61	\$2.53	\$2.46	\$1.52

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
PARK: Savings due to in-house projects		\$200,000	\$100,000	\$250,000	\$75,000	\$30,000
PARK: Park maintenance expenditure per developed park acre (ICMA Benchmark 2016-2021)	\$5,711 (all) / \$10,384 (cities under 30,000 pop.)	\$7,713	\$8,317	\$7,304	\$7,921	\$7,705

PUBLIC WORKS – Stormwater Quality

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 113,220	60%	\$ 107,480	\$ 100,380	\$ 101,603
Supplies & Services	31,900	17%	43,000	25,360	16,875
Subtotal Direct Costs	\$ 145,120	77%	\$ 150,480	\$ 125,740	\$ 118,478
Internal Charges	43,080	23%	33,430	38,470	52,930
Total Expenditures	\$ 188,200	100%	\$ 183,910	\$ 164,210	\$ 171,408
Expenditures by Fund					
General Fund Portion	\$ 183,600	98%	\$ 179,410	\$ 159,610	\$ 166,950
Other Funds Portion	\$ 4,600	2%	\$ 4,500	\$ 4,600	\$ 4,458
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 65,870	35%	\$ 64,370	\$ 57,470	\$ 59,993
Estimated Visitor Generated	\$ 122,330	65%	\$ 119,540	\$ 106,740	\$ 111,415
Employee Time Allocation (FTEs) (Budgeted)	1.12		1.12		1.24

The Stormwater Quality program is responsible for Arizona Department of Environmental Quality (ADEQ) permit fees, supplies, street sweeping of City parking lots, analytical monitoring of stormwater outfalls, professional services, and public outreach.

A portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Community Plan Environment Goal - Preserve and protect the natural environment:

- * Completed Pre-Monsoon Program for FY2023.
- * Met the ADEQ requirements for Municipal Separate Storm Sewer System (MS4) compliance per ADEQ Permit No. AZG2021-002, and our Notice of Intent with ADEQ.
- * Presentation to residents with ADEQ, USFS, Army Corps of Engineers, Coconino County, Yavapai County and USDA regarding Oak Creek.
- * Hold 1 tabling/outreach event, interacting with 20 people for a total of 20 educational hours
- * Presented stormwater pollution's effect in Oak Creek to one organization.
- * Held one trash pickup event within Sedona with a total of 4 employees took part.
- * Installed NO DUMPING – Drains to Oak Creek curb markers.
- * Maintained 20 pet waste stations throughout Sedona, collecting 5,150 pounds during FY23.
- * Power swept City parking lots on a regular basis with the City's own sweeper truck.

FY 2024 Objectives

Community Plan Environment Goal - Preserve and protect the natural environment:

- * Complete Pre-Monsoon Program.
- * Meet the ADEQ requirements for MS4 compliance per ADEQ Permit No. AZG2021-002, and our Notice of Intent (NOI) with ADEQ.
- * Present stormwater pollution's effect in Oak Creek to one organization
- * Hold trash pickup event within Sedona
- * Install additional NO DUMPING - Drains to Oak Creek curb markers.
- * Maintain all pet waste stations throughout Sedona
- * Power sweep City Parking lots on a regular basis

PUBLIC WORKS – Stormwater Quality

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Letters written to property owners regarding Pre-Monsoon Program inspection outcomes	5	10	10	3	0
Stormwater compliance inspections (active CIP projects - every two weeks)	25	25	30	40	31
CIP project post-construction Best Management Practices (BMP) inspections	5	5	5	5	5
Stormwater compliance inspections (active private development projects - every month)	50	60	60	114	83
Letters sent regarding illicit discharges to the MS4	5	10	5	2	9
Public outreach tabling events	8	1	8	8	1
Educational brochures sent to local contractors	50	60	50	0	53
Presentations to local organizations	3	1	3	3	1
Trash pickup events	2	1	3	3	2
Pounds of dog feces collected through semimonthly pet waste station maintenance	5,300	5,000	5,150	4,956	4,625
Stormwater based articles in news outlets	2	3	2	4	5
Dry weather outfall monitoring inspections	3	57	3	3	57
Visual and analytical wet weather monitoring inspections	12	12	12	2	0
Internal inspections of City maintenance yards	12	18	12	12	18

Community Plan Environment Goal - Preserve and protect the natural environment:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
MS4 Compliant		Yes	Yes	Yes	Yes	Yes
Single family home active construction site inspections		75	75	75	49	75
Private development post-construction BMP inspections		5	5	5	4	8

PUBLIC WORKS – Transportation Services

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 264,210	71%	\$ 261,680	\$ 248,830	\$ 228,806
Supplies & Services	14,500	4%	12,875	11,500	12,006
Subtotal Direct Costs	\$ 278,710	75%	\$ 274,555	\$ 260,330	\$ 240,812
Internal Charges	93,070	25%	140,440	119,140	58,660
Total Expenditures	\$ 371,780	100%	\$ 414,995	\$ 379,470	\$ 299,472
Expenditures by Fund					
General Fund Portion	\$ 371,780	100%	\$ 412,495	\$ 379,470	\$ 293,575
Other Funds Portion	\$ -	0%	\$ 2,500	\$ -	\$ 5,897
Funding Sources					
Program Revenues	\$ -	0%	\$ 2,500	\$ -	\$ 5,897
Funding from General Revenues:					
Estimated Resident Generated	\$ 130,120	35%	\$ 144,370	\$ 132,810	\$ 102,751
Estimated Visitor Generated	\$ 241,660	65%	\$ 268,125	\$ 246,660	\$ 190,824
Employee Time Allocation (FTEs) (Budgeted)	4.33		4.33		3.80

The Transportation Services program is responsible for traffic congestion relief. The new traffic control operations includes setting up, operating, and maintaining on-going traffic control operations throughout the year, primarily focused on improving traffic flows through Uptown and the State Route (SR) 179 corridor, and a new focus on managing traffic and parking issues at trailheads. A reduction in travel times and trailhead traffic and parking issues will improve the quality of life for residents and the Sedona experience for visitors. Traffic control staff utilize traffic data to inform needed adjustments to resource needs.

A portion of the program is also funded with Sedona Trails and Pathways System (STPS) donations.

FY 2023 Accomplishments

Community Plan Circulation Goal - Provide for safe and smooth flow of traffic:

- * Continued and expanded traffic control operations management.
- * Continued measuring travel time delay.
- * Increased the number of days traffic control operations were deployed.
- * Maintained traffic control operations for 12 of 13 holidays expected to have high congestion.
- * Continued assisting with trailhead traffic and parking control.

FY 2024 Objectives

Community Plan Circulation Goal - Provide for safe and smooth flow of traffic:

- * Reduce the number of days of travel time, exceeding the high congestion threshold on SR 89A and SR 179, below the number of days experienced in the previous fiscal year. The thresholds considered high congestion on SR 89A in Uptown to be 15 minutes, SR 179 to be 30 minutes and 10 minutes for SR 89A on Cook's Hill.
- * Maintain traffic control operations for a minimum of 90% of those days experiencing high congestion on SR 89A and SR 179.
- * Maintain traffic control operations for all holidays expected to have high congestion.
- * Continue developing methods and level of assistance with trailhead traffic and parking control.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Days with traffic control on SR 89A	120	115	120	110	106
Days with traffic control on SR 179	235	175	235	135	165
Holiday weekends with traffic control	12	12	12	12	12
Total miles of ST&PS complete	9	7.9	4.5	3.2	1.3

PUBLIC WORKS – Transportation Services

continued

**Community Plan Circulation Goal -
Provide for safe and smooth flow of traffic:**

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Holiday weekends with delays > 15 min. – SR 89A Uptown		0	1	0	1	1
Holiday weekends with delays > 30 min. – SR 179		8	8	9	9	10
Holiday weekends with delays > 10 min. – SR 89A Cooks Hill		10	8	11	9	10
Days of delays > 15 min. – SR 89A Uptown		2	5	2	24	8
Days of delays > 30 min. – SR 179		80	50	77	30	60
Days of delays > 10 min. – SR 89A Cooks Hill		80	75	77	85	91
Days of delays > 15 min. – SR 89A NB - Y to Rainbow Trout Farm		15	30	15	35	N/A
Percentage of congested weekends providing assistance with management of trailhead parking		100%	100%	100%	100%	31%
Traffic control operations maintained for days experiencing high congestion (> 30 min.) on SR 179		95%	90%	95%	90%	80%

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
City Hall Window and Door Replacement

Location:
City Hall

Phase: of **Project #:** PW-06
(If Applicable)

	Original	Revised (if applicable)
Start Date	August 2023	
Estimated Completion Date	June 2024	

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

Project Description:
Replacement of all windows and doors at City Hall.



Project Justification:
The Arizona State University's Industrial Assessment Center conducted sites visits at the City Hall Complex and Wastewater Treatment Plant in the summer of the 2022. Upon completion of their report, one of the recommendations was to install and upgrade all window attachments (ie. weather stripping, blinds) on glass windows at City Hall. Doing so was estimated to lead to modest annual utility savings. However, after consultation with Public Works and Facilities staff, it was determined that most of the windows at the complex are decades old with inadequate efficiency and security.

While those window attachments would improve utility consumption and reduce emissions, a full-scale replacement of all windows and doors would be worthwhile. Replacement of all applicable windows and doors at City Hall would lead to improved security, comfort, building longevity and capital, and reduce energy consumption.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Not started

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$505,000
Requested Total Project Budget	\$505,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$505,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Construction - Contracted			\$500,000			\$500,000
New Appropriation	Arts Transfer			\$5,000			\$5,000
Totals		\$0	\$0	\$505,000	\$0	\$0	\$505,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Capital Reserves			\$505,000			\$505,000
Totals		\$0	\$0	\$505,000	\$0	\$505,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Long-term operating impacts should improve building security, reduce maintenance costs, improve employee comfort, and improve building efficiencies. Estimation of the financial impact will be determined during the planning of the project.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Cultural Park Improvements

Location:
45 Cultural Park Place

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2024	
Estimated Completion Date	June 2026	

Ranking:

Environmental Sustainability Project?

Project Description:
The FY 2026 costs account for the housing portion of development expected at this time. Other development components will be determined through the Community Focus Area (CFA) process and added to this budget once determined.



Project Justification:
The Cultural Park Property will need to have improvements designed and built to account for the recommendations determined in the CFA.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Project Balance		
Original Approved Project Budget		\$0
Approved Budget Increases/Decreases		\$0
Current Approved Total Project Budget		\$0
Requested Budget Increase/Decrease		\$0
Requested Total Project Budget		\$0
Estimated Expenditures through June 30, 2023		\$0
Budget Balance Remaining		\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Placeholder			\$2,000,000	\$3,250,000		\$5,250,000
Totals		\$0	\$0	\$2,000,000	\$3,250,000	\$0	\$5,250,000

Project Funding Estimates:

Funding Source	FY2024	FY2025	FY2026	Future Years	Project Totals
Capital Reserves		\$2,000,000	\$3,250,000		\$5,250,000
Totals	\$0	\$0	\$2,000,000	\$3,250,000	\$5,250,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Sedona in Motion Unspecified Projects

Location:
Various

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date		
Estimated Completion Date		

Ranking:

Environmental Sustainability Project?

Project Description:
This project is used for an offset to Public Works managed projects for an assumed carryover since historically there has been some carryover of CIP budget capacity to the following year. The projects delayed or deferred may be in any category, not just Sedona in Motion.



Project Justification:
N/A

For Continuing Projects

Estimated Project Status as of June 30, 2023:
N/A

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Contingency		-\$2,000,000	-\$10,000,000	\$7,000,000	\$5,000,000	\$0
Totals			\$0	-\$2,000,000	-\$10,000,000	\$7,000,000	\$5,000,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Unidentified		-\$2,000,000	-\$10,000,000	\$7,000,000	\$5,000,000	\$0
Totals		\$0	-\$2,000,000	-\$10,000,000	\$7,000,000	\$5,000,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
N/A

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Uptown Northbound Improvements

Location:
Uptown (SR 89A)

Phase: of **Project #:** SIM-01b
(If Applicable)

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:

This project data collection, modeling, and analysis to identified improvements that will help alleviate northbound congestion. The study outputs are installing a right-turn lane at Amara Lane and geometric improvements between L'Auberge to the Jordan Road roundabout.

Best Western has suggested to commit to a pedestrian bridge construction with an uncertain timeframe, as per CIP Budget Meeting 2/16/23.

Project Justification:

While the southbound delay has been drastically reduced with the completion of SIM-01a, northbound congestion appears to have worsened. This project will implement strategies to help alleviate northbound congestion through Uptown that often spills back to the "Y" roundabout and creates congestion for northbound SR 179, and northbound SR 89A coming down Cook's Hill.

	Original	Revised (if applicable)
Start Date	March 2021	March 2021
Estimated Completion Date	June 2022	June 2025

Uptown Sedona Roadway Improvements

PROJECT DESCRIPTION:

- Construct a raised median with decorative fence to direct pedestrians to controlled crossings.
- Construct an additional southbound travel lane on SR 89A through Uptown.
- Construct a turnaround or roundabout at the north end (e.g. at Art Barn).
- Construct a roundabout at the south end (Jordan Road) of Uptown on SR 89A.
- Create one-way access from 89A to free parking via Schnebly Road (NOT Schnebly Hill Road, see #5 on map above).

BENEFITS:

- With no traffic, it takes 7 minutes to travel from the Trout Farm to the Y. In severe congestion it takes 42 minutes. This level of severe congestion occurred on 7 days between February 1 and June 4, 2017. With this strategy, a severely congested trip would be reduced from 42 minutes, to 15 minutes.
- Raised median reduces turning movement conflicts and uncontrolled pedestrian crossings.
- Roundabouts facilitate U-turns and serve to keep vehicles consistently moving at safe speeds.

COSTS:

- Total estimated cost is \$3.6M.

TRADEOFFS:

- Lengthy disruption from construction.
- Possible loss of some landscape area, seating and sidewalk at Jordan Road to expand roadway.
- Expands two lanes of traffic to three, impacting pedestrian crossings and overall character in Uptown.
- Possible added traffic near Schnebly Road.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Study and analysis is complete. Amara Lane right-hand turn to Canyon Portal is designed. Northbound lane is 100% designed and currently under revisions.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget revised to include construction costs of recommended alternatives that resulted from the study, as well as the design revision to include shared-use path grade separation and southbound left-hand turn into L'Auberge Lane. Currently, assessing stairway to shared-use path to replace social trail to L'Auberge Resort entrance and expanding project limits to replace distressed concrete driveway into Sedona Center. Schedule revised to accommodate proposed improvements to be included within the design completion, expected bidding process, and construction timeline.

Project Balance	
Original Approved Project Budget	\$535,000
Approved Budget Increases/Decreases	\$1,201,255
Current Approved Total Project Budget	\$1,736,255
Requested Budget Increase/Decrease	\$740,118
Requested Total Project Budget	\$2,476,373
Estimated Expenditures through June 30, 2023	\$336,673
Budget Balance Remaining	\$2,139,700

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Project Evaluation	\$71,250					\$71,250
Carry Over	Design - Contracted	\$125,723					\$125,723
Carry Over	Construction - Contracted	\$139,700	\$1,399,582				\$1,539,282
New Appropriation	Construction - Contracted		\$8	\$740,110			\$740,118
Totals		\$336,673	\$1,399,590	\$740,110	\$0	\$0	\$2,476,373

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Development Impact Fees - Post 7/2014	\$55,063	\$624,610	\$330,300			\$1,009,973	
Transportation Sales Tax	\$16,188	\$774,980	\$409,810			\$1,200,978	
Debt Financing	\$265,422					\$265,422	
Totals		\$336,673	\$1,399,590	\$740,110	\$0	\$0	\$2,476,373

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		\$5,000	\$5,000	\$5,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$5,000	\$5,000	\$5,000

Explanation of Operating Impacts:

Seal coat will be provided for new asphalt after two years. Other operational impacts are due to new signage, striping, and shared-use path.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Uptown Parking Garage

 Phase: of Project #: SIM-03a
(If Applicable)

Ranking: Essential (Should-Do)

 Environmental Sustainability Project? No

Project Description:

This project is associated with Strategy 3 of the City's 2017 TMP. The project involves the Design and Development (FYs 2021 and 2022) of a new parking garage on Forest Road consistent with the Uptown Sedona Parking Facility, Needs, Siting and Design Concept Assessment report by Walter P Moore. Construction of the project is anticipated for FY 2023.

Project Justification:

The City's 2017 TMP indicates a lack of awareness for existing parking as well as a need for additional parking in the Uptown area. In 2019, the City commissioned a study to assess existing and future parking conditions in Uptown. The study examined demand, adequacy of current parking, locations for additional parking, and parking layout concepts. The study concluded that additional parking inventory along with parking management changes will be needed to accommodate future parking demand. Of the locations evaluated for additional parking, the study's authors recommended the North Forest Road site, finding the site to be the most advantageous.

Location:

Uptown - 430 & 460 Forest Road

	Original	Revised (if applicable)
Start Date	July 2022	April 2020
Estimated Completion Date	June 2024	October 2025



For Continuing Projects

Estimated Project Status as of June 30, 2023:

Design will be 60% complete.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

The construction budget reflects latest opinion of cost from the CMAR, recent bid results from other projects, and inflationary trends. Additional design and construction costs are related to the site excavation (rock) requirements, addition of a solar array system, and police substation. Schedule revised for following:

- Additional concept design
- Additional construction for electric vehicle supply equipment, photovoltaic array system, and police substation facilities.
- Additional time required for development permitting.
- Additional study for the parking garage site.

Project Balance		
Original Approved Project Budget		\$14,356,700
Approved Budget Increases/Decreases		\$4,627,410
Current Approved Total Project Budget		\$18,984,110
Requested Budget Increase/Decrease		\$5,580,346
Requested Total Project Budget		\$24,564,456
Estimated Expenditures through June 30, 2023		\$2,198,076
Budget Balance Remaining		\$22,366,380

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Study	\$90,000	\$100,000				\$190,000
Carry Over	Land Acquisition	\$898,880					\$898,880
Carry Over	Design - Contracted	\$1,059,196	\$628,190	\$395,420	\$100,000		\$2,182,806
Carry Over	Construction - Contracted	\$150,000	\$296,370	\$15,266,054			\$15,712,424
New Appropriation	Construction - Contracted			\$2,580,346	\$3,000,000		\$5,580,346
Totals		\$2,198,076	\$1,024,560	\$18,241,820	\$3,100,000	\$0	\$24,564,456

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Paid Parking Revenue	\$898,880					\$898,880	
Transportation Sales Tax	\$844,522					\$844,522	
Debt Financing	\$454,674	\$1,024,560	\$18,241,820	\$3,100,000		\$22,821,054	
Totals		\$2,198,076	\$1,024,560	\$18,241,820	\$3,100,000	\$0	\$24,564,456

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		\$68,000	\$68,000	\$68,000
Debt Service	\$621,290	\$474,870	\$947,730	\$947,730
Revenue Offset				
Total Expenditure Impacts	\$621,290	\$542,870	\$1,015,730	\$1,015,730

Explanation of Operating Impacts:

Operating costs for a parking garage vary depending on the type of structure and whether fees will be charged. Annual costs could be anywhere from \$68,000 to \$136,000. A parking in-lieu fee for the Uptown District may be implemented. This fee, in addition to the net revenues already generated by the Main Street paid parking program, could cover most if not all of the debt service and operating costs. Once the garage is operational, a parking fee study will be completed.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Uptown One Way Streets/Parking

Location:
N/A

Phase: of **Project #:** SIM-03b
(If Applicable)

Ranking: Important (Could-Do)

Environmental Sustainability Project? No

Project Description:
This project is associated with Strategy 3 of the City's 2017 TMP. The project involves the design and construction of converting Smith Road, Wilson Road, and Van Deren Road to one-way streets between Forest Road and Schnebly Road in order to improve parking supply and safety.

Project Justification:
The City's 2017 TMP indicates a lack of awareness for existing parking as well as a need for additional parking. The study indicated that demand for on-street parking is very high compared to off-street parking and that 28% of traffic congestion in Uptown can be attributed to arriving visitors searching for parking along SR 89A. The TMP recommends focus on improving awareness of existing parking through marketing, outreach, and added tools by which patrons can locate parking. Additionally, the TMP recommends increasing the supply of parking facilities centered somewhere within the Uptown area. The conversion of Van Deren, Wilson, and Smith Road between Forest Road and Schnebly Road to one-way street couplets would allow one lane to be inexpensively converted to additional on-street parking.

	Original	Revised (if applicable)
Start Date	August 2017	July 2025
Estimated Completion Date	December 2017	June 2027

Uptown Sedona Parking Improvements

PROJECT DESCRIPTION:
 1. Expand parking areas either through additional parking lots, on-street parking, or a new parking garage.
 2. Enhance signs that provide directions to city parking lots.

BENEFITS:
 • Less congestion related to searching for parking.

COSTS:
 • A new parking structure would cost between \$5M and \$15M depending on the size and design.

TRADEOFFS:
 • Parking structure could impact views.
 • Additional parking in Uptown brings more vehicles and traffic into the Uptown area.

Public Parking Legend:
 • Existing Off-Street Parking (Blue)
 • Existing On-Street Parking (Red)

Signage Options:
 1. LOT 1
 2. PAY PARKING
 3. FREE PARKING

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Concept design, and one-way capacity analysis completed.

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Estimated increase in costs due to delayed implementation of this project to allow SIM-03a to be completed prior to pursuing this project. The schedule was revised to allow SIM-03a to be completed prior to moving forward with this project.

Project Balance	
Original Approved Project Budget	\$111,100
Approved Budget Increases/Decreases	\$38,900
Current Approved Total Project Budget	\$150,000
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$150,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$150,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted				\$50,000		\$50,000
Future Estimate	Design - Contracted				\$15,000		\$15,000
Carry Over	Construction - Contracted					\$100,000	\$100,000
Future Estimate	Construction - Contracted					\$30,000	\$30,000
Totals		\$0	\$0	\$0	\$65,000	\$130,000	\$195,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax				\$65,000		\$65,000
Unidentified					\$130,000	\$130,000
Totals	\$0	\$0	\$0	\$65,000	\$130,000	\$195,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Average annual costs for maintaining signage and striping would be minimal and will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Pedestrian Crossing at Oak Creek

Location: SR 179, west bridge abutment for Oak Creek bridge adjoining Tlaquepaque

Phase: of **Project #:** SIM-04c
(If Applicable)

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:

Design and construction of a north-south pedestrian crossing at SR 179 and Oak Creek near the Tlaquepaque corridor. The pedestrian crossing will be a multi-use pathway proposed along the west embankment of Oak Creek and passing beneath the SR 179 bridge over Oak Creek to connect with existing sidewalks along SR 179 on each side.

The placeholders in FY 2025 and FY 2026 represent anticipated improvements to the existing at-grade crossing should the warrant analysis show a need for modifications.

Project Justification:

The pedestrian crossing will serve to reduce conflicts between pedestrian and vehicle traffic on SR 179 near the Tlaquepaque corridor. Additionally, the pathway will enhance opportunities to expand the multi-use pathway network and improve connectivity of multi-use pathways across Sedona.

	Original	Revised (if applicable)
Start Date	July 2018	July 2018
Estimated Completion Date	June 2023	January 2024



For Continuing Projects

Estimated Project Status as of June 30, 2023:

Design 100% complete and construction started.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

The project budget for design was increased to accommodate changes needed in the design for unforeseen existing conditions and to accommodate post construction services. Additional cost for easement/right-of-way to account for increase in valuation, and increased construction cost to reflect current bidding environment. Project was identified as a higher priority and moved forward. The project has experienced delays related to coordination with adjoining businesses and ADOT as well as construction permitting approval through ADOT.

Project Balance	
Original Approved Project Budget	\$2,261,135
Approved Budget Increases/Decreases	\$572,005
Current Approved Total Project Budget	\$2,833,140
Requested Budget Increase/Decrease	\$1,718,396
Requested Total Project Budget	\$4,551,536
Estimated Expenditures through June 30, 2023	\$1,034,516
Budget Balance Remaining	\$3,517,020

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Land Acquisition	\$67,000					\$67,000
New	Appropriation	\$31,000	\$120,000				\$151,000
Carry Over	Design - Contracted	\$492,330					\$492,330
New	Appropriation	\$41,656	\$170,000				\$211,656
Future Estimate	Design - Contracted			\$200,000			\$200,000
Carry Over	Construction - Contracted	\$400,000	\$1,871,280				\$2,271,280
New	Appropriation		\$1,355,740				\$1,355,740
Future Estimate	Construction - Contracted				\$850,000		\$850,000
Carry Over	Arts Transfer	\$2,530					\$2,530
Future Estimate	Arts Transfer				\$8,500		\$8,500
Totals		\$1,034,516	\$3,517,020	\$200,000	\$858,500	\$0	\$5,610,036

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Outside Participation	\$16,227					\$16,227	
Transportation Sales Tax	\$300,327	\$120,000	\$200,000			\$620,327	
Capital Reserves	\$255,595			\$858,500		\$1,114,095	
Debt Financing	\$462,367	\$3,397,020				\$3,859,387	
Totals		\$1,034,516	\$3,517,020	\$200,000	\$858,500	\$0	\$5,610,036

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Outside participation includes cost sharing with Tlaquepaque.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		\$6,500	\$6,500	\$6,500
Debt Service	\$87,070	\$66,550	\$132,820	\$132,820
Revenue Offset				
Total Expenditure Impacts	\$87,070	\$73,050	\$139,320	\$139,320

Explanation of Operating Impacts:

Operating impacts include utilities (irrigation and electric); routine site sweeping and refuse pickup; landscape maintenance; and general operating and maintenance of site infrastructure and features.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Portal Lane to Brewer Road Connection

Location:
Portal Lane

Phase: of **Project #:** SIM-05a
(If Applicable)

Ranking: Essential (Should-Do)

Environmental Sustainability Project? No

Project Description:

Construction of new roadway improvements to connect/extend Portal Lane from its current terminus through Tlaquepaque to an intersection with Brewer Road. Portal Lane exiting traffic would be directed to exit out to Brewer Road, unless they are traveling south on SR 179. Will partner with Tlaquepaque to reconfigure the lot which will improve circulation and encourage vehicles to exit onto Brewer Road improving traffic congestion and special event parking capacity.

Project Justification:

Transportation Master Plan, Strategy 5, Major Roadway Connections. Consistent with the Neighborhood and Regional Roadway Connections strategy, this strategy similarly intends to promote a better connected community by improving thoroughfares for through-travel between adjoining neighborhoods. Improving local street connectivity between subdivisions/neighborhoods and offering parallel and alternate routes for local trips, traffic volumes can be reduced on the arterial roadways of SR 89A and SR 179.

	Original	Revised (if applicable)
Start Date	July 2018	September 2018
Estimated Completion Date	June 2020	June 2025

PROJECT DESCRIPTION:

- Make Portal Lane one-way in to Tlaquepaque / Los Abasco area.
- Connect Tlaquepaque parking lot to Ranger Road / Brewer Road for exiting vehicles.
- Extend west end of Forest Road to connect to Southbound SR 89A.

BENEFITS:

- Brewer/Ranger connection diverts vehicles that would be making a U-turn movement at the Schnobly Hill roundabout, reducing SR 179 congestion.
- With no traffic, it takes 12 minutes to travel from Bell Rock Blvd (NCK) to the "Y". In severe congestion it takes 30 minutes. This level of severe congestion occurred on 6 days between February 1 and June 4, 2017. With this strategy, a severely congested trip would be reduced from 36 minutes, to 33 minutes.
- Brewer/Ranger connection is a relatively low cost improvement.
- Brewer/Ranger connection creates a more convenient route for northbound and westbound SR179 travelers, with minimal impact to southbound SR179 travelers.
- Forest Road connection allows Uptown residents and emergency responders to avoid congestion in Uptown and at the "Y".

COSTS:

- Total estimated cost for Brewer/Ranger connection is \$500K.
- Total estimated cost for Forest connection is \$1.3M.

TRADEOFFS:

- Forest Road connection requires property acquisition.
- Potential for increased traffic in Forest Road neighborhoods.
- Impacts to private property.
- Visual and aesthetic impacts.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Project is on HOLD. Parking lot design is complete. Design of the connection to Brewer Road is underway with the design of the Brewer/Ranger intersection (SIM-05d) roundabout. The tie-in location coordinates will need to be confirmed and shared between

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Construction budget updated to reflect an extension to Brewer Road, rather than Ranger Road, which will require a bridge over Soldier Wash. Land acquisition costs omitted as the value of the acquisition will be recognized by improvements on the private portion of the Portal Lane parking lot. FEMA Floodplain CLOMR with LOMR to be developed by other consultant. Completion extended due to additional stakeholder coordination in order to procure necessary access easement, as well as coordinate with Brewer/Ranger Road Intersection Improvements (SIM-05d).

Project Balance	
Original Approved Project Budget	\$763,600
Approved Budget Increases/Decreases	\$312,377
Current Approved Total Project Budget	\$1,075,977
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$1,075,977
Estimated Expenditures through June 30, 2023	\$59,777
Budget Balance Remaining	\$1,016,200

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$59,446		\$16,200			\$75,646
Carry Over	Construction - Contracted			\$1,000,000			\$1,000,000
Carry Over	Arts Transfer	\$331					\$331
	Totals	\$59,777	\$0	\$1,016,200	\$0	\$0	\$1,075,977

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$17,832		\$453,510			\$471,342
Transportation Sales Tax	\$8,219		\$562,690			\$570,909
Capital Reserves	\$33,470					\$33,470
Debt Financing	\$256					\$256
Totals	\$59,777	\$0	\$1,016,200	\$0	\$0	\$1,075,977

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Operating and maintenance costs related to additional infrastructure, including pavement management (i.e. crack sealing, surface treatments), pavement striping, and signage maintenance will be minimal and will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Forest Road Connection

Phase: of Project #: SIM-05b
(If Applicable)

Ranking: Imperative (Must-Do)

Environmental Sustainability Project? No

Location:

Forest Road

	Original	Revised (if applicable)
Start Date	December 2017	December 2017
Estimated Completion Date	June 2020	May 2024

Project Description:

Construction of new roadway improvements to connect/extend Forest Road from its current terminus to intersect with SR 89A. Residents and visitors would use the Forest Road connection to bypass SR 89A in Uptown and the "Y" to get from Uptown to West Sedona. At its intersection with SR 89A, vehicles would be able to turn right onto southbound SR 89A, but precluded from making a left turn from Forest Road to northbound SR 89A. Vehicles on northbound SR 89A would be able to make a left turn onto Forest Road at a directional median opening at the intersection of SR 89A and Forest Road. A cost contingency has been added to the project recognizing the difficulty of the terrain and right-of-way constraints.

Project Justification:

Transportation Master Plan, Strategy 5, Major Roadway Connections. Consistent with the Neighborhood and Regional Roadway Connections strategy, this strategy similarly intends to promote a better-connected community by improving thoroughfares for through-travel between adjoining neighborhoods. Improving local street connectivity between subdivisions/neighborhoods and offering parallel and alternate routes for local trips, traffic volumes can be reduced on the arterial roadways of SR 89A and SR 179. The new connection between Uptown and West Sedona will provide the only secondary access, beyond the Y Roundabout. This provides a safety improvement as a secondary emergency access that will be valuable when access through the Y Roundabout is restricted.



For Continuing

Estimated Project Status as of June 30, 2023:

Final design complete, and construction approximately 25% complete.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Construction budget was increased consistent with the most recent cost data from the consultant and to reflect inflationary trends. Land acquisition costs further increased due to increased property values and to reflect consideration of one full parcel acquisition by the City. Additional cost for utility relocations and costs incurred for delays associated with utility relocations. Project delayed due to design modifications, stakeholder design coordination and public outreach, additional time for acquisition of right-of-ways and easements, re-bid of construction contract, and delays associated with utility relocations.

Project Balance	
Original Approved Project Budget	\$1,321,200
Approved Budget Increases/Decreases	\$13,513,544
Current Approved Total Project Budget	\$14,834,744
Requested Budget Increase/Decrease	\$5,565,832
Requested Total Project Budget	\$20,400,576
Estimated Expenditures through June 30, 2023	\$5,776,976
Budget Balance Remaining	\$14,623,600

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Study	\$36,894					\$36,894
Carry Over	Land Acquisition	\$2,767,861	\$573,669				\$3,341,530
New Appropriation	Land Acquisition		\$276,331	\$1,700,000			\$1,976,331
Carry Over	Design - Contracted	\$496,675	\$27,883				\$524,558
New Appropriation	Design - Contracted		\$124,117				\$124,117
Carry Over	Construction - Contracted	\$2,474,434	\$8,456,216				\$10,930,650
New Appropriation	Construction - Contracted		\$2,785,384				\$2,785,384
New Appropriation	Contingency		\$680,000				\$680,000
Carry Over	Arts Transfer	\$1,112					\$1,112
Totals		\$5,776,976	\$12,923,600	\$1,700,000	\$0	\$0	\$20,400,576

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$460,076	\$1,329,640	\$758,670			\$2,548,386
Transportation Sales Tax	\$469,764	\$1,649,750	\$941,330			\$3,060,844
Capital Reserves	\$149,203					\$149,203
Debt Financing	\$4,697,933	\$9,944,210				\$14,642,143
Totals		\$5,776,976	\$12,923,600	\$1,700,000	\$0	\$20,400,576

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		\$5,000	\$5,000	\$5,000
Debt Service	\$524,090	\$400,580	\$799,450	\$799,450
Revenue Offset				
Total Expenditure Impacts	\$524,090	\$405,580	\$804,450	\$804,450

Explanation of Operating Impacts:

Increased operating and maintenance costs related to additional infrastructure, including pavement management (i.e. crack sealing, surface treatments), stormwater drainage facilities, pavement striping, and signage maintenance.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Ranger Road / Brewer Road RAB Intersection & Ranger Ext Improvements

Location:

Ranger Road / Brewer Road

 Phase: of Project #: SIM-05d
(If Applicable)

Ranking: Essential (Should-Do)

 Environmental Sustainability Project? Yes

Project Description:

This project consists of a study, design, and construction to improve the existing Ranger Road/Brewer Road intersection and extension of Ranger Road to the proposed Transit Hub location. The study has determined a roundabout is the intersection of choice.

	Original	Revised (if applicable)
Start Date	July 2021	February 2022
Estimated Completion Date	June 2023	June 2025


Project Justification:

This project meets all of SIM goals for congestion mitigation, connectivity and mobility. The improvement of SR 179 has routed additional traffic onto Ranger and Brewer Roads. Also, traffic volumes are nearing the capacity of the Y Intersection. The current intersection and roadways are not adequate for present traffic and are in need of upgrading. Future increases in traffic will create safety issues, render the intersection ineffective, and create added congestion at adjacent intersections. The intent of the improvements would be to improve the efficiency of the intersection and accommodate potential transit improvements via a Ranger Road extension.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Study is 100%. Plans will be at 60% or Stage III design. The FEMA Floodplain Conditional Letter of Map Revision (CLOMR) will be submitted to both Yavapai and Coconino Counties Floodplain administrations.

Project Balance	
Original Approved Project Budget	\$2,949,300
Approved Budget Increases/Decreases	-\$607,530
Current Approved Total Project Budget	\$2,341,770
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$2,341,770
Estimated Expenditures through June 30, 2023	\$174,720
Budget Balance Remaining	\$2,167,050

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Extended construction due to length of retaining walls with working within Soldiers Wash.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$174,720	\$117,050				\$291,770
Carry Over	Construction - Contracted		\$1,537,500	\$512,500			\$2,050,000
Totals		\$174,720	\$1,654,550	\$512,500	\$0	\$0	\$2,341,770

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Development Impact Fees - Post 7/2014	\$1,021	\$29,880	\$30,750			\$61,651	
Transportation Sales Tax	\$16,007	\$468,030	\$481,750			\$965,787	
Debt Financing	\$157,692	\$1,156,640				\$1,314,332	
Totals		\$174,720	\$1,654,550	\$512,500	\$0	\$0	\$2,341,770

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Congressional Direct Funding of \$2 Million has been applied for through the City Manager's Office.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Crack sealing, pavement markings, drainage, signs, and sewer maintenance are expected to be minimal and will be absorbed in existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Rodeo Road to Dry Creek Road - Shared-Use Path

Location:
West Sedona, Rodeo Road to Dry Creek Road

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2018	July 2018
Estimated Completion Date	June 2020	June 2026

Ranking:

Environmental Sustainability Project?

Project Description:
Construction of roadway improvements, restripe existing lanes for walking and bicycling facilities.

Difficult to determine if and when.



Project Justification:
The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-once culture where visitors are encouraged to leave their vehicles at their place of lodging. To have a measurable impact on traffic congestion, a shared-use trail system will be constructed.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Design is on hold. A portion of this path is expected to be completed by future development.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Delayed due to other higher priority needs.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Land Acquisition				\$75,000		\$75,000
Future Estimate	Design - Contracted				\$50,000		\$50,000
Future Estimate	Construction - Contracted				\$200,000		\$200,000
Totals		\$0	\$0	\$0	\$325,000	\$0	\$325,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Development Impact Fees - Pre 8/2014				\$250,000		\$250,000
Transportation Sales Tax				\$75,000		\$75,000
Totals	\$0	\$0	\$0	\$325,000	\$0	\$325,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Navoti Dr to Dry Creek Rd Shared-Use Path

Location:

White Bear Road (Sedona Public Library) to Navoti Drive

 Phase: of Project #:

(If Applicable)

 Ranking:

 Environmental Sustainability Project?
Project Description:

This project would provide a shared-use pathway connection from Navoti Drive to White Bear Road and Dry Creek Road. Phase 2 will provide the connection from Phase 1 to SR 89A.

Break out of Phase 1 includes portion of shared-use path from Dry Creek Road to back side of the Library in FY 2022. Remaining portion of the trail in Phase 2 is dependent upon easements.

Project Justification:

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-once culture where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

	Original	Revised (if applicable)
Start Date	February 2019	June 2019
Estimated Completion Date	June 2019	June 2025



For Continuing Projects

Estimated Project Status as of June 30, 2023:

Phase 1 will be completed.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Original budget was based on a preliminary planning estimate. The budget estimate was updated after development of an updated cost estimate reflecting current bidding environment. Delay in project due to public outreach efforts and coordination, as well as coordination with State Land Department and Arizona Public Service (APS) on acquiring easement.

Project Balance	
Original Approved Project Budget	\$156,550
Approved Budget Increases/Decreases	\$717,389
Current Approved Total Project Budget	\$873,939
Requested Budget Increase/Decrease	\$751,671
Requested Total Project Budget	\$1,625,610
Estimated Expenditures through June 30, 2023	\$875,610
Budget Balance Remaining	\$750,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$57,065	\$16,380				\$73,445
New	Appropriation		\$33,620				\$33,620
Carry Over	Construction - Contracted	\$800,000					\$800,000
New	Appropriation		\$18,051	\$700,000			\$718,051
Carry Over	Arts Transfer	\$494					\$494
Totals		\$875,610	\$50,000	\$700,000	\$0	\$0	\$1,625,610

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Transportation Sales Tax	\$18,961	\$50,000	\$700,000			\$768,961	
Capital Reserves	\$49,939					\$49,939	
Debt Financing	\$806,710					\$806,710	
Totals		\$875,610	\$50,000	\$700,000	\$0	\$0	\$1,625,610

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Grant funding will be pursued.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Dry Creek Road Pathway, 89A to Two Fences

Location:
Dry Creek Road

Phase: 2 of 3 **Project #:** SIM-11m
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2021	May 2022
Estimated Completion Date	June 2023	June 2025

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:

This project would include installing a shared-use path along Dry Creek Road to extend the portion of the path that connects Two Fences Trail Head to Forest Service (FS)-152 Road (Vultee Arch) completed in FY 2022. This will extend the alignment to SR 89A. Phase 3 to be incorporated into FY 2025.



Project Justification:

This is a part of the ST&PS system and recommended in the updated Trails and Pathways Master Plan. Completing this segment would provide a safe multimodal facility for the full length of Dry Creek Road. This is an area that experiences high volumes of bicycle use.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Design and construction completed on northern portion of alignment.

Project Balance	
Original Approved Project Budget	\$1,400,000
Approved Budget Increases/Decreases	\$509,770
Current Approved Total Project Budget	\$1,909,770
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$1,909,770
Estimated Expenditures through June 30, 2023	\$239,770
Budget Balance Remaining	\$1,670,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget increased to reflect current higher bidding environment. Completion date delayed due to extending the project to SR 89A.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$164,770	\$80,000				\$244,770
Carry Over	Construction - Contracted		\$470,000	\$1,070,000			\$1,540,000
Carry Over	Construction - In-House	\$75,000	\$50,000				\$125,000
Totals		\$239,770	\$600,000	\$1,070,000	\$0	\$0	\$1,909,770

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax		\$600,000	\$1,070,000			\$1,670,000
Debt Financing	\$239,770					\$239,770
Totals	\$239,770	\$600,000	\$1,070,000	\$0	\$0	\$1,909,770

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Once constructed the facility will require ongoing maintenance. This includes surface material, striping, and signing, which will be minimal and will be absorbed within the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Harmony Shared-Use Path and Drainage Improvements

Location:
Harmony/Andante Neighborhood

Phase: of **Project #:** SIM-11n
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2022	July 2022
Estimated Completion Date	December 2024	June 2025

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:
This project would provide a shared-use pathway connection from Thunder Mountain Road to SR 89A. This will also provide a multimodal connection to businesses for the residents of this neighborhood.



Project Justification:
The residents of this neighborhood have requested sidewalks and paths for safe pedestrian travel. The Council discussed this project at the retreat as an important project to continue to move ahead as a priority.

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-once cultures where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Evaluation of feasibility of shared use path on Andante Drive should be complete.

Project Balance	
Original Approved Project Budget	\$1,369,000
Approved Budget Increases/Decreases	-\$34,000
Current Approved Total Project Budget	\$1,335,000
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$1,335,000
Estimated Expenditures through June 30, 2023	\$50,000
Budget Balance Remaining	\$1,285,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Extensive bilingual public outreach has slowed progress.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Land Acquisition		\$10,000				\$10,000
Carry Over	Design - Contracted	\$50,000	\$75,000				\$125,000
Carry Over	Construction - Contracted			\$1,200,000			\$1,200,000
	Totals	\$50,000	\$85,000	\$1,200,000	\$0	\$0	\$1,335,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax		\$85,000	\$1,200,000			\$1,285,000
Debt Financing	\$50,000					\$50,000
Totals	\$50,000	\$85,000	\$1,200,000	\$0	\$0	\$1,335,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
RAISE grant submittal completed in March 2023. If awarded, will be notified June 2023.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
SR179 Signing & Striping

Location:
State Route 179

Phase: of **Project #:** SIM-110
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	
Estimated Completion Date	June 2024	

Ranking: Essential (Should-Do)

Environmental Sustainability Project? No

Project Description:

This project aims to improve safety for bicyclists, especially near roundabouts, by highlighting bicycle on and off ramps to riders utilizing the bike lanes on the SR179 pavement. These ramps exist for the purpose of giving a choice to bicyclists to exit the roadway and maneuver through sidewalks and crosswalks rather than using the circular roadway of the roundabout. The yellow centerline to be striped on the existing shared-use-path is a redundant signal to bicyclists that they are in fact permitted to ride on the shared-use-path. The addition of wayfinding signage along the shared-use-path, which will only be legible to pedestrians and bicyclists, hopes to clarify directions to popular destinations to reduce confusion and trespassing.



Project Justification:

There has been a collision between a bicyclist and a vehicle near the Chapel roundabout resulting in serious injuries. This collision may have been avoided either if the driver was aware that the bicyclist was planning to use the circular roadway of the roundabout or if the bicyclist had used a ramp to exit the roadway. Signage and markings are a way to educate road users of these options.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Anticipating having the approved ADOT encroachment permit.

Project Balance		
Original Approved Project Budget		\$0
Approved Budget Increases/Decreases		\$0
Current Approved Total Project Budget		\$0
Requested Budget Increase/Decrease	\$100,000	
Requested Total Project Budget		\$100,000
Estimated Expenditures through June 30, 2023		\$0
Budget Balance Remaining		\$100,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Construction - Contracted		\$100,000				\$100,000
Totals		\$0	\$100,000	\$0	\$0	\$0	\$100,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax		\$100,000				\$100,000
Totals	\$0	\$100,000	\$0	\$0	\$0	\$100,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Approximately \$1000 per year for janitorial and maintenance labor for trash and dog waste collection. Periodic maintenance if damages occur. These costs will be covered in existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Brewer Rd Shared Use Path

Location:
Brewer Rd - from Ranger Station to Forest

Phase: of **Project #:** SIM-11p
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	
Estimated Completion Date	June 2025	

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

Project Description:

This project will provide a shared-use pathway along Brewer Road from Ranger Station Park to the USFS just south of Juniper Lane. Approximately 1,700 linear feet.



Project Justification:

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-once culture where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$870,000
Requested Total Project Budget	\$870,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$870,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Land Acquisition		\$10,000				\$10,000
New Appropriation	Design - Contracted		\$60,000				\$60,000
New Appropriation	Construction - Contracted		\$300,000	\$500,000			\$800,000
Totals		\$0	\$370,000	\$500,000	\$0	\$0	\$870,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax		\$370,000	\$500,000			\$870,000
Totals		\$0	\$370,000	\$500,000	\$0	\$870,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Shelby II Shared Use Path

Location: Shelby Rd from Roadrunner to 89a

Phase: of **Project #:** SIM-11q
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	
Estimated Completion Date	June 2025	

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:

The name Shelby II was generated as part of the Congressional Grant requirements in eligible funding. This project would provide a shared-use pathway connection from the termination of the path on Shelby Drive near Finley Drive to SR 89A. This project has some funding set aside by Northern Arizona Council of Governments (NACOG). Approximately length is 3,300 linear feet.



Project Justification:

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-once culture where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$1,125,000
Requested Total Project Budget	\$1,125,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$1,125,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Design - Contracted		\$75,000				\$75,000
New Appropriation	Construction - Contracted		\$350,000	\$700,000			\$1,050,000
Totals		\$0	\$425,000	\$700,000	\$0	\$0	\$1,125,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Grant		\$425,000	\$75,000			\$500,000
Transportation Sales Tax			\$625,000			\$625,000
Totals		\$0	\$425,000	\$700,000	\$0	\$1,125,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Congressionally Directed Funding passed through as NACOG Grant. Received grant in FY 2023 and must use by September 30, 2025.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Rodeo Shared Use Path

Location:
Rodeo Road

Phase: of **Project #:**
(If Applicable)

Ranking:

Environmental Sustainability Project?

Project Description:

The shared-use pathway would provide an additional connection between 89a and Thunder Mountain/Sanborn and allow for residents in the area to walk or bike a loop. Length is approximately 3,100 linear feet. This project would possibly widen the existing sidewalk.

Project Justification:

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-once culture where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

	Original	Revised (if applicable)
Start Date	August 2025	
Estimated Completion Date	June 2027	



For Continuing Projects

Estimated Project Status as of June 30, 2023:

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Design - Contracted				\$50,000		\$50,000
Future Estimate	Construction - Contracted					\$200,000	\$200,000
Totals		\$0	\$0	\$0	\$50,000	\$200,000	\$250,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax				\$50,000		\$50,000
Unidentified					\$200,000	\$200,000
Totals		\$0	\$0	\$0	\$50,000	\$250,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Little Horse Shared Use Path

Location:
Along SR 179 from Little Horse Trailhead Parking Lot

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	February 2023	
Estimated Completion Date	June 2025	

Ranking:

Environmental Sustainability Project?

Project Description:

There is a social trail along SR 179 that connects pedestrians and cyclists to the shared-use path that terminates at the City limits. Staff is coordinating with the USFS to improve this trail to a shared-use pathway. Length is approximately 800 linear feet.



Project Justification:

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-once culture where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Design - In-House			\$25,000			\$25,000
Future Estimate	Construction - In-House			\$75,000			\$75,000
	Totals	\$0	\$0	\$100,000	\$0	\$0	\$100,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax			\$100,000			\$100,000
Totals	\$0	\$0	\$100,000	\$0	\$0	\$100,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Coffee Pot Shared Use Path

Location:
Coffee Pot Road

Phase: of **Project #:** SIM-11t
(If Applicable)

	Original	Revised (if applicable)
Start Date	March 2025	
Estimated Completion Date	June 2026	

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

Project Description:

This shared-use pathway will provide safer route for residents in this area to access grocery stores and public transit along the SR 89A corridor. This route will also provide an additional route and or loop for resident walkers and cyclists. Approximately 3,100 linear feet in length.



Project Justification:

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-ounce culture where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Construction - Contracted			\$100,000	\$500,000		\$600,000
Future Estimate	Arts Transfer				\$5,000		\$5,000
Totals		\$0	\$0	\$100,000	\$505,000	\$0	\$605,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Transportation Sales Tax			\$100,000			\$100,000	
Capital Reserves				\$505,000		\$505,000	
Totals		\$0	\$0	\$100,000	\$505,000	\$0	\$605,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Navoti Dr to Upper Red Rock Loop Rd Shared-Use Path

Location: Navoti Drive between Upper Red Rock Loop Road and Calle del Sol

Phase: of **Project #:** SIM-11v
(If Applicable)

	Original	Revised (if applicable)
Start Date	August 2024	
Estimated Completion Date	June 2027	

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:

The shared-use pathway project would connect the West SR 89A Park & Ride to Dry Creek Road pathway. This is just short of a mile of new pathway. This parallel route will give users a great experience off of SR 89A.



Project Justification:

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-once culture where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Design - Contracted			\$120,000			\$120,000
Future Estimate	Construction - Contracted				\$500,000	\$500,000	\$1,000,000
Future Estimate	Arts Transfer				\$5,000		\$5,000
	Totals	\$0	\$0	\$120,000	\$505,000	\$500,000	\$1,125,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax			\$120,000			\$120,000
Capital Reserves				\$505,000		\$505,000
Unidentified					\$500,000	\$500,000
Totals	\$0	\$0	\$120,000	\$505,000	\$500,000	\$1,125,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Tranquil-Madole Shared Use Path

Location: Tranquil Ave to Madole Road

Phase: of **Project #:** SIM-11w
(If Applicable)

	Original	Revised (if applicable)
Start Date	January 2026	
Estimated Completion Date	June 2028	

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

Project Description:

This project will help fill in a parallel route, east-west across town off of SR 89A alignment. Length is approximately 2,200 linear feet.



Project Justification:

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-ounce culture where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Design - Contracted				\$120,000		\$120,000
Future Estimate	Construction - Contracted					\$500,000	\$500,000
Future Estimate	Arts Transfer				\$1,200		\$1,200
	Totals	\$0	\$0	\$0	\$121,200	\$500,000	\$621,200

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Capital Reserves				\$121,200		\$121,200
Unidentified					\$500,000	\$500,000
Totals	\$0	\$0	\$0	\$121,200	\$500,000	\$621,200

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Zane Grey Shared Use Path

Location:
Zane Grey Drive

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	December 2025	
Estimated Completion Date	December 2028	

Ranking:

Environmental Sustainability Project? Yes

Project Description:

This project would connect a parallel pedestrian and cyclist east-west route to Posse Grounds Park. This route is currently a significant social trail per data from Strava and discussions with residents. The shared-use pathway would be approximately 1,750 linear feet.



Project Justification:

The Transportation Master Plan, Strategy 11, Walking and Bicycling Facilities, indicates that these improvements collectively encourage use of alternative modes of travel in Sedona, and support a park-once culture where visitors and residents are encouraged to leave their vehicles at their place of lodging/residence. To have a measurable impact on traffic congestion, shared-use path connections will be required.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Design - Contracted				\$60,000		\$60,000
Future Estimate	Construction - Contracted					\$500,000	\$500,000
Totals		\$0	\$0	\$0	\$60,000	\$500,000	\$560,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax				\$60,000		\$60,000
Unidentified					\$500,000	\$500,000
Totals		\$0	\$0	\$0	\$60,000	\$560,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Additional personnel time related to managing additional facilities/infrastructure will be covered within existing capacity. Additional recurring maintenance costs are related to materials and supplies for pavement maintenance (seal coating, etc.) of paths, pavement patching, curb replacement, signage and striping, etc. and expected to be minimal so will be covered by the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Traffic Video Cameras

Location:
Citywide

Phase: of **Project #:** SIM-12b
(If Applicable)

	Original	Revised (if applicable)
Start Date	October 2018	October 2018
Estimated Completion Date	June 2021	June 2025

Ranking: Important (Could-Do)

Environmental Sustainability Project? No

Project Description:
Current Proposed Location by priority:
1) 80 Tip Top Lane (Sky Line);
2) SR 179 and Schnebly Hill Road to Tlaquepaque;
3) SR 89A and Forest Road intersection;
4) SR 89A and Red Rock Loop Road at new West Intercept Park and Ride Lot
5) SR 89A Cook's Hill or east of Mariposa Latin Inspired Grill



These cameras will provide real-time still pictures for the general public through the City's website. Remote control of imaging and video monitoring will be available to City staff only. This will allow residents to evaluate current road and traffic conditions to plan their trips around congestion, while allowing staff to monitor and analyze traffic at locations of concern.

Project Justification:
The cameras will provide the user with real-time road and traffic conditions at key locations, similar to ADOT AZ511 cameras where the user can get a "live" still shot every 5 -10 minutes.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
One video camera at 80 Tip Top Lane (Sky Line) will be under construction with permission and assistance from Arizona Water Company.

Project Balance		
Original Approved Project Budget		\$47,470
Approved Budget Increases/Decreases		\$1,022
Current Approved Total Project Budget		\$48,492
Requested Budget Increase/Decrease		\$100,000
Requested Total Project Budget		\$148,492
Estimated Expenditures through June 30, 2023		\$48,492
Budget Balance Remaining		\$100,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
The budget was increased to allow for additional new cameras. Project completion extended to account for added cameras.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$18,518					\$18,518
Carry Over	Construction - Contracted	\$29,761					\$29,761
New Appropriation	Construction - Contracted		\$50,000	\$50,000			\$100,000
Carry Over	Arts Transfer	\$213					\$213
Totals		\$48,492	\$50,000	\$50,000	\$0	\$0	\$148,492

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Transportation Sales Tax		\$50,000	\$50,000			\$100,000
Capital Reserves	\$21,492					\$21,492
Debt Financing	\$27,000					\$27,000
Totals		\$48,492	\$50,000	\$50,000	\$0	\$148,492

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
None expected. Camera movement restrictions with blurring of private property images is to be included to respect citizens' right to privacy. The City will use existing SIM cards and renew the license every five years from existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Improvements to Back-O-Beyond Road, Low Water Crossing (Yavapai County)

Location:
Back O' Beyond Road

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2021	December 2021
Estimated Completion Date	June 2023	September 2023

Ranking:

Environmental Sustainability Project?

Project Description:
Development of plans, specifications, and cost estimate to eliminate one low water crossing along Back O' Beyond Road. Corps of Engineers' requirements will be determined, and right-of-way needs will be defined.



Project Justification:
This project will develop a design and costs to improve public road ingress and egress for the Cathedral Rock Trailhead parking area and private residential parcels. During large monsoon storms, this area is routinely isolated. From a public safety standpoint, ingress and egress is important. This project provides drainage improvements not shown in the 2005 Stormwater Master Plan.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Design will be completed. Construction will be out to bid and awarded by the end of FY 2023.

Project Balance	
Original Approved Project Budget	\$723,000
Approved Budget Increases/Decreases	\$124,750
Current Approved Total Project Budget	\$847,750
Requested Budget Increase/Decrease	\$150,316
Requested Total Project Budget	\$998,066
Estimated Expenditures through June 30, 2023	\$375,366
Budget Balance Remaining	\$622,700

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Budget updated to reflect increased cost in current bid environment. Project is delayed due to staff capacity.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$75,000					\$75,000
Carry Over	Construction - Contracted	\$300,000	\$470,000				\$770,000
New Appropriation	Construction - Contracted		\$150,000				\$150,000
Carry Over	Arts Transfer	\$366	\$2,384				\$2,750
New Appropriation	Arts Transfer		\$316				\$316
Totals		\$375,366	\$622,700	\$0	\$0	\$0	\$998,066

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Yavapai County Flood Control	\$375,000	\$350,000				\$725,000
Capital Reserves	\$366	\$272,700				\$273,066
Totals		\$375,366	\$622,700	\$0	\$0	\$998,066

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
The operating expenditures related to debris removal, erosion repair, etc. will be minimal and will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Saddlerock Area Drainage Improvements (Yavapai County)

Location: Saddlerock Area

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	
Estimated Completion Date	June 2024	

Ranking:

Environmental Sustainability Project?

Project Description:
This project funds design and construction of storm drainage improvements for the Saddlerock area per the 2005 Stormwater Master Plan.



Project Justification:
This project was identified in the 2005 Stormwater Master Plan as a high priority project. This project is identified as SC-CO1 - SC-C08 & SC-D01 - SC-D05 in the Master Plan.

For Continuing Projects

Estimated Project Status as of June 30, 2023:

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Design - Contracted			\$175,000			\$175,000
Future Estimate	Construction - Contracted				\$1,300,000		\$1,300,000
Future Estimate	Arts Transfer				\$10,000		\$10,000
Totals		\$0	\$0	\$175,000	\$1,310,000	\$0	\$1,485,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Yavapai County Flood Control			\$175,000	\$300,000		\$475,000
Capital Reserves				\$1,010,000		\$1,010,000
Totals	\$0	\$0	\$175,000	\$1,310,000	\$0	\$1,485,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Mystic Hills Lift Station Access Improvements (Coconino County)

Location: West Mallard Drive

Phase: of **Project #:** SD-08
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	July 2025
Estimated Completion Date	June 2025	June 2027

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

Project Description:
Development of plans, specifications, and cost estimate to improve the low water crossing at the west end of West Mallard Drive, for the driveway leading to the Mystic Hills wastewater lift station. Corps of Engineers' requirements will be determined, and right-of-way needs will be defined.



Project Justification:
This project will develop a design and costs to improve public road ingress and egress to the Mystic Hills wastewater lift station during the summer monsoon season. During summer monsoon storms, this area has been isolated at times, and road embankment is undermined and requires repair. This project provides drainage improvements not shown in the Stormwater Master Plan, and mainly benefits access to the wastewater lift station.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$0
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Project is delayed due to staff capacity issues.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Future Estimate	Design - Contracted				\$40,000		\$40,000
Future Estimate	Construction - Contracted					\$300,000	\$300,000
Totals		\$0	\$0	\$0	\$40,000	\$300,000	\$340,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Coconino County Flood Control				\$40,000	\$300,000	\$340,000
Totals		\$0	\$0	\$40,000	\$300,000	\$340,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
The operating expenditures related to debris removal, erosion repair, etc. will be minimal and will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Schnebly & Grove Drainage Improvements

Location:
Lazy Bear Estates

Phase: of **Project #:** SD-12
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2022	March 2023
Estimated Completion Date	December 2023	June 2025

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

Project Description:
Development of plans, specifications, and cost estimate to intercept and direct flows down Schnebly Road into existing infrastructure. This is a project created from the outreach to residents through the Stormwater Master Plan Update.



Project Justification:
Residents requested that the City review options to help alleviate drainage concerns in this area. Substantial flooding occurs in the area during monsoons. Infrastructure is well under capacity now that this area is built out.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Concept design will be started.

Project Balance	
Original Approved Project Budget	\$424,200
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$424,200
Requested Budget Increase/Decrease	\$202,000
Requested Total Project Budget	\$626,200
Estimated Expenditures through June 30, 2023	\$70,700
Budget Balance Remaining	\$555,500

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Project is delayed due to staff capacity.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Design - Contracted	\$70,000					\$70,000
Carry Over	Construction - Contracted		\$310,000	\$40,000			\$350,000
New Appropriation	Construction - Contracted			\$200,000			\$200,000
Carry Over	Arts Transfer	\$700	\$3,100	\$400			\$4,200
New Appropriation	Arts Transfer			\$2,000			\$2,000
Totals		\$70,700	\$313,100	\$242,400	\$0	\$0	\$626,200

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Capital Reserves	\$70,700	\$313,100	\$242,400			\$626,200	
Totals		\$70,700	\$313,100	\$242,400	\$0	\$0	\$626,200

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
Pursuing funds from Coconino County Flood Control District to assist on this project.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
The operating expenditures related to debris removal, erosion repair, etc. will be minimal and will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Back O' Beyond Road & Trailhead Safety Improvements

Location:
Back O' Beyond Rd

Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	
Estimated Completion Date	June 2025	

Ranking:

Environmental Sustainability Project?

Project Description:
Safety Improvements along Back O' Beyond Road and at the City's Cathedral Trailhead parking lot. Along the road shoulder, buildup is needed as well as guardrail. At the parking lot, a one-way aisle connection is needed between the two parking lots to provide a safe turnaround.



Project Justification:
These improvements are needed to improve safety.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
Project not yet started.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$2,200,000
Requested Total Project Budget	\$2,200,000
Estimated Expenditures through June 30, 2023	\$0
Budget Balance Remaining	\$2,200,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Design - Contracted		\$200,000				\$200,000
New Appropriation	Construction - Contracted			\$2,000,000			\$2,000,000
Totals		\$0	\$200,000	\$2,000,000	\$0	\$0	\$2,200,000

Project Funding Estimates:

Funding Source	FY2024	FY2025	FY2026	Future Years	Project Totals
Grant	\$160,000	\$1,600,000			\$1,760,000
Capital Reserves	\$40,000	\$400,000			\$440,000
Totals	\$0	\$200,000	\$2,000,000	\$0	\$2,200,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
An application will be submitted in July 2023 for the Safe Streets for All (SS4A) funding. The City's match for this funding is expected to be 20%.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Ongoing maintenance for pavement, signs, striping, and guardrail will be minimal and will be absorbed in the existing budget capacity.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Forest/Ranger/SR 89A Intersection Improvements

Location:

SR 89A & Brewer Road

 Phase: of Project #:
(If Applicable)

 Ranking:

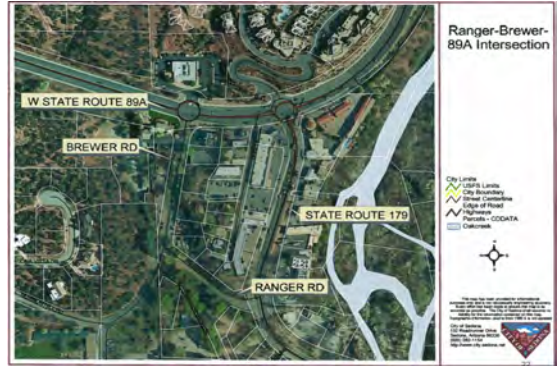
 Environmental Sustainability Project?
Project Description:

This project will include a new roundabout at a new Forest Road/Ranger Road/SR 89A intersection and a new bus lane on SR 89A for a pending transit exchange. No modifications to the Brewer Road roundabout are anticipated.

Project Justification:

The improvements are identified in the Transit Plan and are necessary to provide adequate access to the Transit Hub or Exchange. The study demonstrates that the roundabout will meter traffic flow eastbound, improving efficiency in the Brewer Road and "Y" roundabouts to reduce congestion while increasing connectivity and mobility.

	Original	Revised (if applicable)
Start Date	July 2021	July 2021
Estimated Completion Date	June 2024	June 2025



For Continuing Projects

Estimated Project Status as of June 30, 2023:

Study is complete with 30% complete on design drawings. The required Conditional Letter of Map Revision (CLOMR) from the Coconino County FEMA Floodplain Administrator could take up to nine months to complete.

Explanation for Revised Project Dates and/or Project Budget (if applicable):

The requested budget amount increased due to higher estimated costs for the study and design. Projecting out for design and construction completion. The CLOMR will be completed by SIM5D with a Letter of Map Revision (LOMR) for this project.

Project Balance	
Original Approved Project Budget	\$5,066,500
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$5,066,500
Requested Budget Increase/Decrease	\$89,718
Requested Total Project Budget	\$5,156,218
Estimated Expenditures through June 30, 2023	\$206,218
Budget Balance Remaining	\$4,950,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Study	\$69,908					\$69,908
Carry Over	Design - Contracted	\$135,000	\$360,282				\$495,282
New Appropriation	Design - Contracted		\$89,718				\$89,718
Carry Over	Construction - Contracted			\$4,500,000			\$4,500,000
Carry Over	Arts Transfer	\$1,310					\$1,310
Totals		\$206,218	\$450,000	\$4,500,000	\$0	\$0	\$5,156,218

Project Funding Estimates:

Funding Source	FY2024	FY2025	FY2026	Future Years	Project Totals	
Grant	\$71,500	\$450,000	\$4,500,000		\$5,021,500	
Capital Reserves	\$134,718				\$134,718	
Totals		\$206,218	\$450,000	\$0	\$0	\$5,156,218

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):

Currently ranked 6th overall and anticipate successful award of NACOG - Regional Priority Projects List (RPPL) Special Line-Item Grant. AZ legislators to approve by June 2023 for: \$67,000 for planning; \$454,500 for design; and \$5,100,000 for construction.

Total Operating Impacts:				
	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Once the improvements are implemented, ongoing maintenance will be required for pavement, striping, signing, and sidewalk improvements. Impact of operational costs will be identified after the scope of the project has been determined.

INFORMATION TECHNOLOGY

Mission Statement

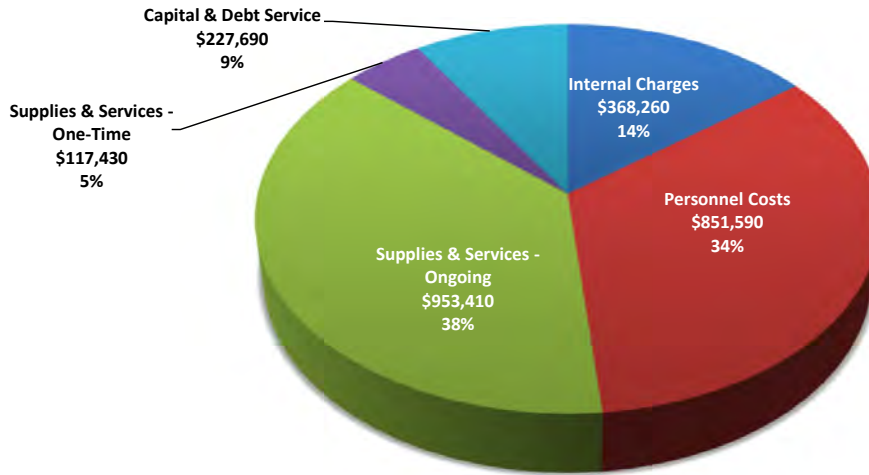
- * Provide reliable state-of-the-art technologies that empower City staff to be successful.
- * Be prepared for future organizational needs and changes.
- * Use sound judgment in identifying and recommending reasonable solutions.

Vision: Proactive

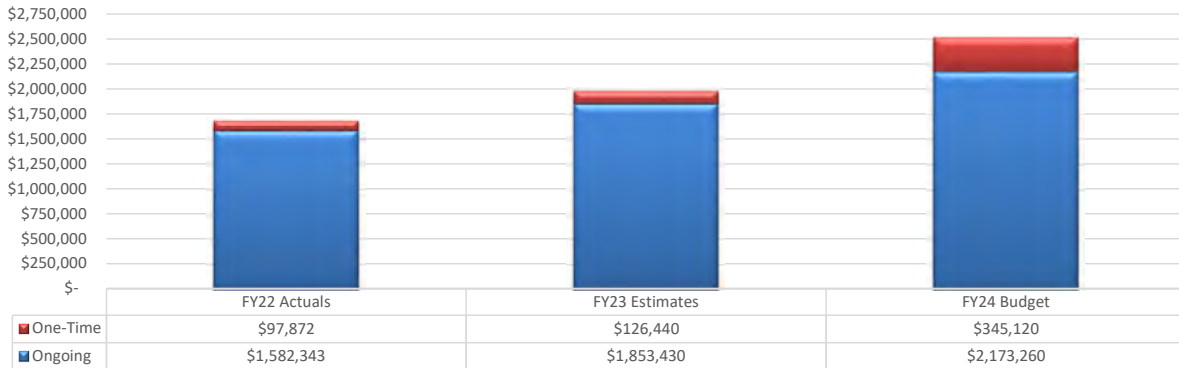
Description

The Information Technology Department manages the acquisition, maintenance, and support of the City's computer, network, and communication systems, including computer hardware and software, servers, network switches, routers and firewalls, telephone systems, voice mail and e-mail, the City's Internet and Intranet sites, and database and application maintenance and development.

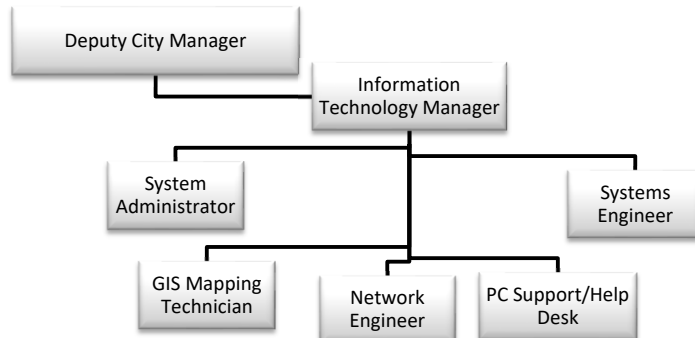
FY 2024 PROGRAM EXPENDITURES: \$2,518,380



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



INFORMATION TECHNOLOGY – Information Technology Services

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 851,590	34%	\$ 817,650	\$ 696,570	\$ 637,889
Supplies & Services	1,070,840	43%	1,051,110	844,150	801,718
Capital & Debt Service	227,690	9%	92,300	88,380	59,278
Subtotal Direct Costs	\$ 2,150,120	85%	\$ 1,961,060	\$ 1,629,100	\$ 1,498,886
Internal Charges	368,260	15%	377,280	350,770	181,329
Total Expenditures	\$ 2,518,380	100%	\$ 2,338,340	\$ 1,979,870	\$ 1,680,215
Expenditures by Fund					
Wastewater Fund Portion	\$ 116,710	5%	\$ 75,200	\$ 55,130	\$ 43,577
Other Funds Portion	\$ 2,401,670	95%	\$ 2,263,140	\$ 1,924,740	\$ 1,636,638
Funding Sources					
Allocations to Other Departments	\$ 2,401,170	95%	\$ 2,262,640	\$ 1,924,390	\$ 1,636,138
Program Revenues	\$ 117,210	5%	\$ 75,700	\$ 55,480	\$ 44,077
Employee Time Allocation (FTEs) (Budgeted)	6.00		6.00		5.00

A portion of the Information Technology Services program is allocated to the Wastewater Enterprise Fund and represents the Fund's share of the cost for direct information technology costs. The remainder is allocated to the Information Technology Internal Service Fund.

The Information Technology Services program has been aggressively increasing security to ensure our systems have the best protection in regard to cybersecurity. Our strategy uses multi-layered approach. This includes software, multi-factor authentication, hardware, and network segregation.

The number of City facilities, programs, and employees has increased considerably over the last couple of years. As a result, IT costs (both monetary and human hours) have also increased. Facilities have increased, increasing the amount of network hardware to maintain, broadband required, and support. The City has implemented new programs. This also increases hardware, but also increases system applications that need to be maintained. Turn-over has also had the effect of adding new application systems as replacement employees add functionality to existing programs.

INFORMATION TECHNOLOGY – Information Technology Services

continued

FY 2023 Accomplishments

Overall City Value - Good Governance:

- * SSO (Single Sign On) for Brainstorm Quickhelp
- * Mobile Teams Device first used on Council Retreat
- * AD (Active Directory) Manager Entry
- * Secure Secondary IDF (Intermediate Distribution Frame) in the Police Department
- * Moved the Police Departments technology and built out their remodel
- * Moved and built out Municipal Courts technology to Brewer Road
- * Moved Sustainability to Brewer Road
- * Moved Economic Development to Brewer Road
- * Moved Parks and Rec to Brewer Road
- * Moved part of Public Works to Brewer Road
- * GIS SharePoint Site
- * Second Cash Drawer at Community Developments Counter
- * Implemented Bonfire Contract Management for Finance
- * Spillman Certificate Migration (to a more secure certificate the City owns)
- * Implemented Civic Review - Business Licenses for Finance
- * Migrated Adobe Migration from Team to Enterprise Licenses
- * Converted VEEAM Backup for Microsoft Office 365 to Advanced Authentication
- * Removed Finance Counter Shared Login
- * Standardize and Implement Office/Room Numbering for all City complexes
- * Upgraded Spillman for the Police Department
- * Implemented AZ Tax Central for Finance, enabled Single Sign On
- * Completed an ACJIS Compliance Audit
- * Created a new Springbrook Report for Community Development on our intranet
- * Refreshed Wastewaters Firewall
- * Migrate from Claros to Rio for Data Collection for Wastewater
- * Update software for the Police department's NAS (Network Area Storage)
- * Pilot and Implement Informacast Fusion (panic alarms and paging) - Municipal Court
- * Design and begin implementation of Informacast (panic alarms and paging) City-wide
- * Implemented Watchwire utility tracking for Sustainability and enabled Single Sign On
- * Implement Teams for City Council Meetings as a presentation and participation option (to be run alongside Swagit)
- * Segregated the City's Wi-Fi to increase security
- * Standardized Wi-Fi networks across all City sites
- * Increased the City's remote work capability
- * Implemented more Teams meeting rooms and devices
- * Built out port density in the 100, 102, 104, 106, and 108 buildings
- * Built out port density in the Police and Finance departments
- * Auctioned IT equipment that was past end of life and no longer useful to the City
- * Implemented a new on-boarding process to enhance security and enable users to install approved applications from Microsoft's Intune
- * Piloted the Employee Status Change intranet application with departments other than Human Resources
- * Implemented Cisco Contact Center Express to meet requirements regarding call management and reporting set by the Federal Transportation Agency
- * Implement fully redundant storage system for PD video files
- * Increased WAN capabilities at Posse Grounds for additional security cameras

INFORMATION TECHNOLOGY – Information Technology Services

continued

FY 2024 Objectives

Overall City Value - Good Governance:

- * Implement Secure Email for Finance
- * Implement Cisco Emergency Responder - City wide
- * Complete implementation of Informacast -City wide
- * Implement a call handler for Community Development
- * Migrate from dialing 9 to 7 to dial out preventing accidental 911 calls
- * Windows 11 Migration
- * Implement TRACS for the Police Department
- * Implement Mutualink system for disaster/critical event multimedia communications between PD, Fire/EMS, schools, etc
- * Migrate to StateLink 2.0 system for PD communications/data exchange with AZDPS and Federal agencies
- * Migration assistance for new Enhanced911 system for PD dispatch
- * Continue system consolidation saving the City money
- * Continue to work with Public Works and Community Development on technology needs for the transit center
- * Continue to work toward consolidating the uptown parking garage, transit center, uptown cameras, and possibly the Police Department's substation into one localized WAN to be connected back to the City Complex, potentially saving tens of thousands of dollars over the next few years alone
- * Work toward city Broadband
- * Start an ERP system selection and migration
- * Tie assets to the room numbers for easier tracking and employee accountability
- * Roll out Employee Status Change intranet application to all departments
- * Implement "warm" failover site at Brewer Road location for Disaster Recover/Business Continuity Plans(?)
- * Refresh VMware host at WW
- * Cellphone signal improvement project for facilities grounds and shooting range at Wastewater

WORKLOAD INDICATORS	Benchmark	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Unique systems (unique technologies)		600	600	580	543	449
Supported network devices (total)		130	130	114	103	107
End points served		400	400	390	383	316
Number of facilities with full networking systems		13	11	12	10	4
SQL databases/total size		80/600GB	78/534GB	80/600GB	80/582GB	77/528GB
Help Desk requests per end point (ICMA Benchmark 2016-2021)	6.3 (all) / 9.1 (cities under 30,000 pop.)	12	12	11	10	14.15
Help Desk requests received		4,700	4,800	4,600	3,910	4,471
Help Desk requests percentage fielded by Engineers		34%	34%	34%	31%	20%

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
% of Help Desk requests resolved within 4 Hours (ICMA Benchmark 2016-2021)	61% (all) / 68% (cities under 30,000 pop.)	80%	80%	80%	81.4%	79.8%
IT expenditures per end point served (ICMA Benchmark 2016-2021)	\$3,077 (all) / \$2,395 (cities under 30,000 pop.)	\$4,914	\$4,626	\$4,003	\$3,794	\$3,859
IT expenditures per FTE		\$10,999	\$10,424	\$10,345	\$9,961	\$8,613



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended

Request Title	IT Communications, Cellular Boost
Department	Information Technology
Program	Information Technology Services
Funding Request Type	IT Related
Source of Funds	Wastewater Enterprise Fund
Amount Requested	\$36,230
Priority	Medium

I. Description of Request

This project benefits Wastewater, the Police, and the Information Technology departments. Wastewater would improve safety (dial 911), efficiency, and create data communications redundancy in case of a network outage, by providing cellular signal to the grounds surrounding the plant. The Police Department would also benefit by providing safety coverage at the shooting range, and enabling data communication redundancy. Information Technology also benefits by providing data communications redundancy to remote locations. This project is also expandable to cover future Transit and Public Works needs.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

There is negligible cellular coverage at Wastewater. Operators have trouble communicating via text with operators who are in town and may need photos sent to them.
 There is a safety issue. Often operators are working alone in remote areas of the plant, with no communication back in case an emergency happens.
 There is no option for a redundant network connection back to the City complex. When a bad storm comes through, Wastewater loses communication.
 Currently there is no coverage at the shooting range. Boosting signal strength increases safety, enabling law enforcement to call for help.
 Benefits include:
 * Create the ability for Information Technology to create redundant connections at the shooting range and Wastewater back to the City complex.
 * Increased safety for plant operators.
 * Increased safety for law enforcement.
 * This project is designed to be expandable for future City needs for both Transit and Public Works.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

Plant operators will continue to operate less efficiently. There are safety concerns for both operators and law enforcement.

IV. Implementation

**What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.**

The bulk of construction will be contracted out. There will be some construction we can do in-house to save costs. The contracted portion cost is \$35,230 (including tax). In-house materials costs will be about \$1,000. Project cost is estimated at \$36,230.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

* Create communications capability between operators in the field and staff that are in town, or at the plant, saving trips back and forth from the field to either place.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Not recommended
CBWG Not recommended

Request Title	IT HelpDesk Position
Department	Information Technology
Program	Information Technology Services
Funding Request Type	IT Related
Source of Funds	Info Tech Internal Service Fund
Amount Requested	\$120,710
Priority	High

I. Description of Request

Hire a new Helpdesk position (salary range SG-14 \$52,936 - \$76,315 non-exempt). This position, like the current helpdesk position, will support new hires, department reorganizations/remodels, email SPAM education, application support, system administration (phone system, adobe licenses, etc.), IT Inventory (there are over 3,000 items to track), support IT engineers with projects, support meeting rooms, support additional City facilities, and helpdesk calls.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

Since 2019 (when the existing position became fulltime) IT and the City has:

- * Added two facilities at Brewer Road, including moving the Municipal Court, Parks and Rec, Public Works, Housing, and Sustainability over.
- * Enhanced Signagua to house the temporary Transit Station.
- * Created a substation for the police department in uptown.
- * Added many new Programs that affect IT, including:
 - *Transit
 - *Brought custodial in-house
 - *In-house CCTV for Wastewater
 - *Housing
 - *Sustainability
 - *TCA
 - *Economic Development
- * Added many applications to support employee remote capabilities (over 25 additional applications/systems to support, IE: VPN into the City network remotely, soft phones, Teams, Zoom, over 20 SharePoint sites, soft phones, multi-factor authentication, etc.).
- * 108 new hires (replacing existing positions and new positions).
- * 27 new positions (we now have approximately 158 positions).

In the near future IT and the City will:

- * Implement a new ERP system
- * Implement the network infrastructure and systems as well as continued support for the permanent Transit Station and/or Maintenance Yard.
- * Implement the network infrastructure and systems as well as continued support for the parking garage (security cameras and a network connection between Brewer road and uptown).
- * Cyber-attacks and security have increased and evolved technologically, increasing the workload on IT engineers.

III. Risk Analysis

What happens if this is not done?

Show examples of best practices from other cities, if applicable.

Discuss other alternatives, if applicable, and why the proposed solution is recommended.

IT engineers have had to step in and provide considerable help with helpdesk calls that a lower salaried position can handle. This takes time away from the engineers to work on critical systems and impacts City projects (IE new facilities).

Without additional help, projects will take longer to implement, and both support and helpdesk response times will grow longer, effecting all employees and their performance.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?

How will you market/communicate the project/issue to the public?

What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

The goal is to hire someone with helpdesk certifications and/or equivalent experience at a minimum, preferably someone with a degree in IT that could potentially be promoted into an engineering role should a position open, or the need arises for an additional engineer. This will be dependent on who is available and their qualifications as well as fit within the organization.

Max Costs (top of salary range)

Hourly rate \$36.69/hr equates to \$76,315/yr

FICA/SSN \$5,840/yr

ASRS \$9,380/yr

STD Ins \$100/yr

Workers Comp \$1,335/yr

Total Annual Cost: \$114,385

One-time cost: \$2,000 Office Furniture

IT equipment:

Surface, dock 2x USB C to display adapters, CAT6 cable, 2x monitors, Phone, Keyboard and Mouse,

Yubi key: \$2665

Software licensing:

Office 365, Intune, AD Premium, Sophos: \$332

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

The number of systems and facilities that need engineers to support, as well as the quantity of projects has increased. It is cost effective to increase helpdesk staff at a lower salary and to free the engineers at a higher salary, then it is to increase the number of engineers to perform work an additional helpdesk position can handle.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Citywide Business Software

Location:
Citywide System

Phase: of **Project #:** IT-01
(If Applicable)

	Original	Revised (if applicable)
Start Date	April 2019	April 2019
Estimated Completion Date	June 2021	June 2025

Ranking: Imperative (Must-Do)

Environmental Sustainability Project? No

Project Description:
Replace existing ERP (Enterprise Resource Planning) Springbrook software.

Project Justification:
The City purchased Springbrook in 2012 which is primarily financial based; however, it also includes other modules such as permits and code enforcement. While considered an integrated system, the City has struggled with many of its components. The report generation is limited and often takes several steps to print a simple report. The data gathering function necessary for performance measures is also weak and in some cases, not able to provide desired data. Additionally, this program does not consistently and accurately communicate with other users and modules creating confusion and duplication of efforts.

In addition, customer service has been poor. Many requests for service have taken weeks and sometimes months to resolve. With all the turnover that has been experienced since Springbrook was implemented, requests were made for additional training which was originally approved by Council in the FY 2017 budget process and did not occur until Nov/Dec 2018 due to lack of returned communications from Springbrook personnel. While there were a few useful items learned in the trainings, staff agreed that the software is deficient for the City's needs.

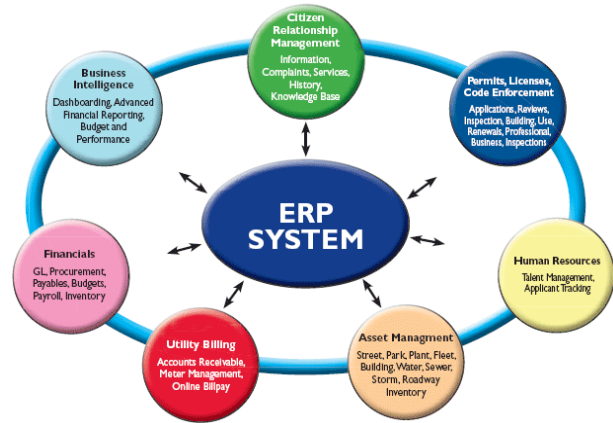
Recently, Springbrook has notified staff that it will no longer support the current version and an upgrade to the newer version would be a significant undertaking. This is the primary reason for elevating the Priority from Essential to Imperative.

It would be beneficial for the City to have an ERP system that would consolidate existing systems for ease of management and shared resources. Systems like Sedona Citizens Connect (a.k.a. Report It), if tied into an ERP system, could potentially be transferred to the right department for processing. The sharing of resources could reduce staff time by keeping employees from entering data multiple times. The overhead of keeping multiple systems increases staff time and resources. Costs could be reduced with consolidation.

This request is to budget for funds to replace this outdated system with a more comprehensive program that utilizes current technologies, better addresses the varied organizational needs, enhances the City's overall efficiencies and provides for better customer service. General components of a replacement system would include: operates in real time, common data base that supports all applications, parcel based, online capabilities, permit and licenses, code enforcement, financial management, utility billing and collections, plan review, etc. Departments that would benefit from an integrated system include Financial Services, Public Works, Community Development, City Clerk, and Parks and Recreation.

A software selection committee consisting of employees across multiple departments would be responsible for viewing product demos and selection of a vendor for recommendation to Council. The budget request is a placeholder based on rough estimates which will be refined once the demos and RFP process begins.

Enterprise Resource Planning (ERP) System



For Continuing Projects

Estimated Project Status as of June 30, 2023:
Beginning RFP process for selecting a consultant to assist with the ERP system selection, implementation, and project management.

Project Balance		
Original Approved Project Budget		\$1,000,000
Approved Budget Increases/Decreases		\$0
Current Approved Total Project Budget		\$1,000,000
Requested Budget Increase/Decrease		\$1,300,000
Requested Total Project Budget		\$2,300,000
Estimated Expenditures through June 30, 2023		\$0
Budget Balance Remaining		\$2,300,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
The placeholder amounts have not been updated since FY 2019. More current estimates have been provided. Due to workloads with other significant projects in process, the timeline for this project has been delayed.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
New Appropriation	Project Management - Contracted		\$100,000	\$100,000	\$100,000		\$300,000
Carry Over	Technology		\$500,000	\$500,000			\$1,000,000
New Appropriation	Technology			\$500,000	\$500,000		\$1,000,000
Totals		\$0	\$600,000	\$1,100,000	\$600,000	\$0	\$2,300,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals	
Capital Reserves		\$600,000	\$1,100,000	\$600,000		\$2,300,000	
Totals		\$0	\$600,000	\$1,100,000	\$600,000	\$0	\$2,300,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
None anticipated.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Operational impacts would typically include an ongoing software maintenance agreement which would be offset by the elimination of the Springbrook maintenance agreement and the ADP contract. Until a replacement system is identified, the net impact of those costs is currently unknown.

CITY MANAGER'S OFFICE

Mission Statement

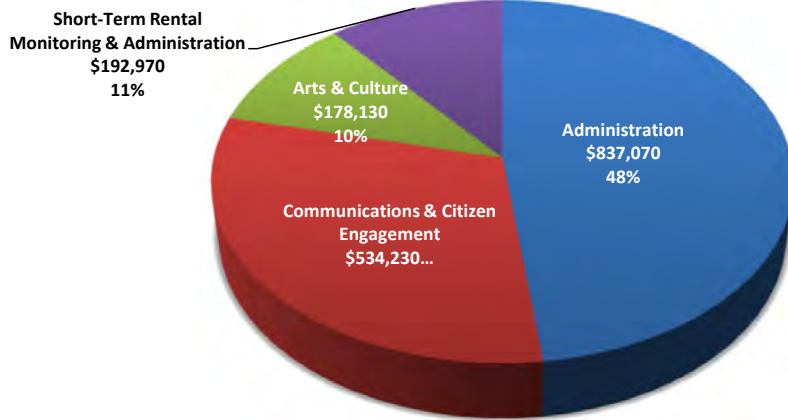
To assist departments and City Council in meeting performance goals by fostering an organizational environment that encourages a commitment to teamwork and delivery of quality municipal services to external customers (residents) and internal customers

Description

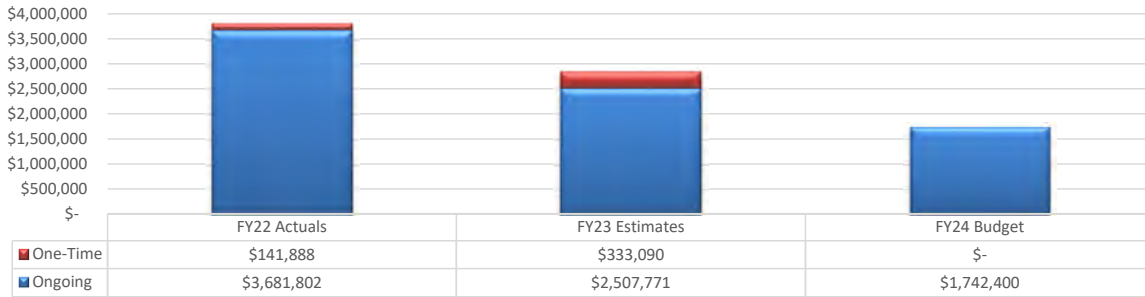
The City Manager's Office is responsible for the following program areas:

- * Administration
- * Communications and Citizen Engagement
- * Sustainability (moved to stand-alone department effective fiscal year 2023-24)
- * Arts and Culture
- * Short-Term Rental Monitoring and Administration
- * Housing (moved to stand-alone department effective fiscal year 2023-24)
- * Tourism Management and Development (moved to General Services starting fiscal year 2022-23)

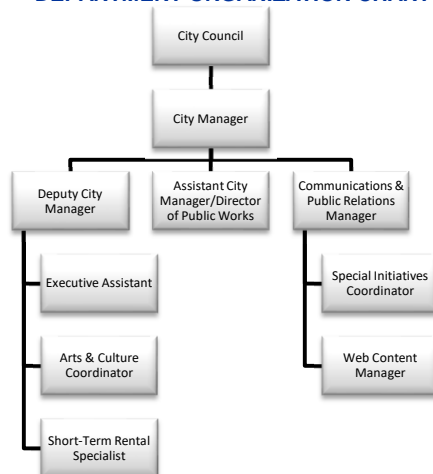
FY 2024 PROGRAM EXPENDITURES: \$1,742,400



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



CITY MANAGER'S OFFICE – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 575,600	69%	\$ 753,640	\$ 624,680	\$ 676,208
Supplies & Services	127,100	15%	115,500	117,020	95,024
Subtotal Direct Costs	\$ 702,700	84%	\$ 869,140	\$ 741,700	\$ 771,232
Internal Charges	134,370	16%	123,100	109,800	127,180
Total Expenditures	\$ 837,070	100%	\$ 992,240	\$ 851,500	\$ 898,412
Expenditures by Fund					
General Fund Portion	\$ 837,070	100%	\$ 992,240	\$ 851,500	\$ 898,412
Funding Sources					
Allocations to Other Departments	\$ 837,070	100%	\$ 917,240	\$ 776,500	\$ 819,912
Program Revenues	\$ -	0%	\$ -	\$ -	\$ -
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ 26,250	\$ 26,250	\$ 27,475
Estimated Visitor Generated	\$ -	0%	\$ 48,750	\$ 48,750	\$ 51,025
Employee Time Allocation (FTEs) (Budgeted)	3.20		4.20		4.00

The Administration program consists of the City Manager, Deputy City Manager, Assistant City Manager, and Executive Assistant who are responsible for all day-to-day operations, the implementation of City Council policy and work plans, and directing all department head positions.

FY 2023 Accomplishments

Council Priorities:

- * Presented a balanced budget for Council approval.

Council Priorities - Complete Various Traffic Improvements:

- * Broke ground on Forest Road Extension and issued construction bid for Oak Creek Pedestrian Crossing.
- * Completed the right-hand turn lane on Amara Lane.
- * Over two miles of shared use pathways completed or currently under construction on Shelby Drive, Chapel Road, and Dry Creek Road to Navoti Drive.
- * Started the design of Dry Creek Phase II and neighborhood outreach of Andante shared pathways.
- * Approved needs assessment for Uptown parking garage.
- * Initiated design modifications for northbound SR 89A traffic at Forest Road intersection.

Council Priorities - Public Transit System:

- * Approved purchase contract for micro-transit vehicles.
- * Continued operation of the Sedona trailhead shuttles; over 200,000 boardings logged in first nine months of service.
- * Hired a Transit Grants Analyst.

Council Priorities - Affordable Housing:

- * Funded two first time homeowners through the Down Payment Assistance Program.
- * Launched the Rent Local Program.
- * Approved the Use Deed Restriction Program.
- * Acquired property at 2250 Shelby Dr. for development of workforce housing.
- * Hired a Housing Coordinator.
- * Approved City ordinance to update the Electrical Code to reduce costs for multi-family units.

Council Priorities - Environmental Stewardship/Sustainability:

- * Approved the allocation of funds to launch the second round of the Home Energy Retrofit Program.
- * Approved contract for the installation of direct-current fast-charging stations at Posse Grounds Park and electric vehicle charging stations at Sunset Park.
- * Approved the allocation of funds for City e-bike fleet procurement.
- * Partnered with Northern Arizona Solar Co-op; 57 households contracted for residential solar.
- * Launched a food compost pilot program with 50 slots for participants filled.
- * Joined Green Power Partner Program through APS to begin sourcing 100% of municipal energy from a renewable energy farm.

Council Priorities - Improve Citizen Communications/Relations:

- * Completed the 2022 State of the City Video and FY23/24 Council Priorities Video.
- * Launched video series with locals and staff on day-to-day operations and activities of interest.
- * Hired a Web Content Manager.

CITY MANAGER'S OFFICE – Administration

continued

FY 2023 Accomplishments (cont'd)

Council Priorities - Manage Impacts from Short-Term Rentals:

- * Hired a Short-Term Rental Specialist.
- * Approved a new contract for legislative advocate for 2023 session.
- * Approved update to City ordinance for the implementation of SB 1168 provisions and implemented a short-term rental permit program effective Feb 2023.
- * Continued to operate short-term rental complaint hotline and respond to issues.

Council Priorities - Economic Diversification:

- * Approved contract with broadband consultant to assist the city in identifying potential Internet service providers (ISPs) interested in investing in Sedona.
- * Committed funds to bring broadband to Sedona.
- * Hosted two Fuerza Local cohorts to assist Spanish-speaking businesses.
- * Convened a citizen work group to provide potential recommendations for improving quality and access to local healthcare.

Council Priorities - Emergency Preparedness:

- * Emergency Operations Plan updated.
- * Started a Threat and Hazard Identification Risk Assessment.
- * Initiated a city-wide evacuation modeling project.

Council Priorities - Trailhead Congestion/Impact to Neighborhoods:

- * Continued to deploy Traffic Control Assistants and Community Services Aides to assist with parking restrictions and trail closures.
- * Extended the boulders on Dry Creek Road to City limits to restrict on-street parking.
- * Continued shuttle services to Dry Creek Vista, Soldiers Pass, Cathedral Rock and Little Horse Trailheads; shuttle services added to Mescal Trailhead in the Fall.
- * Approved contract to lease one park-and-ride location and constructed two additional park-and-ride lots.
- * Actively working with counties and USFS to restrict on Street parking.

Council Priority - Community Plan Update:

- * Convened a citizen work group to oversee the update and outreach processes.
- * Kicked off Community Forum for public engagement.
- * Completed Phase Two of update that included Community-wide workshops.

Council Priority - Other Property Acquisition:

- * Approved purchase agreement for property at 125 SR 89A.
- * Approved purchase agreement for property at 2250 Shelby Drive.
- * Approved purchase agreement for the Cultural Park property.
- * Approved settlement agreements for property acquisition for the Forest Road Extension Project.

Council Priority - Accelerate Ranger Station Park Buildout:

- * Completed restoration of the outside historic barn and house at the future Ranger Station Park.
- * Began design of interior improvements and construction of the shared use pathways through the park.

Council Priority - Chamber Contract Review:

- * Continued to not allocate any money for destination marketing.
- * Explored new approaches to ongoing contractual relationship.

Council Priority - Environmental Impact Study of OHVs/USFS Motorized Trail Access:

- * Initiated an Environmental Impact Study Assessment.
- * OHV information webpage created.

Council Priority - Airport:

- * Approved contract for consulting services to evaluate the possibility of the airport becoming City operated.

Council Priority - Home Rule:

- * Home Rule election passed 64.45% Yes, and 35.55% No.

FY 2024 Objectives

Council Priorities:

- * Implement traffic improvements - Sedona in Motion.
- * Expand public transit system.
- * Construct affordable/workforce housing units.
- * Explore opportunities for environmental stewardship/sustainability to reduce municipal footprint.
- * Pursue innovative strategies for economic diversification.
- * Complete Emergency Preparedness Plan document.
- * Improve citizen communications and relations.
- * Monitor/regulate short-term rentals.
- * Mitigate trailhead congestion/impact to neighborhoods.
- * Update Community Plan.
- * Accelerate Ranger Station Park buildout.
- * Complete environmental impact study on OHVs/trail access.
- * Review assessment for airport acquisition.
- * Construct eight pickleball courts at Posse Grounds Park.
- * Initiate and implement enterprise resource planning (ERP) system.
- * Revisit Sedona Land Development Code in light of newer policy goals, i.e., housing and sustainability.

CITY MANAGER'S OFFICE – Administration

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
City Council agenda bill items reviewed	185	140	185	182	168
Established Council Priorities	19	15	19	14	14

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
% of City Council annual priority goals completed by established deadlines		80%	80%	80%	80%	80%
National Citizen Survey: Quality of all local government services (% responses favorable) (ICMA Benchmark 2016-2021)	79%	N/A	70%	55% (Lower than NCS benchmark)	N/A	59% (Similar to NCS benchmark)
National Citizen Survey: Overall customer service by Sedona employees (police, receptionists, planners, etc.) (% responses favorable)		N/A	79%	82% (Similar to NCS benchmark)	N/A	79% (Similar to NCS benchmark)
Employee Survey: The City is a good place to work (% responses favorable)		92%	92%	N/A	N/A	N/A

CITY MANAGER'S OFFICE – Communications & Citizen Engagement

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 348,770	65%	\$ 332,710	\$ 278,820	\$ 178,102
Supplies & Services	100,470	19%	124,070	54,360	23,301
Subtotal Direct Costs	\$ 449,240	84%	\$ 456,780	\$ 333,180	\$ 201,403
Internal Charges	84,990	16%	79,550	71,610	50,910
Total Expenditures	\$ 534,230	100%	\$ 536,330	\$ 404,790	\$ 252,313
Expenditures by Fund					
General Fund Portion	\$ 532,910	100%	\$ 533,210	\$ 402,030	\$ 249,590
Other Funds Portion	\$ 1,320	<1%	\$ 3,120	\$ 2,760	\$ 2,723
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 186,980	35%	\$ 187,720	\$ 141,680	\$ 88,310
Estimated Visitor Generated	\$ 347,250	65%	\$ 348,610	\$ 263,110	\$ 164,003
Employee Time Allocation (FTEs) (Budgeted)	2.90		3.00		2.00

The Communications and Citizen Engagement program is responsible for keeping Sedona citizens informed and involved. Services include the Citizen Engagement Program and public information activities such as website management, digital and printed information materials, citizen services, and media relations.

A portion of the Communications and Citizen Engagement program is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Community Plan Community Goal -- Cultivate an appreciation and respect for Sedona's distinctive community character:

- * Coordinated City Talk articles for publication; placed news releases in local media publications.
- * Increased engagement and followers on social media platforms with more targeted content and videos.
- * Created specialized website content for top initiatives including Sedona in Motion (SIM), emergency management and transit.
- * Created and executed Communications Plans on high profile projects including SIM projects like Dry Creek Road Shared Use Path Phase II.
- * Executed the National Citizen Survey and FY 2023 budget survey.
- * Communicated and produced the City's accomplishments and City Council's priorities to residents in two videos.
- * Executed first year of successful Straight Talk with Karen and monthly eNews Round Up.
- * Established scope of work for Web Content Manager, on-boarded employee, and initiated optimization project for the existing website.

FY 2024 Objectives

Community Plan Community Goal - Cultivate an appreciation and respect for Sedona's distinctive community character:

- * Continue to engage residents in high profile initiatives like SIM and the Community Plan update with public involvement opportunities like work groups, surveys, public meetings, etc.
- * Continue to offer meaningful work group opportunities for citizens.
- * Continue Straight Talk with Karen, the monthly eNews Round Up, video creation, and seek out other communications initiatives.
- * Improve functionality and usability of existing website and related platforms, with a focus on search engine optimization, navigation, and content.
- * Coordinate the 2023 Citizens Academy and Volunteer Luncheon.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Citizens participating in City work groups	75	48	76	42	30
Citizens participating in Citizens Academy	20	22	22	21	22
New citizen work groups created	8	5	8	4	4
Active work groups	11	6	11	6	5
Nixle community alert subscribers	4,300	3,800	4,100	3,652	3,456
Total Facebook followers	10,800	10,300	9,900	9,288	8,913
Sedona resident Facebook followers	1,500	1,300	1,328	1,191	1,197
Press releases issued	95	90	95	101	101
Total Instagram followers	4,100	3,500	3,800	2,990	2,550
City Talk columns published	24	24	24	21	24

CITY MANAGER'S OFFICE – Communications & Citizen Engagement

continued

Community Plan Community Goal -

Cultivate an appreciation and respect for Sedona’s distinctive community character:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
National Citizen Survey: Respondents likely to use City website or eNotify emails to learn about City issues (% responses favorable)	Not a standard NCS question	N/A	80%	N/A	N/A	78%
National Citizen Survey: Quality of public information services (% responses favorable)		N/A	69%	69% (Similar to NCS benchmark)	N/A	67% (Similar to NCS benchmark)
Digital reach and open rates of City issued e-notifications		5,250 subscribers / 40% open rate	4,470 subscribers / 34% open rate	5,000 subscribers / 40% open rate	4,705 subscribers / 40% open rate	4,470 subscribers / 34% open rate
Citizens Academy Participants Survey: Experience was valuable (% responses favorable)		75%	100%	70%	100%	100%
Work Group Participants Survey: Experience was valuable (% responses favorable)		100%	83%	100%	100%	83%

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Employee Survey: Overall, I am satisfied with internal City communication (% responses favorable)		75%	N/A	75%	N/A	N/A

CITY MANAGER'S OFFICE – Sustainability

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ -	0%	\$ 305,950	\$ 239,860	\$ 208,771
Supplies & Services	-	0%	616,900	511,901	237,728
Capital & Debt Service	-	0%	38,000	43,860	20,339
Subtotal Direct Costs	\$ -	0%	\$ 960,850	\$ 795,621	\$ 466,838
Internal Charges	-	0%	102,830	92,650	48,360
Total Expenditures	\$ -	0%	\$ 1,063,680	\$ 888,271	\$ 515,198
Expenditures by Fund					
General Fund Portion	\$ -	0%	\$ 1,060,380	\$ 885,071	\$ 510,975
Other Funds Portion	\$ -	0%	\$ 3,300	\$ 3,200	\$ 4,223
Funding Sources					
Program Revenues	\$ -	0%	\$ 9,950	\$ 9,600	\$ 9,951
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ 368,810	\$ 307,530	\$ 176,836
Estimated Visitor Generated	\$ -	0%	\$ 684,920	\$ 571,141	\$ 328,411
Employee Time Allocation (FTEs) (Budgeted)	0.00		3.00		2.00

Sustainability is a significant component of the Community Plan and a Council Priority. The Sustainability program develops and implements policies, projects, and programming to enhance municipal operations and community-wide sustainability.

The Sustainability program offers:

- * Strategic planning for Sedona's sustainability and resiliency in accordance with the Community Plan.
- * Educational classes, workshops, and opportunities for staff and community members to learn more about sustainability.
- * Planning and implementation of sustainability infrastructure such as electric vehicle charging stations and water filling stations.
- * Annual household hazardous waste and electronics collection in a cost-sharing partnership with Yavapai County.
- * Analysis of state and federal policy for implications for Sedona's climate action efforts.
- * Research and best practices to increase the sustainability of City initiatives while working internally with the City team.
- * Data collection for renewable energy generation and consumption of natural resources including paper, water, fuel, electricity, and natural gas.
- * Development of municipal and community-wide greenhouse gas inventories.
- * Coordination of regional cooperative buying opportunities for solar and other sustainable technology.
- * Regional sustainability information through the City's partnership with the Verde Valley Sustainability Alliance and Sustaining Flows Council.
- * Annual financial assistance to Oak Creek Watershed Council for stormwater outreach.

The program finalized the Sedona Climate Action Plan (CAP) which was adopted by Council in July 2021. Staff are currently working on implementing the CAP through programs such as a Green Fleet Policy, community composting, and residential energy efficiency support. The program is working with a new energy data management system and finalizing data collection for all municipal water accounts. Water, energy, fuel, and paper consumption were down in FY 2021 due to pandemic-related remote work and will most likely rise to near pre-pandemic levels during FY 2022. Council approved funding in the FY 2021 budget for the purchase of renewable energy for municipal operations through an Arizona Public Service (APS) subscription service, which has not yet been implemented by APS. Staff are optimistic that the subscription service will be available in the first quarter of FY 2023, which will allow the City to source a larger portion of its energy portfolio from renewable sources.

A portion of the Sustainability program is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department. Starting FY 2024, the Sustainability program has been moved to a separate department.

CITY MANAGER'S OFFICE – Sustainability

continued

FY 2023 Accomplishments

Council Priority - Environmental Stewardship/Sustainability:

- * Finalized Climate Action Plan to identify strategies to take meaningful action on climate change.
- * Installed fleet telematics software on municipal vehicles to identify appropriate vehicles for electrification.
- * Finalized plans for grant-funded electric vehicle chargers at Sunset Park.
- * Deployed an electric police fleet motorcycle.
- * Approved a Green Fleet Policy to transition City fleet to electric vehicles.
- * Hosted community-wide household hazardous waste and electronics recycling event.
- * Hosted Pumpkin-Drop composting event to divert Halloween waste from landfill.
- * Created the framework for a community food scraps compost drop off program at Posse Grounds Park.
- * Conducted a comparative life-cycle analysis of electric buses.
- * Received a \$15,000 grant to engage Sedona's immigrant community in climate action planning.
- * Transitioned the City to a new energy management platform.
- * Hosted Oak Creek stakeholder meetings in partnership with the Arizona Department of Environmental Quality and Oak Creek Watershed Council.
- * Represented the City at biweekly Sustainability Alliance meetings and monthly meetings for Oak Creek Watershed Council and the Verde Valley Sustainability Flows Council.
- * Participated in the development of the Arizona Statewide Transportation Electrification Plan.
- * Launched the Home Energy Retrofit Project, providing residents with funding for energy efficiency projects to reduce emissions and utility bills.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Greenhouse gas emissions produced by municipal operations (metric tons of CO2 equivalent)	N/A	2,300	2,300	2,500	N/A
Energy consumed in City operations (MWh) through APS	N/A	N/A	3,500,000	3,947,886	4,177,463
Renewable energy generated at City facilities (kilowatt hours)	N/A	3,500,000	3,500,000	1,400,000	1,324,335
Water consumed in City operations (gallons)	N/A	15,000,000	15,000,000	17,000,000	16,904,920
Fuel used by City fleet (gallons)	N/A	45,000	45,000	45,012	36,226
Paper purchased for City operations (sheets)	N/A	415,000	415,000	435,000	455,000
Electronics recycling collected (weight in pounds)	N/A	12,000	12,000	11,438	15,254
Household hazardous waste collected (weight in pounds)	N/A	12,000	12,000	12,900	10,620

Council Priority - Environmental Stewardship/Sustainability:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Sustainability Alliance rating		N/A	Silver	Silver	Silver	Bronze
Department of Energy SolSmart rating		N/A	Silver	Silver	Bronze	Bronze
% of energy purchased from renewable sources (goal of 100% renewable energy by 2025)		N/A	75%	75%	31%	31%
% reduction in water use at City facilities from 2018 baseline year (goal of 30% reduction by 2025)		N/A	N/A	N/A	N/A	N/A
% of electric vehicles in City fleet (goal of 100% electric fleet by 2030)		N/A	5%	5%	3%	1%
% of 100% recycled-content paper purchased (goal of 100% recycled-content paper by 2022)		N/A	100%	100%	100%	1%

CITY MANAGER'S OFFICE – Arts & Culture

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 106,470	60%	\$ 106,900	\$ 103,110	\$ 100,084
Supplies & Services	28,600	16%	28,600	23,800	10,181
Subtotal Direct Costs	\$ 135,070	76%	\$ 135,500	\$ 126,910	\$ 110,265
Internal Charges	43,060	24%	42,610	38,680	33,540
Total Expenditures	\$ 178,130	100%	\$ 178,110	\$ 165,590	\$ 143,805
Expenditures by Fund					
General Fund Portion	\$ 178,130	100%	\$ 178,110	\$ 165,590	\$ 143,805
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 62,350	35%	\$ 62,340	\$ 57,960	\$ 50,332
Estimated Visitor Generated	\$ 115,780	65%	\$ 115,770	\$ 107,630	\$ 93,473
Employee Time Allocation (FTEs) (Budgeted)	1.00		1.00		1.00

Being a city animated by the arts, the Arts and Culture division supports and facilitates numerous quality programs that generate creative growth for our community. This program is responsible for overseeing the following major areas: Art in Public Places, the City Hall Art Rotation Program, the Artist in the Classroom Program, the Mayor's Arts Awards, and the monthly Moment of Art presentations to City Council, as well as working with Community Development regarding Art in Private Development.

FY 2023 Accomplishments

Community Plan Community Goal - Enhance opportunities for artistic display, engagement, and learning:

- * Created and supervised the Mayor's Arts Awards Work Group to review submissions for a new award design and commission an artist to create 4 new awards. Submitted a Call for Nominations for the Mayor's Arts Awards recipients and began to plan the event.
- * Relaunched the Artist in the Classroom program, procuring 27 artists, vetting and signing up a combination of fourteen new and returning high level artists.
- * Partnered with the new Director of the Sedona Heritage Museum on cultural programming and brought "A Woman by Design: A Play About the Architect Mary Colter" to Sedona.
- * Collaborated with the new Web Content Manager to update Arts and Culture landing page and program pages on the City website.
- * Contributed an article regarding Sedona's film history published in "ArtSource America," a high-end public relations magazine for artists, which recently expanded distribution from the southwest to a national reach.

FY 2024 Objectives

Community Plan Community Goal - Enhance opportunities for artistic display, engagement, and learning:

- * Create and supervise the Mayor's Arts Awards events: procure awards, venue/date, caterer, musician, photographer, videographer to film recipients, oversee filming and emcee the event.
- * Work with Public Works and engineering staff to plan installation of the four roundabouts: Susan Kliever's "Julian + Maria," Don Kennell's "Sedona Roadrunner," James Muir's "Eternal," and Mark Feldtkeller's "Look in Up;" design informational brochures for each; schedule and emcee public unveiling with the artists and Mayor.
- * Partner with the Director of Sedona Library to develop youth arts exhibits, as well as collaborate on other creative programming through Artist in the Classroom and the City Hall Art Rotation programs.
- * Continue to partner with the Director of the Sedona Heritage Museum and collaborate on future cultural programming possibilities, as part of the Community Plan directives.
- * Exhibit and celebrate the work of Amy Ernst, Max Ernst's granddaughter, for her first show in Sedona, after showing in Cologne, Germany, Sarasota, Florida, and New York City.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Artist in the Classroom assignments per year	50	50	40	10	6
Artist in the Classroom students reached	750	750	650	250	111
City Hall Art Rotation Program artists exhibited per year	25	6	15	11	9
City Hall Art Rotation Program viewings plus attendees for Artist Receptions	200	400	125	40	25
Moment of Art for City Council artists performed	24	24	24	13	0

CITY MANAGER'S OFFICE – Arts & Culture

continued

**Community Plan Community Goal -
Enhance opportunities for artistic display, engagement, and learning:**

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
City Hall Artist Reception Survey: Experience was valuable (% responses favorable)		100%	100%	100%	100%	100%
National Citizen Survey: Opportunities to attend cultural/arts/music activities (% responses favorable)		N/A	69% (Similar to NCS benchmark)	64% (Similar to NCS benchmark)	N/A	62% (Similar to NCS benchmark)
Artist Survey: Artist in the Classroom experience was valuable (% responses favorable)		100%	N/A	95%	90%	N/A

CITY MANAGER'S OFFICE - Short-Term Rental Monitoring & Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 87,590	45%	\$ 87,710	\$ 92,740	\$ -
Supplies & Services	7,150	4%	49,810	66,840	-
Subtotal Direct Costs	\$ 94,740	49%	\$ 137,520	\$ 159,580	\$ -
Internal Charges	98,230	51%	62,530	71,660	-
Total Expenditures	\$ 192,970	100%	\$ 200,050	\$ 231,240	\$ -
Expenditures by Fund					
General Fund Portion	\$ 192,970	100%	\$ 160,050	\$ 166,600	\$ -
Other Funds Portion	\$ -	0%	\$ 40,000	\$ 64,640	\$ -
Funding Sources					
Program Revenues	\$ 236,400	123%	\$ -	\$ 226,400	\$ -
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ 70,020	\$ 1,690	\$ -
Estimated Visitor Generated	\$ -	0%	\$ 130,030	\$ 3,150	\$ -
Employee Time Allocation (FTEs) (Budgeted)	1.00		1.00		0.00

The Short-Term Rental Monitoring and Administration program was initiated in FY 2023 with the creation of a Short-Term Rental Specialist position. Costs previously incurred for short-term rental monitoring were recorded in the Administration program of the Community Development Department.

A portion of the Short-Term Rental Monitoring and Administration program is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Council Priority - Monitor Short-Term Rentals:

- * Adoption of amendments to short-term rental regulation ordinance that allowed implementation of SB 1168.
- * Developed short-term rental annual permitting program.
- * Launched permitting software and integration of fee payment portal.
- * Permitted majority of Sedona short-term rentals during the first two months of program launch.
- * Represented short-term rental program to community, targeting property managers and realtors for education opportunities.

FY 2024 Objectives

Council Priority - Monitor Short-Term Rentals:

- * Utilize GovOS tools to enhance monitoring efforts.
- * Create monthly reports of the short-term rental impacts.
- * Oversee the short-term rental hotline.
- * Respond to public records requests regarding short-term rentals.
- * Create presentations and communicate with stakeholders.
- * Coordinate with Code Enforcement, Police, City Clerk, Information Technology/Geographic Information Systems and other departments' staff to improve reporting capabilities.
- * Coordinate with Code Enforcement and Police to enforce violations on a complaint basis.
- * Continue enhancement of short-term rental information on City website.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Total number of short-term rentals within city limits**. **2022 numbers reflect the number of active properties within city limits. Prior total STR counts were based on the number of emergency contact registrations.	1,122	N/A	1,071	1,215	N/A
Number of permitted short-term rentals within city limits**. **2022 numbers reflect the number of emergency contact registrations; the annual permitting program launched January 2023.	1,100	N/A	1,050	1,105	N/A

Council Priority - Monitor Short-Term Rentals:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Percent (%) of short-term rentals in compliance with permit requirements**. **2022 numbers reflect the number of emergency contact registrations; the annual permitting program launched January 2023.		98%	N/A	98%	90%	N/A

CITY MANAGER'S OFFICE – Housing

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ -	0%	\$ 215,290	\$ 177,570	\$ 94,114
Supplies & Services	-	0%	322,000	75,950	43,482
Subtotal Direct Costs	\$ -	0%	\$ 537,290	\$ 253,520	\$ 137,596
Internal Charges	-	0%	54,500	45,950	-
Total Expenditures	\$ -	0%	\$ 591,790	\$ 299,470	\$ 137,596
Expenditures by Fund					
Other Funds Portion	\$ -	0%	\$ 591,790	\$ 299,470	\$ 137,596
Funding Sources					
Program Revenues	\$ -	0%	\$ 591,790	\$ 299,470	\$ 137,596
Employee Time Allocation (FTEs) (Budgeted)	0.00		2.00		1.00

The Housing program was created in FY 2021 to implement the recently created housing action plan for affordable and workforce housing, addressing the City Council's priority. The Housing program expands and preserves affordable homeownership and rental opportunities in Sedona by developing and implementing policies, projects, and programming which support housing availability, while fostering public-private partnerships in the development and creation of affordable/workforce housing. Starting FY 2024, the Housing program has been moved to a separate department.

FY 2023 Accomplishments

Council Priority - Affordable Housing:

- * Rent Local program launched September 2022.
- * Deed restriction program launched January 2023.
- * Down Payment Assistance Program updated to expand eligibility and adjust to current economic situation January 2023.
- * Electrical Code update to reduce unnecessary expense of building multi-family completed September 2022.
- * Hope House project awarded 2022 Housing Hero Award.
- * Acquired 2250 Shelby Dr for multi-family development and negotiated with developer to submit the Low-Income Housing Tax Credit (LIHTC) program application for 30 units of affordable housing.
- * Awarded CDBG funds to Steps to Recovery Homes for a transitional housing project.
- * Housing Manager selected to participate in League of Arizona Cities and Towns review committee monitoring the Housing Supply Study Committee Hearings; hosted one of four hearings across the state in Sedona.
- * Coordinated with Plan Sedona workgroup, Community Development Department, and consultants to host a public engagement event on housing and land use.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Council meetings and work sessions	N/A	4	4	1	N/A
Number of applications for down-payment assistance	N/A	20	20	15	N/A

Council Priority - Affordable/Workforce Housing:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Housing Production: New affordable housing units created		N/A	100	100	3	3
Housing Investment: Affordable housing projects assisted with housing funds		N/A	3	3	1	1
Number of down-payment assistance applications approved and funded		N/A	10	10	1	N/A

CITY MANAGER'S OFFICE – Sustainable Tourism Contract

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Supplies & Services	\$ -	0%	\$ -	\$ -	\$ 1,866,216
Internal Charges	-	0%	-	-	10,150
Total Expenditures	\$ -	0%	\$ -	\$ -	\$ 1,876,366
Expenditures by Fund					
General Fund Portion	\$ -	0%	\$ -	\$ -	\$ 1,876,366
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ -	\$ -	\$ 656,728
Estimated Visitor Generated	\$ -	0%	\$ -	\$ -	\$ 1,219,638
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		0.00

The Sustainable Tourism Contract program was transferred to General Services for FY 2023.

Council Priority - Sustainable Tourism:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Annual daily room rate for hotels (ADR)		N/A	N/A	N/A	\$343.70	\$279.17
Bed tax collections (in millions)		N/A	N/A	N/A	\$8.9	\$7.2
City sales tax collections (in millions)		N/A	N/A	N/A	\$32.8	\$27.8
Hotel occupancy rate		N/A	N/A	N/A	68.1%	67.4%
Visitors assisted at visitor center, via email, and via telephone		N/A	N/A	N/A	124,393	102,930
Visitor Service Survey: % satisfied measured at visitor center and/or electronically		N/A	N/A	N/A	99%	Online visitor survey on hold during COVID-19 pandemic, reinstated Jan-June 2021: 99%

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Art in the Roundabouts

Location: SR 179 Roundabouts

Phase: of **Project #:** AC-02
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2019	May 2021
Estimated Completion Date	June 2020	June 2024

Ranking: Important (Could-Do)

Environmental Sustainability Project? No

Project Description:
To continue adding public art for beautification of SR 179. The Schnebly Roundabout public art piece was the last to be installed in FY 2016. The next project adds art pieces to the four remaining roundabouts on SR179. Included in the project for FY 2024 are the expenditures for the payments to four artists, the installation costs for each roundabout, and costs for unveiling events.



Project Justification:
This project will enhance the City's image as a city animated by the arts, where public art may be enjoyed by residents and visitors. The roundabouts along SR 179 and SR 89A are highly visible. There are four remaining roundabouts on SR 179 that will have new sculpture installations.

For Continuing Projects

Estimated Project Status as of June 30, 2023:
The RFP was issued in May 2021. Responses were due July 2021. Recommendations made to Council in February 2022. Contracts and first half payment made to four artists March 2022. ADOT permits are in process.

Project Balance	
Original Approved Project Budget	\$300,000
Approved Budget Increases/Decreases	\$64,330
Current Approved Total Project Budget	\$364,330
Requested Budget Increase/Decrease	\$1,345
Requested Total Project Budget	\$365,675
Estimated Expenditures through June 30, 2023	\$133,675
Budget Balance Remaining	\$232,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Carryover of funds for installation and second half payment to artists - moved to FY 2024 due to project delays. Due to delays related to COVID-19, staffing capacity, and ADOT permitting timelines, the project was delayed and sculptures are anticipated to be installed in FY 2024.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
Carry Over	Construction - Contracted		\$100,655				\$100,655
New Appropriation	Construction - Contracted		\$1,345				\$1,345
Carry Over	Public Art Purchase	\$133,675	\$130,000				\$263,675
Totals		\$133,675	\$232,000	\$0	\$0	\$0	\$365,675

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2024	FY2025	FY2026	Future Years	Project Totals
1% for Arts	\$133,675	\$167,000				\$300,675
Donations		\$65,000				\$65,000
Totals		\$133,675	\$232,000	\$0	\$0	\$365,675

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
Donation received to cover cost of certain sculptures.

Total Operating Impacts:

	FY2024	FY2025	FY2026	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Ongoing operating impacts will include minimal maintenance costs anticipated to begin after FY 2025 and are expected to be absorbed in the City's existing budget capacity.

TOURISM & ECONOMIC INITIATIVES

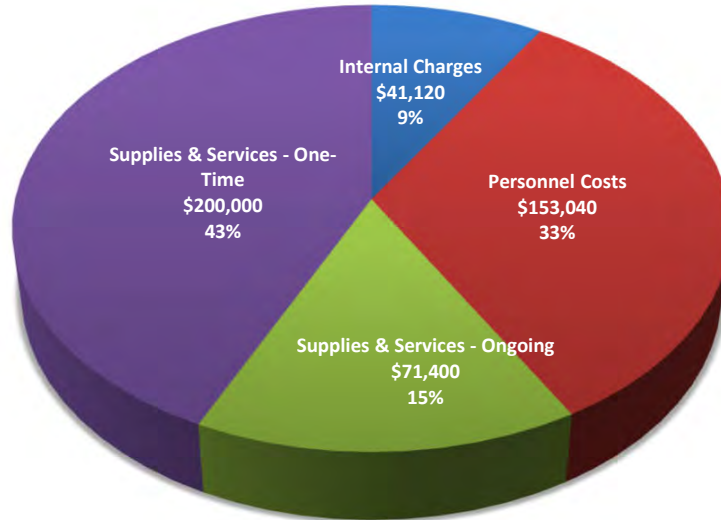
Mission Statement

To manage and market tourism with consideration of the perspectives of residents, businesses, and City partners. To further efforts for diversification of City's local economy and provide assistance for improving the success of local businesses with training and other programs related to business planning, financing, etc.

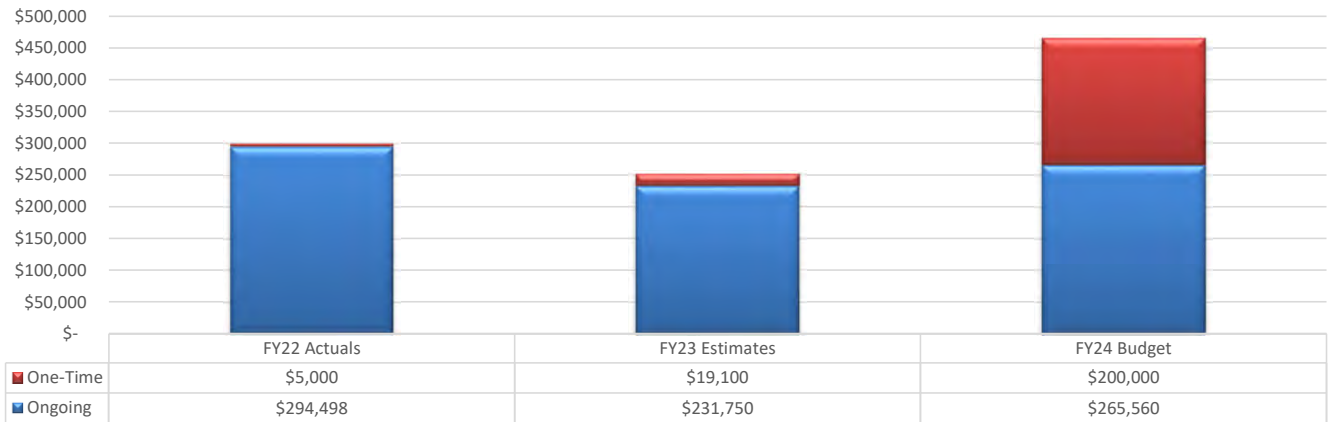
Description

On April 12, 2023, the City Council approved Resolution 2023-12, designating the City of Sedona as the official Destination Marketing Organization (DMO) for the City of Sedona. A plan for the development of an in-house DMO program will be developed, as well as a reevaluation of the economic diversification/business education program.

FY 2024 PROGRAM EXPENDITURES: \$465,560



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



TOURISM & ECONOMIC INITIATIVES – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 153,040	33%	\$ 171,220	\$ 110,600	\$ 169,392
Supplies & Services	271,400	58%	142,650	96,840	90,456
Capital & Debt Service	-	0%	-	3,450	-
Subtotal Direct Costs	\$ 424,440	91%	\$ 313,870	\$ 210,890	\$ 259,848
Internal Charges	41,120	9%	77,110	39,960	39,650
Total Expenditures	\$ 465,560	100%	\$ 390,980	\$ 250,850	\$ 299,498
Expenditures by Fund					
General Fund Portion	\$ 465,560	100%	\$ 390,570	\$ 235,440	\$ 299,340
Other Funds Portion	\$ -	0%	\$ 410	\$ 15,410	\$ 158
Funding Sources					
Program Revenues	\$ -	0%	\$ -	\$ 15,000	\$ -
Funding from General Revenues:					
Estimated Resident Generated	\$ 162,950	35%	\$ 136,840	\$ 82,550	\$ 104,824
Estimated Visitor Generated	\$ 302,610	65%	\$ 254,140	\$ 153,300	\$ 194,674
Employee Time Allocation (FTEs) (Budgeted)	1.10		1.00		1.00

FY 2023 Accomplishments

The majority of FY 2023, like the latter half of FY 2020 was dedicated to being a responsive and engaged resources for businesses impacted by the pandemic. The department served as a nexus for many businesses seeking assistance during the pandemic. Additionally, the department routinely worked with regional, state, national, and other entities to regularly stay up to date on the latest information and impacts regarding businesses and business development.

Council Priority - Economic Diversification:

- * Worked with VVREO, NACOG, APS, and Yavapai County on last mile solutions for Sedona. This includes exploration of numerous funding opportunities. The city will be moving forward with an IGA to partner with Yavapai County on its county-wide broadband initiative.
- * Work with Public Works to adopt a dig once policy as well as budget for conduit in an effort to facilitate and reduce the cost of connectivity investments.
- * Partnering regionally with Camp Verde, Cottonwood, and NAU on a pilot internship/workforce development program. To date, we have secured grant funds for this project. Project will begin in 2022 and should be completed by FY 2023.
- * Continued to leverage public funds to support city initiatives – currently, through the Congressional Appropriations process, \$1.4M is in review for CIP projects (PD's EOC and Shelby Drive) that will supplement the General Fund.
- * Continued work with NAU and Coconino County as well as other partner to monitor business recovery and business needs through several surveys since the beginning of the pandemic. The feedback helped direct our local and regional business assistance.
- * Engaged the immigrant community through Northern Arizona Interfaith Council to improve relationships and focus on local business development and assistance needs. Partnered with Local First Arizona to deliver an entrepreneurial program, Fuerza Local, in Spanish to reach and assist more local businesses. The first course should begin spring of 2022.
- * Partnered with NACET to provide entrepreneurial and virtual incubation resources.
- * Continue the exploration of co-working and commercial kitchen solutions to address entrepreneurial needs.
- * Purchased new data tool to help economic gardening efforts by providing demographic, leakage, and spending pattern information. Additionally, this tool has been useful to other departments such as with Transit's understanding of trailhead data.
- * Worked with more than 50 local business owners this year to provide assistance, programming and networking to additional resources.
- * Hosted and/or partnered to host over 20 workshops and webinars. A majority of these were in relation to economic recovery from the impacts of the pandemic.
- * Worked and facilitated the creation of the Yavapai County Economic Resource Alliance (YCERA) for the purpose of building collaboration, sharing information, and exploring other partnerships to facilitate business attraction and expansion.
- * Provided business services such as loan applications, business planning, data, sustainability certification, and access to other technical resources.
- * Leveraged the capacity of the Economic Development Department through the addition of an AmeriCorps VISTA volunteer.
- * The department director continues to chair the loan committee for VVREO.
- * The department director continues to serve on the Northern Arizona Council of Governments (NACOG) Economic Development Council.
- * The department director was elected to the NACET board of directors.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Unique website visits	800	800	800	804	750
Inquiries from businesses	50	50	50	50	100
Business visits/outreach	30	30	30	40	30
Businesses assisted with business planning	25	25	25	25	25
Business workshops/trainings hosted or partnered	10	10	10	12	20

TOURISM & ECONOMIC INITIATIVES – Administration

continued

**Community Plan Economic Development Goal -
Recruit new businesses and organizations representing different business
and institutional sectors that diversify Sedona’s economic base:**

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Expansion and investment in targeted sector		\$500,000	\$500,000	\$500,000	\$4,000,000	\$1,500,000
Private capital investment invested by businesses served		\$500,000	\$500,000	\$500,000	\$3,000,000	\$2,000,000
Number of business loans / total value of loans		5 / \$500,000	5 / \$500,000	5 / \$500,000	7 / \$6,500,000	25 / \$8,000,000
Jobs resulting from businesses served		15	15	15	30	15
Jobs created above median earnings*		10	10	10	20	8
Percentage of businesses surveyed that find value in workshops		100%	100%	100%	100%	100%

*The 2020 median wage as computed by Yavapai County for the City of Sedona was \$15.74 per hour. For comparison, the national median wage for 2020 was \$20.04 per hour.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended from Tourism contingency
CBWG Recommended from Tourism contingency

Request Title	Tourism Data Collection Project
Department	Tourism & Economic Initiatives
Program	Administration
Funding Request Type	Other Onetime
Source of Funds	General Fund
Amount Requested	\$200,000
Priority	High

I. Description of Request

Engage a vendor or vendors who has access to new tools and technology to be able to track, compile and interpret data to provide insights and information into our tourist market and tourism activity. Enter into a contract in anticipation of a 12-month study and data collection effort to determine number of visitors, day-trip vs overnight, length of stay, where are visitors staying, where are they going, other demographics, and other data points as we explore the technologies that exist and can inform us in this realm.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

Over many years, the Tourism Bureau has referenced broad generalizations when referring to visitor information such as "Sedona has 3-4 million visitors per year." They also conduct self-select surveys as the Visitor Center that have become the basis for other data points such as average age of visitor and visitor party size, etc. The methodology used over many years to project and report on these data points may have been the best we had at the time but new technology exists that may help us better identify number of visitors per month/year, length of stay, day trippers vs overnight, size of parties, origin/destination information that can inform us of where visitors are going and when, etc. etc. In order to transition fully from a former "destination marketing" focus to a destination management focus, we need more accurate and current data to drive decision-making.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

If this is not done decisions will continue to be made based on speculation without fully understanding the tourism picture in Sedona.

IV. Implementation

**What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.**

Identify consultants/vendors who have access to new tools and technology to be able to track and compile and interpret data to provide insights and information into our tourist market and tourism activity. Enter into a contract in anticipation of a 12-month study and data collection effort. If cost is reasonable this could turn into an ongoing data collection effort rather than a 12-month one time. That will depend on the accuracy of the data and ability to capture the kinds of data we are interested in.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Effective tourism management can have the dual benefit of focusing branding/marketing efforts to support economic health while balancing the quality of life of residents and managing the need to spend money on infrastructure improvements and other programs/services to manage overtourism when there are more visitors than our infrastructure can effectively handle.

GENERAL SERVICES

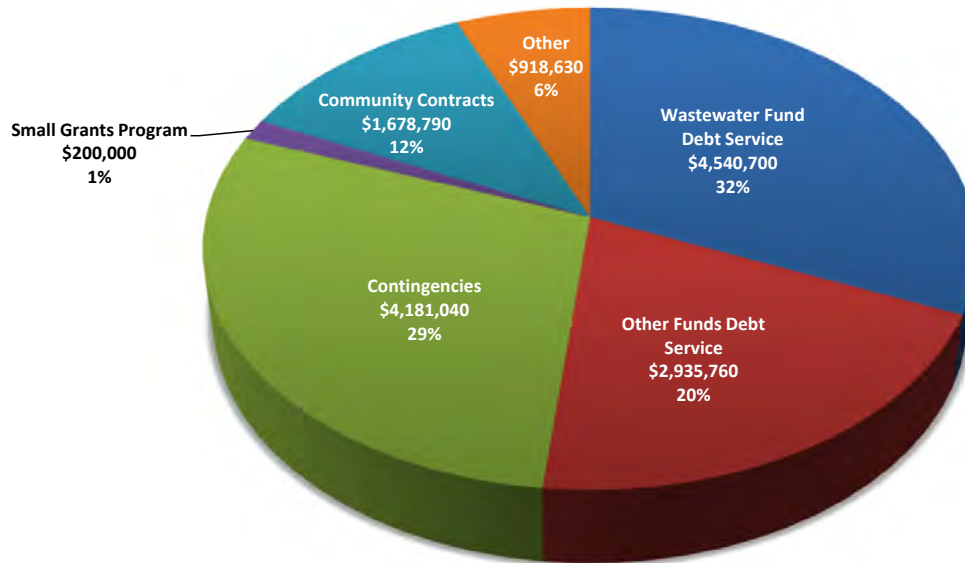
Description

The General Services Department is established as an accounting unit in order to capture the various “non-departmental” and other centralized expenses. These include service contracts with non-profits, Citywide liability and other insurances, and debt service. The debt service costs include General Fund, Transportation Sales Tax Fund, Development Impact Fees Funds, and Wastewater Enterprise Fund debt. Additional information on the City’s debt service can be found in the Debt Service section.

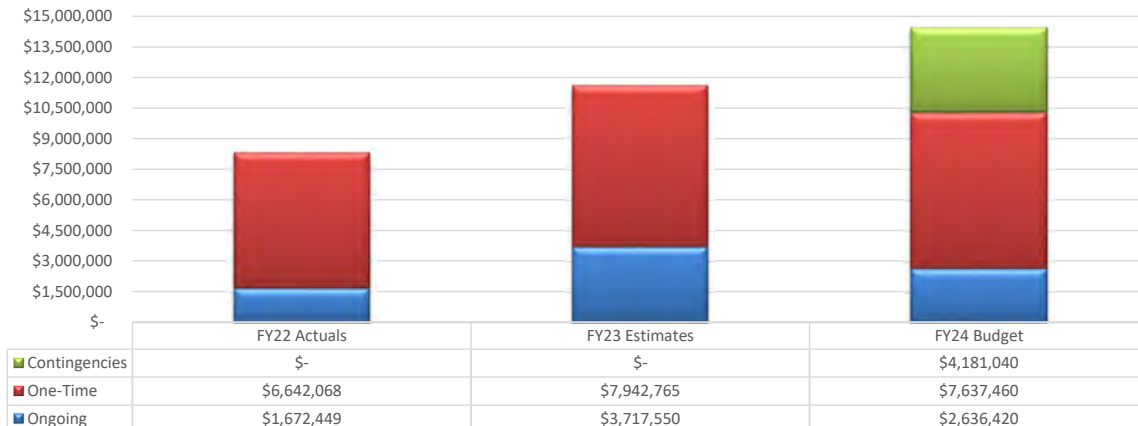
The General Services Department also includes the General Fund; Affordable Housing Fund; Grants, Donations and Restricted Funds; and Wastewater Enterprise Fund contingency budgets, which include the following:

- * \$200,000 general operating contingency (General Fund)
- * \$100,000 general operating contingency (Wastewater Enterprise Fund)
- * \$100,000 contingency for judgments (General Fund)
- * \$1,670,220 contingency for tourism initiatives (General Fund)
- * \$500,000 contingency for unknown grants and donations revenues that may be received during the year (Grants, Donations and Restricted Funds)
- * \$1,875,320 contingency for the American Relief Plan Act (Grants, Donations and Restricted Funds)

FY 2024 PROGRAM EXPENDITURES: \$14,454,920



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



GENERAL SERVICES – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 40,000	0%	\$ (460,000)	\$ 25,130	\$ 26,778
Supplies & Services	2,750,350	19%	2,604,150	2,338,130	1,747,556
Capital & Debt Service	7,479,460	52%	7,922,180	7,622,765	6,529,752
Contingencies	4,181,040	29%	2,511,790	-	-
Subtotal Direct Costs	\$ 14,450,850	100%	\$ 12,578,120	\$ 9,986,025	\$ 8,304,087
Internal Charges	4,070	<1%	4,070	4,070	10,430
Total Expenditures	\$ 14,454,920	100%	\$ 12,582,190	\$ 9,990,095	\$ 8,314,517
Expenditures by Fund					
General Fund Portion	\$ 6,767,260	47%	\$ 5,419,030	\$ 4,959,015	\$ 3,147,234
Wastewater Fund Portion	\$ 4,640,700	32%	\$ 4,641,410	\$ 4,539,810	\$ 4,658,890
Other Funds Portion	\$ 3,046,960	21%	\$ 2,521,750	\$ 491,270	\$ 508,393
Funding Sources					
Allocations to Other Departments	\$ 524,940	4%	\$ 543,840	\$ 473,580	\$ 419,950
Program Revenues	\$ 7,693,210	53%	\$ 7,176,160	\$ 5,038,140	\$ 5,180,283
Funding from General Revenues:					
Estimated Resident Generated	\$ 2,182,870	15%	\$ 1,701,770	\$ 1,567,430	\$ 949,999
Estimated Visitor Generated	\$ 4,053,900	28%	\$ 3,160,420	\$ 2,910,945	\$ 1,764,285
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		0.00

The Administration program includes the various "non-departmental" and other centralized expenses, with the exception of the Sustainable Tourism Contract in order to highlight aspects of that agreement. Costs include service contracts with non-profits, Citywide liability and other insurances, debt service, and contingencies.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Small grants awarded	20	20	28	26	8
Average small grant award amount	\$9,000	\$9,000	\$6,796	\$10,394	\$5,650
Total small grants awarded	\$200,000	\$200,000	\$190,275	\$270,256	\$45,200
Range of small grant awards	\$3,500 - \$25,000	\$3,500 - \$25,000	\$1,800 - \$15,000	\$3,500 - \$25,000	\$1,000 - \$10,200

GENERAL SERVICES – Sustainable Tourism Contract

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Supplies & Services	\$ -	0%	\$ 1,670,000	\$ 1,670,220	\$ -
Expenditures by Fund					
General Fund Portion	\$ -	0%	\$ 1,670,000	\$ 1,670,220	\$ -
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ 584,500	\$ 584,580	\$ -
Estimated Visitor Generated	\$ -	0%	\$ 1,085,500	\$ 1,085,640	\$ -
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		0.00

The Sustainable Tourism Contract program was moved from the City Manager's Office in FY 2023.

With tourism being the primary economic engine in Sedona, the City has contracted with the Sedona Chamber of Commerce and Tourism Bureau (SCCTB) to initiate, implement, and administer a comprehensive destination services program. The destination services plan is designed to outline the programs and services with a focus on implementing the Sustainable Tourism Plan (the Plan) which was unanimously approved by City Council in March 2019.

The Plan is the strategic plan to balance Sedona's fragile environment and small-town quality of life with a healthy economy and a world-class visitor experience. It is a way to engage visitors more deeply while raising awareness of environmentally and culturally sensitive behavior. It is a plan to improve Sedona's transportation infrastructure while at the same time dispersing visitors and finding ways to get people out of their cars.

The Plan focuses on tactics that mitigate negative impacts of tourism such as: encouraging multi-modal solutions, additional parking facilities, public transit, wayfinding signage, support of SIM projects, visitor education, and new technologies., including the following pillars:

ENVIRONMENT: To lead the tourism industry in implementing sustainability principles, positioning Sedona as a national and international leader in destination stewardship.

QUALITY OF LIFE: To protect and enhance the quality of life by mitigating impacts of tourism.

QUALITY OF ECONOMY: To shape the Sedona economy in ways that balance its long-term sustainability and vibrancy.

VISITOR EXPERIENCE: To provide an excellent visitor experience that highlights Sedona's sustainability values and keeps visitors coming back.

The Sustainable Tourism Contract with the SCCTB will conclude on June 30, 2023.

FY 2023 Accomplishments

Council Priority - Sustainable Tourism:

- * Continue/Expand Destination Management Programs: Trail Keepers 2.0; Secret7, Leave No Trace, OHV/ATV mitigation. Posse Grounds parking/restrooms completed; geofencing program implemented, Verde and Sedona Shuttle transit promotion.
- * Maintain Pause on Destination Marketing
- * Communicate Consumer Education to Positively Impact Visitor Behavior

Council Priority - Sustainable Tourism:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Annual average daily room rate for hotels (ADR)		N/A	\$300.00	\$300.00	\$343.70	\$279.17
Bed tax collections (in millions)		N/A	\$10.2	\$8.3	\$8.9	\$7.2
City sales tax collections (in millions)		N/A	\$36.6	\$31.2	\$32.8	\$27.8
Hotel occupancy rate		N/A	65%	64%	68.1%	68.2%
Visitors assisted at visitor center, via email, and via telephone		N/A	160,000	160,000	124,393	102,930
Visitor Service Survey: % satisfied measured at visitor center and/or electronically		N/A	99%	99%	99%	Online visitor survey on hold during COVID-19 pandemic, reinstated Jan-June 2021: 99%

**City of Sedona
 FY 2023-24 Proposed Budget
 Service Contracts Summary**

Agency	FY 2017	FY 2018	FY 2019	FY 2020 Base Contract	FY 2020 Emergency Funding	Total FY 2020	FY 2021 Adopted	FY 2021 Restored Funding	Total FY 2021	FY 2022	FY 2023	FY 2024 Proposed	Proposed Budget Increase Over Total FY 2023	CBWG Recom- mendation
Humane Society	\$ 48,678	\$ 49,895	\$ 64,785	\$ 66,793	\$ -	\$ 66,793	\$ 66,800	\$ 4,063	\$ 70,863	\$ 71,919	\$ 77,026	\$ 93,090	\$ 16,065	\$ 93,090
Sedona Community Center	164,997	169,122	174,365	179,770	8,000	187,770	179,800	10,200	190,000	192,850	206,540	236,000	29,460	236,000
Sedona Public Library	393,932	432,000	470,392	484,974	-	484,974	485,000	13,553	498,553	506,031	541,959	865,200	323,241	633,000
Sedona Recycles	72,000	82,875	100,000	203,100	-	203,100	175,000	25,000	200,000	203,000	217,413	250,000	32,587	250,000
Verde Valley Caregivers	25,450	35,000	36,085	37,204	10,000	47,204	50,000	10,000	60,000	60,900	65,220	80,000	14,780	80,000
Historical Society	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	100,000	150,000	50,000	150,000
Totals	\$705,057	\$768,892	\$845,627	\$971,841	\$ 18,000	\$989,841	\$956,600	\$ 62,816	\$1,019,416	\$1,034,700	\$1,208,158	\$1,674,290	\$ 466,133	\$1,442,090

DEBT SERVICE

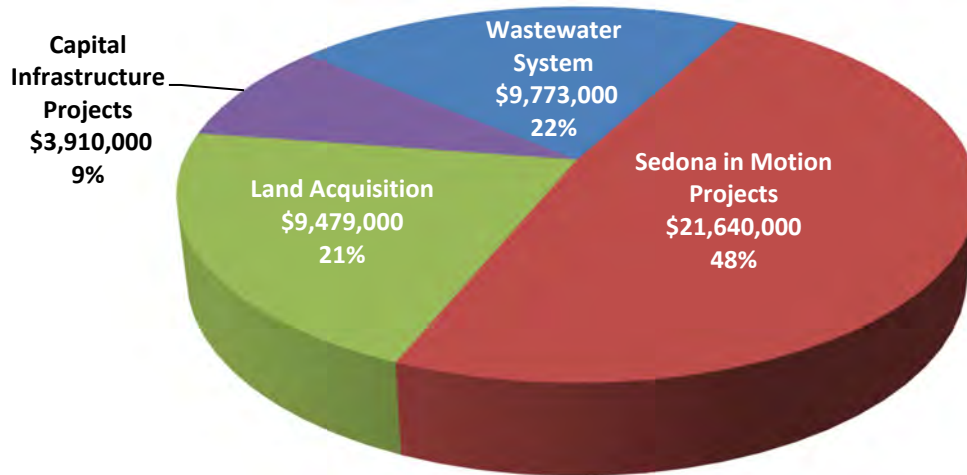
Bonds Overview

While pay-as-you go funding has been used for capital projects in recent years, the City assumed debt in the past to fund the construction of capital projects. During fiscal year 2021-22, the City issued the first “new money” bonds since 2007 for Sedona in Motion (SIM) projects based on an anticipation of significant increases in constructions costs and expected increases in interest rates. Bonds were also issued in fiscal year 2022-23 for acquisition of 41 acres of land. Otherwise, the primary approach for capital projects is pay-as-you-go funding.

Current approach is primarily pay-as-you-go funding of capital projects.

The City has approximately \$45 million in outstanding bonds – all of which are excise tax revenue bonds. The bond issuances have been for construction of the wastewater treatment system, SIM projects, land acquisition, and other capital infrastructure projects. The chart below represents the percentage of outstanding bonds for the various categories of projects as of July 1, 2023.

OUTSTANDING BONDS BY PROJECT
TOTAL \$44,802,000



Bond Rating

In September 2019, Standard & Poor’s (S&P) performed a rating review of the City’s financial condition and raised the City’s bond rating from A to AA- based on the City’s stable outlook. The rating affirms a confidence in the City’s financial management and its economic outlook. A high bond rating means the City is able to sell bonds to finance capital projects at lower interest rates. The rating also increases the value of existing bonds for investors.

S&P Bond Rating:
AA-

DEBT SERVICE

continued

Bonded Debt Repayment Summary

The table below summarizes the principal and interest payments for fiscal year 2023-24 by bond issuance.

FY 2024 BOND PAYMENTS

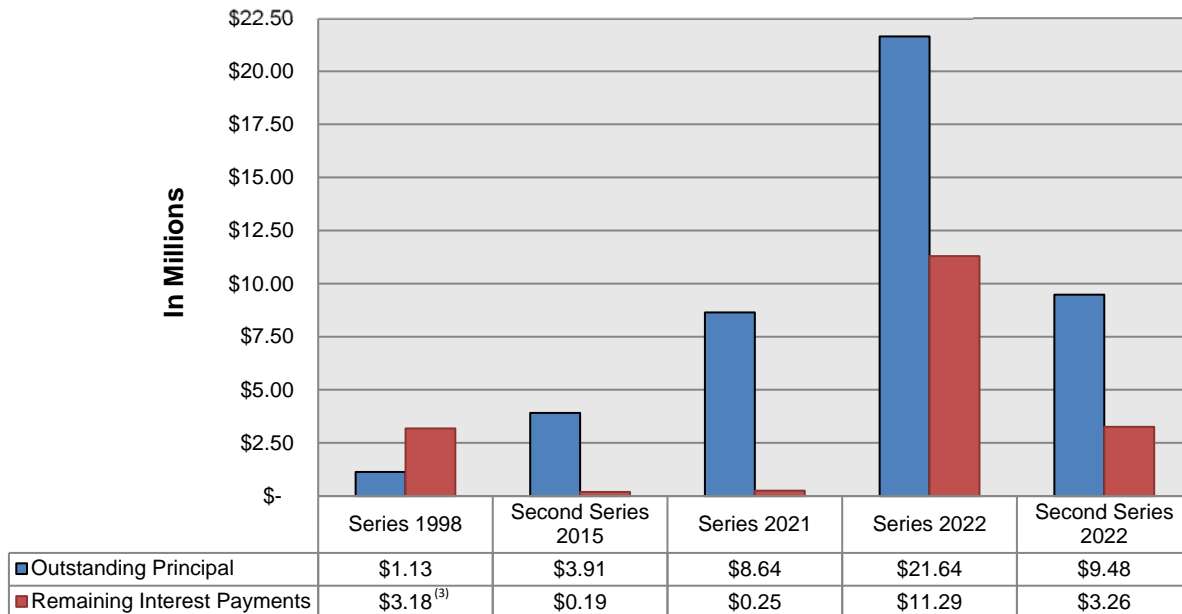
Bond Series	FY24 Principal ⁽¹⁾	FY24 Interest ⁽¹⁾	Total FY24 Payment
Series 1998 ⁽²⁾	\$ 1,130,000	\$ 3,180,000	\$ 4,310,000
Second Series 2015	945,000	75,854	1,020,854
Series 2021	127,000	100,259	227,259
Series 2022	-	942,000	942,000
Second Series 2022	511,000	399,066	910,066
Total Annual Payment	\$ 2,713,000	\$ 4,697,179	\$ 7,410,179

⁽¹⁾The July 1, 2023 principal and interest payments have been accrued in the prior year. These amounts represent the principal and interest payments for January 1, 2024 and July 1, 2024.

⁽²⁾The Series 1998 bonds are comprised of capital appreciation bonds (CABs). CABs offer an investment return on an initial principal amount and are reinvested at a stated compounded rate until maturity. At maturity, the investor receives a single payment (the "maturity value") representing both the initial principal amount and the total investment return.

The following chart summarizes the total outstanding principal and interest on City bonds outstanding for the next nineteen years, which is when all current outstanding bonds will be retired.

REMAINING BOND PRINCIPAL AND INTEREST



⁽³⁾Represents compounded interest on CABs.

DEBT SERVICE

continued

Bonded Debt Repayments by Fund

The following table details the remaining principal and interest payments of all outstanding bonds by fund.

FUTURE BOND PAYMENTS BY FUND

Fiscal Year	General Fund ⁽⁴⁾		Transportation Sales Tax Fund ⁽⁴⁾		Development Impact Fees Fund ⁽⁴⁾		Wastewater Fund		Totals
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	
2023-24	\$ 1,456,000	\$ 949,688	\$ -	\$ 288,252	\$ -	\$ 178,980	\$1,257,000	\$3,820,259	\$ 7,410,179
2024-25	1,502,000	909,842	-	288,252	-	178,980	4,233,000	98,786	7,210,859
2025-26	1,545,000	868,627	-	288,252	-	178,980	4,283,000	49,683	7,213,541
2026-27	2,056,760	826,055	287,640	288,252	178,600	178,980	-	-	3,816,287
2027-28	1,093,400	758,536	298,350	273,870	185,250	170,050	-	-	2,779,456
2028-29 through 2032-33	6,299,400	2,992,760	1,751,850	1,127,992	1,087,750	700,388	-	-	13,960,140
2033-34 through 2037-38	6,122,000	1,486,547	2,195,550	688,194	1,363,250	427,310	-	-	13,064,051
2038-39 through 2041-42	3,439,800	350,784	2,088,450	212,976	1,296,750	132,240	-	-	7,521,000
Total	\$24,295,560	\$9,142,838	\$6,621,840	\$3,456,040	\$4,111,600	\$2,145,908	\$9,773,000	\$3,428,727	\$57,035,704

⁽⁴⁾The payments for Series 2023 are preliminarily allocated between the General Fund, Transportation Sales Tax Fund, and the Development Impact Fees Fund. Depending on the progress of the various SIM projects, the use of the bond proceeds may be allocated to general capital reserves, paid parking revenues, transportation sales tax, and/or development impact fees.

Fiscal year 2023-24 includes the final payment of the CABs, which require payment of the compounded interest on the maturity date.

Financed Purchases

The City has entered into financed purchase agreements for police vehicles, public transit vehicles, a street sweeper, a police camera system, and energy saving equipment. The following table details the remaining principal and interest payments for all financed purchase agreements.

FUTURE PAYMENTS FOR FINANCED PURCHASES⁽⁵⁾

Fiscal Year	General Fund		Streets Fund		Public Transit Fund		Totals
	Principal	Interest	Principal	Interest	Principal	Interest	
2023-24	\$201,009	\$21,596	\$ 50,021	\$3,140	\$ 256,237	\$44,590	\$ 576,592
2024-25	206,375	16,999	51,046	2,114	261,861	35,709	574,104
2025-26	146,344	12,261	52,092	1,068	268,343	26,490	506,598
2026-27	111,687	8,584	-	-	275,539	16,994	412,804
2027-28	36,147	5,504	-	-	134,088	7,200	182,939
2028-29 through 2030-31	116,730	8,453	-	-	-	-	125,183
Total	\$818,293	\$73,396	\$153,159	\$6,322	\$1,196,068	\$130,982	\$2,378,220

⁽⁵⁾Does not include fiscal year 2023-24 financed purchases for 2 police vehicles, a vactor truck, and a dump truck/snow plow.

DEBT SERVICE

continued

Leases

The City has entered into lease agreements for parking lots, the former school district administrative site, copiers, a postage meter, fleet vehicles, and a snow plow/dump truck. The following table details the remaining principal and interest payments for all leases.

FUTURE LEASE PAYMENTS⁽⁶⁾

Fiscal Year	General Fund		Streets Fund		Public Transit Fund		Wastewater Fund		Information Technology Fund		Totals
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	
2023-24	\$ 175,525	\$ 41,042	\$39,217	\$2,810	\$1,589,218	\$782	\$ 30,309	\$10,239	\$7,619	\$5	\$1,896,766
2024-25	164,618	35,666	22,973	824	-	-	27,669	7,738	-	-	259,487
2025-26	160,877	31,387	7,343	181	-	-	26,848	5,361	-	-	231,996
2026-27	141,383	27,399	-	-	-	-	22,547	2,924	-	-	194,253
2027-28	127,660	24,526	-	-	-	-	13,995	755	-	-	166,886
2028-29 through 2032-33	643,322	94,075	-	-	-	-	-	-	-	-	737,397
2033-34 through 2037-38	654,598	45,751	-	-	-	-	-	-	-	-	700,349
2038-39 through 2040-41	282,926	4,574	-	-	-	-	-	-	-	-	287,500
Total	\$2,350,056	\$304,420	\$69,533	\$3,815	\$1,589,218	\$782	\$121,318	\$27,016	\$7,619	\$5	\$4,474,634

⁽⁶⁾Does not include fiscal year 2023-24 leases for 3 fleet vehicles and copiers.

Debt Limitations

The Arizona Constitution limits the City's bonded debt capacity (outstanding principal) to a certain percentage of the City's secondary assessed valuation for general obligation (G.O.) bonds as follows:

BONDED DEBT LIMITATIONS

Bond Purpose	Debt Limit as Percentage of Assessed Valuation of Taxable Property
General Municipal Purposes	6%
Water, Lighting, and Sewer Projects	20%
Acquisition and Development of Land for Open Space Preserves, Parks, Playgrounds, and Recreational Facilities	20%

The City's bond issuances do not include G.O. bonds and, therefore, are not subject to debt limitation. The City has no plans to issue G.O. bonds in the future.

No plans to issue G.O. bonds in the future.

DEBT SERVICE

continued

Pledged Revenues

The City has pledged future excise taxes to repay the excise tax revenue bonds, including the following:

EXCISE TAXES PLEDGED TO REPAY REVENUE BONDS

City Sales Taxes Franchise Taxes State Shared Sales Taxes Vehicle License Taxes	Transient Occupancy Taxes (or Bed Taxes) License and Permit Fees State Shared Income Taxes Charges for Services
--	--

The following table summarizes projected pledged revenue coverage for next five years.

PLEDGED REVENUE COVERAGES

Fiscal Year	Pledged Excise Tax Revenues	Principal	Interest	Total	Coverage
2023-24 (budget)	\$40,156,870	\$2,713,000	\$4,697,179	\$7,410,179	5.42
2024-25 (proj.)	38,194,650	5,735,000	1,475,859	7,210,859	5.30
2025-26 (proj.)	38,199,880	5,828,000	1,385,541	7,213,541	5.30
2026-27 (proj.)	40,250,900	2,523,000	1,293,287	3,816,287	10.55
2027-28 (proj.)	41,304,500	1,577,000	1,202,456	2,779,456	14.86

The bond covenants require that excise tax revenues be equal to at least 1.50 times the total payments for all bonds secured by a pledge of excise tax revenues. If at any time it appears that the excise tax revenues will not be sufficient to meet this 1.50 coverage requirement, the City must either impose a new excise tax or increase the rates for taxes currently imposed to reach the 1.50 coverage requirement, to the extent permitted by law.

Projected pledged revenues far exceed coverage requirements.

Debt Service Reserves

No debt service reserves are required since covered by bond insurance.

In accordance with the bond covenants, the City has bond insurance in place to guarantee payments in lieu of reserve requirements.

For the City's Wastewater Enterprise Fund, the City's adopted policy requires a debt service reserve with a target equal to the average of one year of enterprise fund debt service repayment requirements for uninsured bonds. There are no uninsured bonds remaining.

DEBT SERVICE

continued

Outstanding Debt Balances

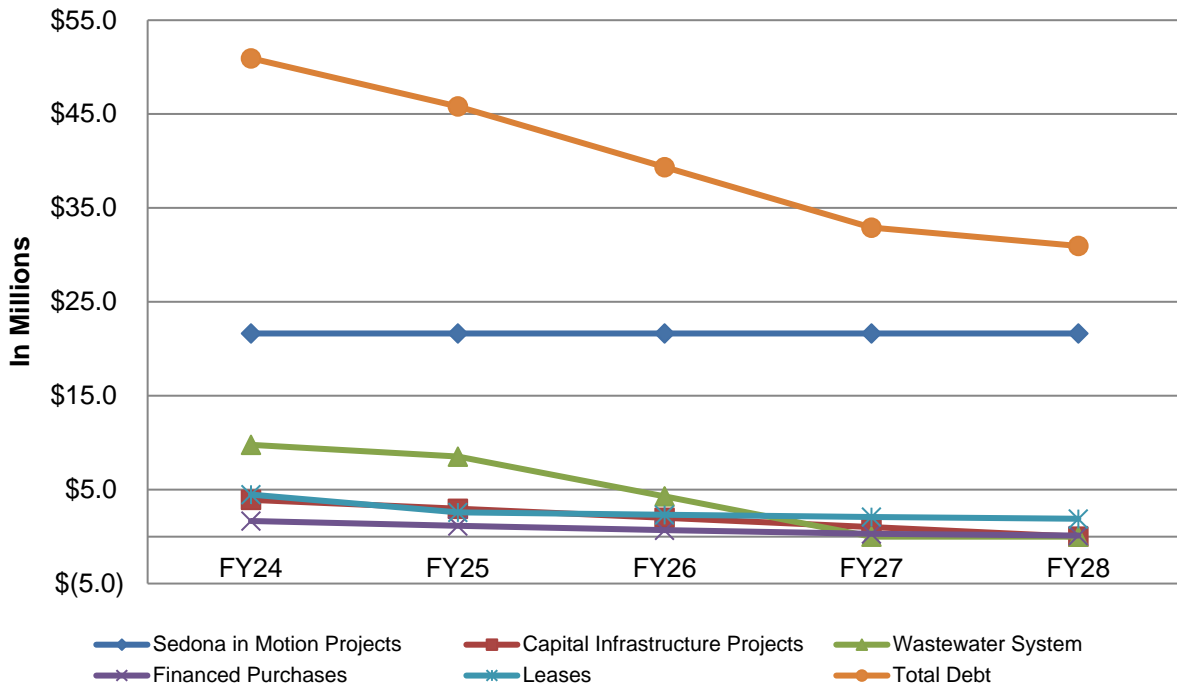
The following information details the outstanding debt balances for the next five years, assuming no early redemptions or refinancing. The final payment is July 1, 2042.

OUTSTANDING DEBT BALANCES BY FISCAL YEAR⁽⁷⁾

As of July 2	Sedona in Motion Projects	Land Acquisition	Capital Infrastructure Projects	Wastewater System	Financed Purchases	Leases	Totals
2023	\$21,640,000	\$9,479,000	\$3,910,000	\$9,773,000	\$2,167,520	\$4,474,634	\$50,936,887
2024	21,640,000	8,968,000	2,965,000	8,516,000	1,660,253	2,577,868	45,807,839
2025	21,640,000	8,436,000	1,995,000	4,283,000	1,140,971	2,318,381	39,346,572
2026	21,640,000	7,881,000	1,005,000	-	674,191	2,086,385	32,899,350
2027	21,640,000	7,303,000	-	-	286,965	1,892,132	30,951,862

⁽⁷⁾Does not include fiscal year 2023-24 financed purchases for 2 police vehicles, a vactor truck, and a dump truck/snow plow or leases for 3 fleet vehicles and copiers.

OUTSTANDING DEBT BALANCES



Periodic reviews are undertaken to determine advantageous refunding opportunities. Refunding will be considered (within federal tax law constraints) if and when there is a net economic benefit of the refunding or the refunding is essential in order to modernize covenants essential to operations and management.

DEBT SERVICE

continued

Outstanding Debt Balances (cont'd)

The following table summarizes the status of the outstanding debt by issuance.

STATUS OF OUTSTANDING DEBT

Debt Issue	Remaining Payment Dates	Interest Rate	Remaining Principal	Remaining Interest	Status
Series 1998 Bonds	7/1/2024	5.24%	\$ 1,130,000	\$ 3,180,000	Not subject to call prior to stated maturity date
Second Series 2015 Bonds	7/1/2024-27	1.94%	3,910,000	191,575	Eligible to be called without premium
Series 2021 Bonds	7/1/2024-26	1.16%	8,643,000	248,727	Prepayment penalty
Series 2022 Bonds	7/1/2027-42	4.0%-5.0%	21,640,000	12,526,700	Callable 7/1/2032 without premium
Second Series 2022 Bonds	7/1/2024-37	4.21%	9,479,000	3,258,961	Callable anytime with 30-days notice without premium
Energy Efficiency Equipment	12/20/2023-30	3.60%	277,885	47,559	No prepayment penalty
FY 2021 Police Vehicles	FY 2024-FY 2025	1.82%-1.85%	127,566	3,535	Early termination penalty
Police Camera System	8/30/2023-25	1.85%	113,188	4,214	Early termination penalty
Street Sweeper	4/26/2023-26	2.05%	202,175	10,467	Early termination penalty
FY 2022 Police Vehicles	FY 2024-FY 2027	1.74%-2.72%	299,654	18,088	No prepayment penalty
Trailhead Shuttles	12/15/2023-26	1.95%	571,522	28,068	No prepayment penalty
Micro-Transit Vehicles	2/1/2024-28	5.37%	624,546	102,914	No prepayment penalty
Fleet Vehicles	FY 2024-FY 2028	4.74%-13.51%	354,982	51,396	No prepayment penalty
Parking Lots	FY 2024-FY 2034	0.185%-1.245% (imputed)	1,680,529	8,103	No termination penalty
Copiers	FY 2024	0.228% (imputed)	8,281	5	No termination penalty
Postage Meter	FY 2024-FY 2026	0.577% (imputed)	13,709	129	No termination penalty
School District Administrative Site	FY 2024-FY 2041	1.485% (imputed)	2,081,096	276,404	No termination penalty if execute purchase

DEBT SERVICE
continued

Individual Debt Issuances

The following tables detail each outstanding debt issue, including the type of debt instrument, dates of issuance and/or refinance, remaining principal and interest payments, and the purpose of the debt.

SEDONA WASTEWATER MUNICIPAL PROPERTY CORPORATION*
EXCISE TAX REVENUE BONDS, SERIES 1998

Original Principal \$41,035,000

Issued August 26, 1998

(Wastewater Fund)

Remaining Payment Dates	Principal	Compounded Interest	Yield	Total
7/1/2024	\$ 1,130,000	\$ 3,180,000	5.24%	\$ 4,310,000

* The Sedona Wastewater Municipal Property Corporation (SWMPC) is a nonprofit corporation incorporated under the laws of the State of Arizona. The SWMPC was formed for the purpose of assisting the City in obtaining financing for various projects of the City and exists only to serve the City. The SWMPC board of directors consists of three members which are appointed by the City Council.

The only remaining portion of the bond series are capital appreciation bonds (CABs). CABs offer an investment return on an initial principal amount and are reinvested at a stated compounded rate until maturity. At maturity, the investor receives a single payment (the "maturity value") representing both the initial principal amount and the total investment return.

Bond Purpose	<ol style="list-style-type: none"> 1. Refinanced all of the outstanding Certificate of Participation Series 1993 2. Refinanced all of the outstanding Series 1995 3. Refinanced all of the outstanding Series 1997 4. Provided approximately \$29.8 million new money for the wastewater system
Subject to Call for Redemption Prior to Stated Maturity Dates?	No
Private Placement?	No

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
EXCISE TAX REVENUE REFUNDING BONDS, SECOND SERIES 2015
Original Principal \$8,030,000
Issued December 16, 2015
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
1/1/2024	\$ -		\$ 37,927	\$ 37,927
7/1/2024	945,000	1.94%	37,927	982,927
1/1/2025	-		28,760	28,760
7/1/2025	970,000	1.94%	28,761	998,761
1/1/2026	-		19,351	19,351
7/1/2026	990,000	1.94%	19,352	1,009,352
1/1/2027			9,748	9,748
7/1/2027	1,005,000	1.94%	9,749	1,014,749
Total	\$ 3,910,000		\$ 191,575	\$ 4,101,575

Refinanced a portion of the outstanding Series 2007, which was used for:

Bond Purpose

1. Chapel area drainage
2. State Route 179 improvements including pedestrian bridge, landscaping, lighting, etc.
3. Harmony-Windsong drainage (partial)

Subject to Call for Redemption Prior to Stated Maturity Dates?

Yes, subject to 1% premium if prepaid Dec. 16, 2017 through Dec. 15, 2018, no premium after Dec. 15, 2018

Private Placement?

Yes

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
EXCISE TAX REVENUE REFUNDING BONDS, SERIES 2021
Original Principal \$8,890,000
Issued August 13, 2021
(Wastewater Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
1/1/2024	\$ -		\$ 50,129	\$ 50,129
7/1/2024	127,000		50,129	177,129
1/1/2025	-		49,393	49,393
7/1/2025	4,243,000	1.16%	49,393	4,282,393
1/1/2026	-		24,841	24,841
7/1/2026	4,283,000	1.16%	24,841	4,307,841
Total	\$ 8,643,000		\$ 248,727	\$ 8,891,727

Bond Purpose	Convertible or "cinderella" refunding of the outstanding Series 2012
Subject to Call for Redemption Prior to Stated Maturity Dates?	Yes, subject to "make whole" price
Private Placement?	Yes

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
EXCISE TAX REVENUE BONDS, SERIES 2022

Original Principal \$21,640,000
Issued March 10, 2022

(General Fund, Transportation Sales Tax Fund, Development Impact Fees Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
1/1/2024	\$ -		\$ 471,000	\$ 471,000
7/1/2024	-		471,000	471,000
1/1/2025	-		471,000	471,000
7/1/2025	-		471,000	471,000
1/1/2026	-		471,000	471,000
7/1/2026	-		471,000	471,000
1/1/2027	-		471,000	471,000
7/1/2027	940,000	5.00%	471,000	1,411,000
1/1/2028	-		447,500	447,500
7/1/2028	975,000	5.00%	447,500	1,423,500
1/1/2029	-		424,125	424,125
7/1/2029	1,025,000	5.00%	424,125	1,448,125
1/1/2030	-		397,500	397,500
7/1/2030	1,100,000	5.00%	397,500	1,497,500
1/1/2031	-		370,000	370,000
7/1/2031	1,150,000	5.00%	370,000	1,520,000
1/1/2032	-		341,250	341,250
7/1/2032	1,200,000	5.00%	341,250	1,541,250
1/1/2033	-		311,250	311,250
7/1/2033	1,250,000	5.00%	311,250	1,561,250
1/1/2034	-		280,000	280,000
7/1/2034	1,325,000	4.00%	280,000	1,605,000
1/1/2035	-		253,500	253,500
7/1/2035	1,375,000	4.00%	253,500	1,628,500
1/1/2036	-		236,600	236,600
7/1/2036	1,425,000	4.00%	236,600	1,651,000
1/1/2037	-		197,500	197,500
7/1/2037	1,500,000	4.00%	197,500	1,697,500
1/1/2038	-		167,500	167,500
7/1/2038	1,550,000	4.00%	167,500	1,717,500
1/1/2039	-		136,500	136,500
7/1/2039	1,600,000	4.00%	136,500	1,736,500
1/1/2040	-		104,500	104,500
7/1/2040	1,675,000	4.00%	104,500	1,779,500
1/1/2041	-		71,000	71,000
7/1/2041	1,750,000	4.00%	71,000	1,822,000
1/1/2042	-		36,000	36,000
7/1/2042	1,800,000	4.00%	36,000	1,836,000
Total	\$ 21,640,000		\$ 11,294,250	\$ 32,934,250

Bond Purpose

1. Uptown parking garage
2. Forest Road extension
3. Pedestrian crossing at Oak Creek
4. Or any projects within the Transportation Master Plan

**Subject to Call for Redemption
Prior to Stated Maturity Dates?**

Yes, on or after July 1, 3032, without premium

Private Placement?

No

DEBT SERVICE

continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA EXCISE TAX REVENUE BONDS, SECOND SERIES 2022

Original Principal \$10,148,000

Issued December 8, 2022

(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
1/1/2024	\$ -		\$ 199,533	\$ 199,533
7/1/2024	511,000	4.21%	199,533	710,533
1/1/2025	-		188,776	188,776
7/1/2025	532,000	4.21%	188,776	720,776
1/1/2026	-		177,578	177,578
7/1/2026	555,000	4.21%	177,578	732,578
1/1/2027	-		165,895	165,895
7/1/2027	578,000	4.21%	165,895	743,895
1/1/2028	-		153,728	153,728
7/1/2028	602,000	4.21%	153,728	755,728
1/1/2029	-		141,056	141,056
7/1/2029	628,000	4.21%	141,056	769,056
1/1/2030	-		127,837	127,837
7/1/2030	654,000	4.21%	127,837	781,837
1/1/2031	-		114,070	114,070
7/1/2031	682,000	4.21%	114,070	796,070
1/1/2032	-		99,714	99,714
7/1/2032	710,000	4.21%	99,714	809,714
1/1/2033	-		84,768	84,768
7/1/2033	740,000	4.21%	84,768	824,768
1/1/2034	-		69,191	69,191
7/1/2034	772,000	4.21%	69,191	841,191
1/1/2035	-		52,941	52,941
7/1/2035	804,000	4.21%	52,941	856,941
1/1/2036	-		36,017	36,017
7/1/2036	838,000	4.21%	36,017	874,017
1/1/2037	-		18,377	18,377
7/1/2037	873,000	4.21%	18,377	81,377
Total	\$ 10,148,000		\$ 3,499,872	\$ 13,647,872

Bond Purpose

Land acquisition – former Cultural Park

Subject to Call for Redemption Prior to Stated Maturity Dates?

Yes, anytime with 30-days notice, without premium

Private Placement?

Yes

DEBT SERVICE

continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA MIDSTATE ENERGY FINANCED PURCHASE

Original Principal \$373,498

Issued December 11, 2018

(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
12/20/2023	\$ 28,481	3.60%	\$ 10,004	\$ 38,485
12/20/2024	30,275	3.60%	8,979	39,253
12/20/2025	32,147	3.60%	7,889	40,036
12/20/2026	34,105	3.60%	6,731	40,836
12/20/2027	36,147	3.60%	5,504	41,651
12/20/2028	38,281	3.60%	4,202	42,483
12/20/2029	38,831	3.60%	2,824	41,655
12/20/2030	39,618	3.60%	1,426	41,045
Total	\$ 277,885		\$ 47,559	\$ 325,444

Debt Purpose

Energy efficient equipment

Subject to Early Payoff?

Yes, no penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
FY 2021 POLICE VEHICLES FINANCED PURCHASES

Original Principal \$67,442
Issued July 30, 2020
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
7/30/2023	\$ 17,010	1.82%	\$ 625	\$ 17,634
7/30/2024	17,319	1.82%	315	17,634
Total	\$ 34,329		\$ 940	\$ 35,269

Original Principal \$183,119
Issued November 20, 2020
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
11/20/2023	\$ 46,191	1.85%	\$ 1,725	\$ 47,916
11/20/2024	47,046	1.85%	870	47,916
Total	\$ 93,237		\$ 2,595	\$ 95,833

Debt Purpose	4 police vehicles
Subject to Early Payoff?	Yes, with termination penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
POLICE CAMERA SYSTEM FINANCED PURCHASE
Original Principal \$185,261
Issued August 30, 2020
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
8/30/2023	\$ 37,040	1.85%	\$ 2,094	\$ 39,134
8/30/2024	37,725	1.85%	1,409	39,134
8/30/2025	38,424	1.85%	711	39,134
Total	\$ 113,188		\$ 4,214	\$ 117,401

Debt Purpose	Police camera system
Subject to Early Payoff?	Yes, with termination penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
STREET SWEEPER FINANCED PURCHASE
Original Principal \$250,206
Issued April 26, 2021
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
4/26/2023	\$ 50,022	2.05%	\$ 3,140	\$ 53,160
4/26/2025	51,046	2.05%	2,114	53,160
4/26/2026	52,092	2.05%	1,068	53,160
Total	\$ 153,159		\$ 6,322	\$ 159,481

Debt Purpose	Street Sweeper
Subject to Early Payoff?	Yes, with termination penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
FY 2022 POLICE VEHICLES FINANCED PURCHASES
Original Principal \$126,794
Issued November 18, 2021
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
11/18/2023	\$ 24,918	1.74%	\$ 1,780	\$ 26,698
11/18/2024	25,351	1.74%	1,347	26,698
11/18/2025	25,792	1.74%	905	26,698
11/18/2026	26,241	1.74%	457	26,698
Total	\$ 102,303		\$ 4,489	\$ 106,791

Original Principal \$243,466
Issued April 28, 2022
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
4/28/2024	\$ 47,370	2.72%	\$ 5,368	\$ 52,738
4/28/2025	48,658	2.72%	4,079	52,738
4/28/2026	49,982	2.72%	2,756	52,738
4/28/2027	51,341	2.72%	1,396	52,738
Total	\$ 197,351		\$ 13,600	\$ 210,951

Debt Purpose	5 police vehicles
Subject to Early Payoff?	No prepayment penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
TRAILHEAD SHUTTLES TAXABLE FINANCED PURCHASE
Original Principal \$710,125
Issued January 12, 2022
(Public Transit Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
12/15/2023	\$ 139,934	1.95%	\$ 11,145	\$ 151,078
12/15/2024	141,612	1.95%	8,416	150,028
12/15/2025	143,681	1.95%	5,655	149,335
12/15/2026	146,295	1.95%	2,853	149,142
Total	\$ 571,522		\$ 28,068	\$ 599,590

Debt Purpose	5 shuttle vehicles
Subject to Early Payoff?	Yes, no prepayment penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
MICRO-TRANSIT VEHICLES TAXABLE FINANCED PURCHASE
Original Principal \$624,546
Issued February 2, 2023
(Public Transit Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
2/1/2024	\$ 116,304	5.37%	\$ 33,445	\$ 149,749
2/1/2025	120,249	5.37%	27,293	147,542
2/1/2026	124,662	5.37%	20,835	145,497
2/1/2027	129,243	5.37%	14,141	143,384
2/1/2028	134,088	5.37%	7,200	141,288
Total	\$ 624,546		\$ 102,914	\$ 727,460

Debt Purpose	3 micro-transit vehicles
Subject to Early Payoff?	Yes, no prepayment penalty

DEBT SERVICE

continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA

PRE-GASB 87 COPIERS LEASE*

Original Principal \$3,305 (as of GASB 87 implementation)

Issued January 1, 2019

(Wastewater Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
7/30/2023	\$ 110	0.228%	\$ -	\$ 110
8/30/2023	110	0.228%	-	110
9/30/2023	110	0.228%	-	110
10/30/2023	110	0.228%	-	110
11/30/2023	110	0.228%	-	110
12/30/2023	110	0.228%	-	110
Total	\$ 663		\$ -	\$ 663

Original Principal \$38,012 (as of GASB 87 implementation)

Issued January 1, 2019

(Information Technology Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
7/30/2023	\$ 1,269	0.228%	\$ 1	\$ 1,271
8/30/2023	1,269	0.228%	1	1,271
9/30/2023	1,270	0.228%	1	1,271
10/30/2023	1,270	0.228%	1	1,271
11/30/2023	1,270	0.228%	-	1,271
12/30/2023	1,270	0.228%	-	1,271
Total	\$ 7,619		\$ 5	\$ 7,624

Lease Purpose

11 copiers

Subject to Early Termination?

Yes, no termination penalty

* The lease includes variable payments, a per copy charge, that are not included in the liability because they are not fixed in substance.

DEBT SERVICE

continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA FY 2020 ENTERPRISE FLEET LEASES

Original Principal \$104,911
Issued from October 3, 2019 to October 16, 2019
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2024	\$ 23,236	6.78%-7.64%	\$ 1,536	\$ 24,773
FY 2025	8,132	6.78%-7.64%	125	8,258
Total	\$ 31,369		\$ 1,662	\$ 33,030

Original Principal \$148,515
Issued from October 10, 2019 to February 12, 2020
(Streets Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2024	\$ 31,937	4.74%-7.55%	\$ 1,883	\$ 33,819
FY 2025	15,329	4.74%-7.55%	261	15,589
Total	\$ 47,265		\$ 2,143	\$ 49,409

Original Principal \$33,178
Issued November 18, 2019
(Wastewater Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2024	\$ 7,229	6.29%	\$ 447	\$ 7,676
FY 2025	3,149	6.29%	50	3,198
Total	\$ 10,377		\$ 497	\$ 10,874

Lease Purpose

7 fleet vehicles and snow plow/dump truck

Subject to Early Payoff?

Yes, no penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
FY 2021 PARKING LOT LEASE*
Original Principal \$98,146
Issued January 19, 2021
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
7/1/2024	\$ 6,877	1.245%	\$ 1,055	\$ 7,932
7/1/2025	7,200	1.245%	969	8,170
7/1/2026	7,535	1.245%	880	8,415
7/1/2027	7,881	1.245%	786	8,667
7/1/2028	8,240	1.245%	688	8,927
7/1/2029	8,610	1.245%	585	9,195
7/1/2030	8,993	1.245%	478	9,471
7/1/2031	9,389	1.245%	366	9,755
7/1/2032	9,799	1.245%	249	10,048
7/1/2033	10,222	1.245%	127	10,349
Total	\$ 84,746		\$ 6,184	\$ 90,931

Lease Purpose	Sinagua Plaza – 17 parking spaces
Subject to Early Termination?	Yes, no termination penalty

*Each year, the annual lease payment will be adjusted based on the greater of 3% or the Consumer Price Index escalation. The liability reflects an assumed 3% annual increase.

DEBT SERVICE

continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA FY 2021 ENTERPRISE FLEET LEASES

Original Principal \$23,873

Issued June 14, 2021

(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2024	\$ 4,709	4.82%	\$ 611	\$ 5,322
FY 2025	4,941	4.82%	380	5,322
FY 2026	5,185	4.82%	136	5,322
Total	\$ 14,835		\$ 1,127	\$ 15,962

Original Principal \$36,524

Issued May 27, 2021

(Streets Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2024	\$ 7,280	4.89%	\$ 927	\$ 8,208
FY 2025	7,645	4.89%	563	8,208
FY 2026	7,343	4.89%	181	7,524
Total	\$ 22,268		\$ 1,671	\$ 23,939

Lease Purpose

2 fleet vehicles

Subject to Early Payoff?

Yes, no penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
POSTAGE METER LEASE
Original Principal \$22,717
Issued July 1, 2021
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
9/30/2023	\$ 1,133	0.577%	\$ 20	\$ 1,153
12/31/2023	1,135	0.577%	18	1,153
3/31/2024	1,137	0.577%	16	1,153
6/30/2024	1,138	0.577%	15	1,153
9/30/2024	1,140	0.577%	13	1,153
12/31/2024	1,142	0.577%	12	1,153
3/31/2025	1,143	0.577%	10	1,153
6/30/2025	1,145	0.577%	8	1,153
9/30/2025	1,146	0.577%	7	1,153
12/31/2025	1,148	0.577%	5	1,153
3/31/2026	1,150	0.577%	3	1,153
6/30/2026	1,151	0.577%	2	1,153
Total	\$ 13,709		\$ 129	\$ 13,838

Lease Purpose	Postage meter
Subject to Early Termination?	Yes, no termination penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
FY 2022 ENTERPRISE FLEET LEASES

Original Principal \$87,985
Issued from September 16, 2021 to November 23, 2021
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2024	\$ 17,081	4.93%-6.36%	\$ 3,000	\$ 20,081
FY 2025	18,075	4.93%-6.36%	2,006	20,081
FY 2026	19,127	4.93%-6.36%	954	20,081
FY 2027	6,210	4.93%-6.36%	77	6,287
Total	\$ 60,493		\$ 6,037	\$ 66,531

Original Principal \$62,186
Issued July 6, 2021 to June 24, 2022
(Wastewater Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2024	\$ 11,711	4.96%-8.79%	\$ 2,802	\$ 14,513
FY 2025	12,519	4.96%-8.79%	1,994	14,513
FY 2026	13,388	4.96%-8.79%	1,125	14,513
FY 2027	7,443	4.96%-8.79%	332	7,775
Total	\$ 45,060		\$ 6,254	\$ 51,314

Lease Purpose	5 fleet vehicles
Subject to Early Payoff?	Yes, no penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
SCHOOL DISTRICT ADMINISTRATIVE SITE LEASE*
Original Principal \$2,277,233
Issued August 1, 2021
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
7/1/2023-6/1/2024	\$ 107,828	1.485%	\$ 30,172	\$ 138,000
7/1/2024-6/1/2025	109,440	1.485%	28,560	138,000
7/1/2025-6/1/2026	111,076	1.485%	26,924	138,000
7/1/2026-6/1/2027	112,737	1.485%	25,263	138,000
7/1/2027-6/1/2028	114,422	1.485%	23,578	138,000
7/1/2028-6/1/2029	116,133	1.485%	21,867	138,000
7/1/2029-6/1/2030	117,870	1.485%	20,130	138,000
7/1/2030-6/1/2031	119,632	1.485%	18,368	138,000
7/1/2031-6/1/2032	122,421	1.485%	16,579	138,000
7/1/2032-6/1/2033	123,236	1.485%	14,763	138,000
7/1/2033-6/1/2034	125,079	1.485%	12,921	138,000
7/1/2034-6/1/2035	126,949	1.485%	11,051	138,000
7/1/2035-6/1/2036	128,847	1.485%	9,153	138,000
7/1/2036-6/1/2037	130,773	1.485%	7,227	138,000
7/1/2037-6/1/2038	132,728	1.485%	5,272	138,000
7/1/2038-6/1/2039	134,713	1.485%	3,287	138,000
7/1/2039-6/1/2040	136,727	1.485%	1,273	138,000
7/1/2040	11,486	1.485%	14	11,500
Total	\$ 2,081,096		\$ 276,404	\$ 2,357,500

Lease Purpose	School District Administrative site
Subject to Early Termination?	Yes, no termination penalty if execute purchase

*In the fourth lease year (8/1/2024-7/31/2025) and subsequent lease years, the monthly lease payment will be adjusted based on the Consumer Price Index escalation. The liability does not reflect these escalations since their amount is unknown. The agreement allows the City to have the first option to purchase the property after July 26, 2029, and the City will receive \$2,000 a month in credit from the lease towards purchase of the property.

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
FY 2022 PARKING LOT LEASE*
Original Principal \$1,599,899
Issued January 1, 2022
(Public Transit Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
7/1/2024	\$ 1,589,228	0.59%	\$ 782	\$ 1,590,000

Lease Purpose	Church of the Red Rocks – parking lot on 2 land parcels
Subject to Early Termination?	Yes, no termination penalty

*The agreement includes a purchase option allowing the City to have the first option to purchase the property before the end of the lease term or any extension terms. The City paid the \$10,000 option fee which will be credited towards purchase of the property.

DEBT SERVICE

continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA FY 2023 ENTERPRISE FLEET LEASES

Original Principal \$65,709
Issued from July 7, 2022 to January 9, 2023
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2024	\$ 11,564	7.76%-9.08%	\$ 4,516	\$ 16,079
FY 2025	12,583	7.76%-9.08%	3,496	16,079
FY 2026	13,693	7.76%-9.08%	2,387	16,079
FY 2027	14,901	7.76%-9.08%	1,179	16,079
FY 2028	5,357	7.76%-9.08%	162	5,519
Total	\$ 58,096		\$ 11,740	\$ 69,836

Original Principal \$67,040
Issued April 18, 2023 to May 15, 2023
(Wastewater Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2024	\$ 10,707	8.92%-13.51%	\$ 6,989	\$ 17,296
FY 2025	12,002	8.92%-13.51%	5,694	17,696
FY 2026	13,461	8.92%-13.51%	4,235	17,696
FY 2027	15,104	8.92%-13.51%	2,592	17,696
FY 2028	13,945	8.92%-13.51%	754	14,699
Total	\$ 65,218		\$ 20,265	\$ 85,483

Lease Purpose	4 fleet vehicles
Subject to Early Payoff?	Yes, no penalty

FINANCIAL SERVICES

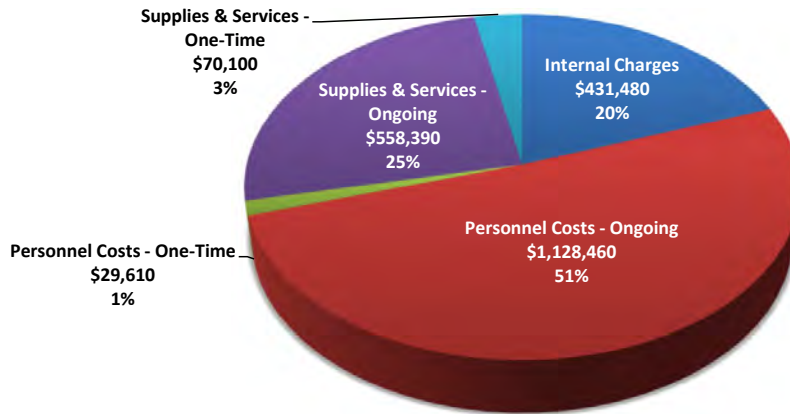
Mission Statement

Achieving high customer satisfaction by being a key financial resource, treating every customer with consideration and respect, and operating as a unified team with integrity, clarity, and transparency. We strive to exceed expectations and inspire joy in others by providing friendly, accurate, and timely financial services.

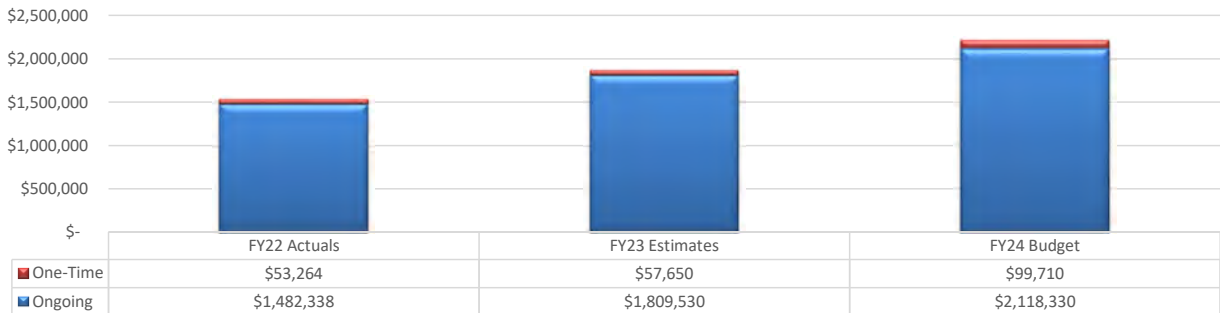
Description

The Financial Services Department is responsible for all financial-related areas such as financial reporting, debt management, treasury services, budget development and monitoring, wastewater billing, cash receipting, payroll, accounts payable, and procurement-related functions.

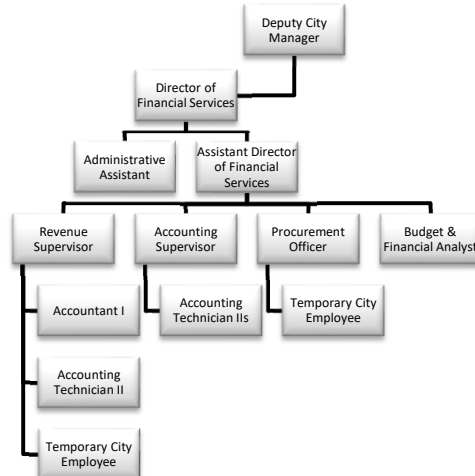
FY 2024 PROGRAM EXPENDITURES: \$2,218,040



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



FINANCIAL SERVICES – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 1,158,070	52%	\$ 1,170,600	\$ 1,065,110	\$ 859,384
Supplies & Services	628,490	28%	515,240	443,540	390,118
Subtotal Direct Costs	\$ 1,786,560	81%	\$ 1,685,840	\$ 1,508,650	\$ 1,249,502
Internal Charges	431,480	19%	361,600	358,530	286,100
Total Expenditures	\$ 2,218,040	100%	\$ 2,047,440	\$ 1,867,180	\$ 1,535,602
Expenditures by Fund					
General Fund Portion	\$ 2,066,550	93%	\$ 1,905,530	\$ 1,775,440	\$ 1,439,323
Wastewater Fund Portion	\$ 147,320	7%	\$ 141,060	\$ 88,680	\$ 95,663
Other Funds Portion	\$ 4,170	<1%	\$ 850	\$ 3,060	\$ 616
Funding Sources					
Allocations to Other Departments	\$ 2,022,430	91%	\$ 1,858,770	\$ 1,733,730	\$ 1,394,867
Employee Time Allocation (FTEs) (Budgeted)	11.56		11.24		10.00

A portion of the Financial Services Department is allocated to the Wastewater Enterprise Fund and represents the Fund's portion of the cost for utility billing services. In addition, a portion of the department costs is covered by revenues from the paid parking program.

FY 2023 Accomplishments

Overall City Value - Fiscal Sustainability:

- * Received the Certificate of Achievement for Excellence in Financial Reporting for the Annual Comprehensive Financial Report for FY 2021 – the 23rd year the City has received this award.
- * Obtained the GFOA Distinguished Budget Presentation Award for FY 2022 Budget – the ninth year the City has received the award.
- * Completed updates to the Procurement Manual for current practices, sustainability and economic development considerations, and Federal requirements.
- * Procured and implemented a new fleet card program (fuel cards) that provides the City with volume purchase discounts and enhanced software that streamlined the Accounts Payable process.
- * Procured and began implementation of a contract management software.
- * Developed various procurement templates for citywide use.

FY 2024 Objectives

Overall City Value - Fiscal Sustainability:

- * Obtain the Government Finance Officers Association (GFOA) Certificate of Achievement for Excellence in Financial Reporting for the Annual Comprehensive Financial Report for FY 2023.
- * Obtain the Government Finance Officers Association (GFOA) Distinguished Budget Presentation Award for the FY 2024 Budget.
- * Prepare financial reports timely.
- * Develop and implement policy for investing based on environmental, social, and governance (ESG) principles.
- * Implement an analysis of user fees to identify full cost recovery levels and facilitate policy decisions regarding subsidization of services.
- * Complete the wastewater rate study.
- * Complete the implementation of the contract management software.
- * Roll out the new centralized procurement program.
- * Develop, coordinate, and facilitate solicitations required to secure a new Enterprise Resource Planning (ERP) software. Participate in selection and implementation of new ERP software.
- * Develop a procurement webpage.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Manual journal entries	850	850	850	1,160	962
Employee payments (total direct deposits and checks issued)	4,570	4,390	4,487	4,282	3,825
W-2s issued	280	280	259	257	207
Accounts payable payments processed	3,700	3,600	3,600	3,577	2,588
Purchase orders issued	250	180	200	211	146
Operating budget organization units	260	278	268	268	232
Projects in capital improvement plan	79	65	69	72	65
Average wastewater accounts billed per month	6,880	6,860	6,876	6,854	6,843
Wastewater account transfers	550	750	530	729	832
Wastewater accounts with deferred connection agreements	0	0	0	3	27
Wastewater accounts on environmental penalty	15	22	15	18	14
Delinquent wastewater accounts and total delinquent balance	40/\$70K	50/\$70K	33/\$71K	58/\$71K	30/\$102K

FINANCIAL SERVICES – Administration

continued

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
GFOA Certificate of Achievement in Financial Reporting		Yes	Yes	Yes	Yes	Yes
Issue monthly financial reports within 60 days of the end of the month (All necessary sales tax information is not available from Arizona Department of Revenue until approximately 45 days after the end of the month.)		Yes	Yes	No	No	No
Average investment yield compared to policy benchmark as of 6/30 (Policy benchmark is the Local Government Investment Pool (LGIP) Pool 5 yield.)		N/A	N/A	2.977% yield / 4.92% benchmark	1.090% yield / 1.180% benchmark	0.906% yield / 0.060% benchmark
Bond rating (Standard and Poors)		AA-	AA-	AA-	AA-	AA-
Audit findings		0	0	0	0	0
Department ongoing expenditures as percentage of total City operating expenditures		4.48%	4.15%	4.08%	3.98%	4.35%
Internal Survey: Overall satisfaction with service and support (% of responses favorable)		100%	100%	100%	97%	100%
Cost per employee pay		\$32.25	\$31.57	\$27.50	\$27.35	\$38.87
Accounts payable transactions processed within 30 calendar days: Date received by various City departments to date processed by Financial Services (ICMA Benchmark 2016-2021)	81% (all) / 69% (cities under 30,000 pop.)	92%	90%	92%	92%	90%
Purchases made via purchasing card/credit card as a percentage of all purchases (ICMA Benchmark 2016-2021)	5% (all) / 3% (cities under 30,000 pop.)	10%	15%	10%	9%	14%
Purchasing card cash back awards		\$35,000	N/A	\$32,997	\$21,202	\$0
Cost per accounts payable transaction (procurement function separated starting FY24)		\$37.23	\$66.23	\$73.75	\$43.55	\$38.87
GFOA Distinguished Budget Presentation Award		Yes	Yes	Yes	Yes	Yes
Percentage difference in budgeted revenues to actuals		+/-10%	10%	-10%	<1%	31.6%
Percentage difference in budgeted expenditures to actuals		15%	10%	28%	16%	17.4%
Wastewater delinquency rate		15%	15%	13%	13%	19%
Wastewater customers paying electronically		82%	72%	79%	76%	68%
Cost per cash receipt		\$6.95	\$8.76	\$6.95	\$5.68	\$6.95



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended without
ESG component

Request Title	Investment Advisory & Consulting Services
Department	Financial Services
Program	Administration
Funding Request Type	Other Ongoing
Source of Funds	General Fund
Amount Requested	\$90,000
Priority	Medium

I. Description of Request

Investment advisory services to aid in the investment of City funds focused on environmental, social, and governance (ESG) values and to alleviate a portion of staff workload, as well as banking procurement consulting services to aid in the focus on ESG values. Ongoing investment advisory services are estimated at \$50,000 per year. One-time banking procurement consulting services are estimated at \$40,000.

Forbes defines the 3 criteria used to evaluate investments based on ESG values as follows:

Environment - What kind of impact does a company have on the environment? This can include a company's carbon footprint, toxic chemicals involved in its manufacturing processes, and sustainability efforts that make up its supply chain.

Social - How does the company improve its social impact, both within the company and in the broader community? Social factors include everything from LGBTQ+ equality, racial diversity in both the executive suite and staff overall, and inclusion programs and hiring practices. It even looks at how a company advocates for social good in the wider world, beyond its limited sphere of business.

Governance - How does the company's board and management drive positive change? Governance includes everything from issues surrounding executive pay to diversity in leadership as well as how well that leadership responds to and interacts with shareholders.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

The City Council has identified environmental sustainability as a high priority. Multiple inquiries have been received about divesting from fossil fuel investments. While the City does not invest directly in fossil fuels, inquiries have also been made about indirect investments in fossil fuels. With a broader perspective beyond fossil fuels, many believe responsible investing should be based on ESG values. The City's current adopted investment policy would need to be revised to reflect the goals related to ESG values. Decisions would need to be made regarding current investments held in the portfolio if they do not meet the goals identified. The City's checking accounts are a significant portion of its investment portfolio and may be impacted by ESG values. It is unknown when or if a formal procurement process was last held for banking services.

In addition, the Financial Services Department workloads have continually increased over time and are expected to continue to increase into the future as the City services continue to develop and grow. Previously added positions have come with added duties and have not been sufficient to address the increasing workloads of existing duties. Due to staffing shortages starting previous to COVID-19 and ongoing, the department has fallen farther and farther behind. Active management of the investment

portfolio has been limited, so a very conservative approach has been taken. More active management is expected to increase returns and pay for the cost of the service. The cost of the current brokers used is unknown since they net their fees with the interest rates of the investments.

III. Risk Analysis

What happens if this is not done?

Show examples of best practices from other cities, if applicable.

Discuss other alternatives, if applicable, and why the proposed solution is recommended.

Investment returns may not be as great without the assistance of a professional investment advisory firm with the resources to more actively manage the portfolio and evaluate investments based on ESG values.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?

How will you market/communicate the project/issue to the public?

What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

A preferred professional firm with experience with significant ESG value-based investment advisory services and banking procurement services has been identified. Once under contract, the firm can assist with development of goals related to ESG values and revisions to the investment policy. Decisions would need to be made regarding current investments held in the portfolio if they do not meet the goals identified. Changing banking services is a significant undertaking, and the timeline for a procurement process would ideally be timed with the implementation of a new ERP system.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Professional investment advisory services could improve returns on the City's portfolio. Limiting the options for investment of funds could have the potential of reducing returns on the City's portfolio; however, in some cases changing to an ESG value-based portfolio has increased returns. More active management of the portfolio is expected to increase returns; however, many factors, including external, impact the rate of return and guarantees cannot be made.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Not recommended at this time
CBWG Recommend removing
from goals

Request Title	Internal Control Audit
Department	Financial Services
Program	Administration
Funding Request Type	Other Onetime
Source of Funds	General Fund
Amount Requested	\$50,000
Priority	Low

I. Description of Request

This request is to hire an audit firm to perform an internal control audit.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

Internal control is a process designed to provide reasonable assurance regarding the achievement of objectives: effectiveness and efficiency of operations, reliability of financial reporting, and compliance with applicable laws and regulations. Internal controls play an important role in detecting and preventing fraud and protecting the organization's resources. With the turnover in the Financial Services Department over the past several years, there have been many transitions and reorganizations of duties within the department. It is unknown when the last internal control audit was done, or if one has ever been done.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

Internal controls could be missing or not working as intended and expose the City to possible inefficiencies, errors or fraud.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

Implementation of a new ERP system invariably involves changes to processes. Once the implementation of key aspects of the ERP system are complete, we could proceed with the selection process for an audit firm to perform the internal control audit. We recommend delaying this decision package until the ERP system implementation is well underway.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

N/A

COMMUNITY DEVELOPMENT

Mission Statement

Serving Sedona by managing quality and sustainable development and working with the community to plan a built environment that is influenced by and preserves the natural environment.

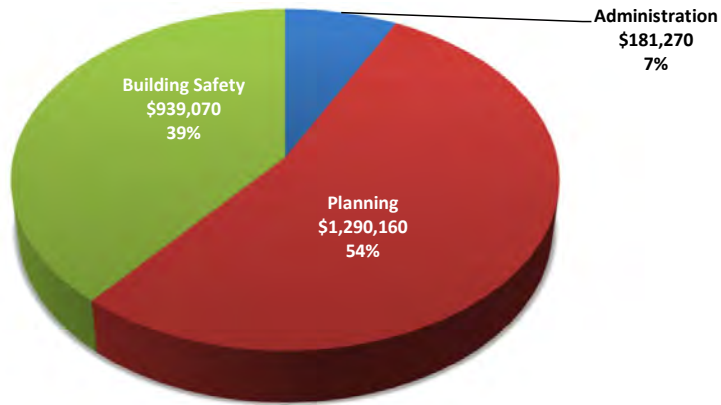
Description

The Community Development Department is comprised of 13 full-time employees, one part-time employee and four program areas. The Department provides support to the City Council, the Planning and Zoning Commission, the Historic Preservation Commission and the Board of Adjustment.

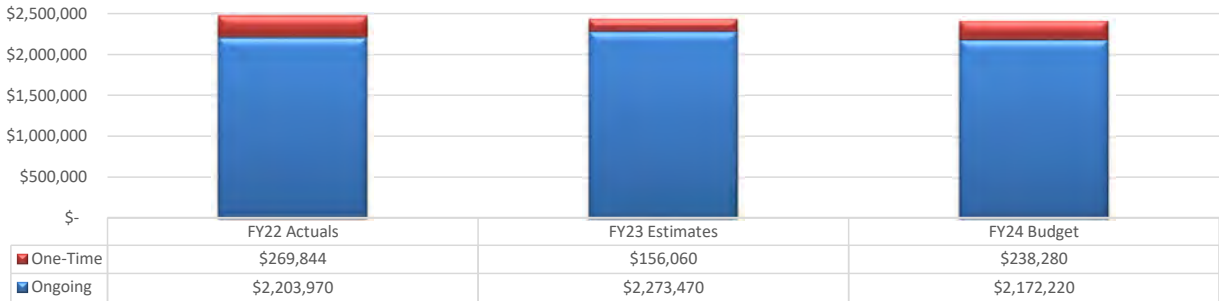
The Community Development Department is responsible for the following program areas:

- * Administration
- * Planning (including the Community Plan and the Planning and Zoning and Historic Preservation Commissions)
- * Building Safety
- * Code Enforcement (Moved to the Police Department in February 2023)

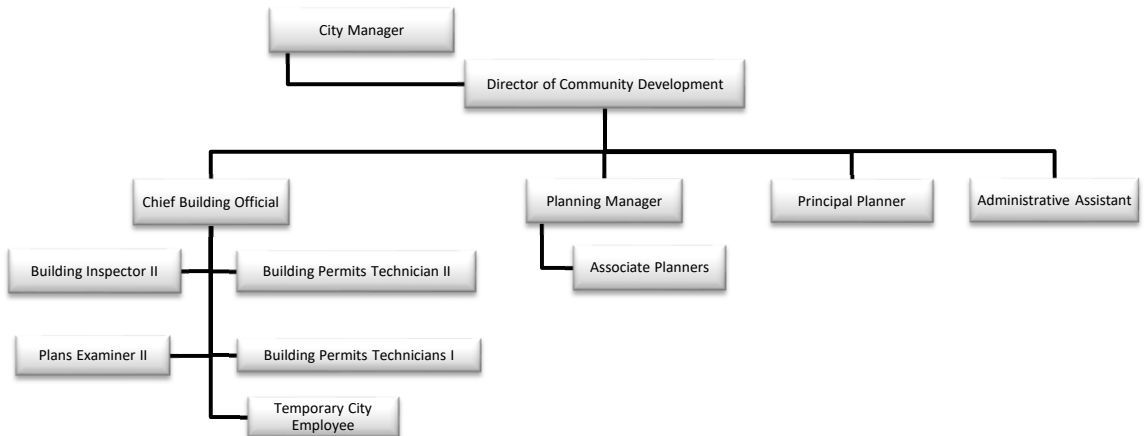
FY 2024 PROGRAM EXPENDITURES: \$2,410,500



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



COMMUNITY DEVELOPMENT – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 69,520	38%	\$ 48,540	\$ 53,090	\$ 174,407
Supplies & Services	7,050	4%	7,100	4,830	38,901
Subtotal Direct Costs	\$ 76,570	42%	\$ 55,640	\$ 57,920	\$ 213,308
Internal Charges	104,700	58%	33,050	29,600	128,180
Total Expenditures	\$ 181,270	100%	\$ 88,690	\$ 87,520	\$ 341,488
Expenditures by Fund					
General Fund Portion	\$ 181,270	100%	\$ 88,690	\$ 87,520	\$ 306,328
Other Funds Portion	\$ -	0%	\$ -	\$ -	\$ 35,160
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 63,440	35%	\$ 31,040	\$ 30,630	\$ 119,521
Estimated Visitor Generated	\$ 117,830	65%	\$ 57,650	\$ 56,890	\$ 221,967
Employee Time Allocation (FTEs) (Budgeted)	0.70		0.55		1.50

The Administration program accounts for support to the other program areas of Community Development: Building Safety, Planning (including the Planning and Zoning and Historic Preservation Commissions) and Community Plan efforts.

A portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

FY 2023 Accomplishments

Overall City Value - Good Governance

- * Implementation of process improvement.
- * Staff training completed for each program area.
- * All scheduled Commission training completed.
- * Continued video recording and broadcasting of Planning and Zoning Commission meetings.
- * Continues to coordinate the requirements and values of the Community Plan throughout other departments and projects.
- * Maintained service levels while experiencing multiple open positions, new hires and multiple long-term medical leaves.

Council Priority – Community Plan Update:

- * Initiated the Community Plan Update.
- * Initiated the LDC updates.

FY 2024 Objectives

Overall City Value - Good Governance

- * Identify and promote professional development opportunities to develop and maintain a highly qualified, professional and responsive work team that supports the City's Core Values and Department's mission.
- * Enhance quality and realize efficiencies in department processes through application and implementation of process improvements.
- * Identify ways to improve communication with our customers specifically, and the community in general, including better utilization of the department's webpages.
- * Improve methods of distribution, collection, and tracking of customer service surveys and results to better identify opportunities for improvement.
- * Improve City project development methods to ensure multi-disciplinary analysis, input and alternatives to optimally align projects with City adopted plans and priorities.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Public Meetings and Work Sessions - City Council	15	15	10	15	13
Public Meetings and Work Sessions - Planning and Zoning Commission	15	15	15	15	21
Public Meetings - Historic Preservation Commission	5	6	6	7	1
Public Meetings - Variance/Appeals	4	3	4	4	2

COMMUNITY DEVELOPMENT – Planning

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 707,940	55%	\$ 746,890	\$ 681,030	\$ 504,394
Supplies & Services	258,710	20%	254,180	184,360	65,322
Subtotal Direct Costs	\$ 966,650	75%	\$ 1,001,070	\$ 865,390	\$ 569,716
Internal Charges	323,510	25%	268,690	276,540	252,630
Total Expenditures	\$ 1,290,160	100%	\$ 1,269,760	\$ 1,141,930	\$ 822,346
Expenditures by Fund					
General Fund Portion	\$ 1,290,160	100%	\$ 1,269,760	\$ 1,141,930	\$ 822,346
Funding Sources					
Program Revenues	\$ 339,480	26%	\$ 337,320	\$ 349,510	\$ 337,320
Funding from General Revenues:					
Estimated Resident Generated	\$ 332,740	26%	\$ 326,350	\$ 277,350	\$ 169,759
Estimated Visitor Generated	\$ 617,940	48%	\$ 606,090	\$ 515,070	\$ 315,267
Employee Time Allocation (FTEs) (Budgeted)	7.41		7.20		4.90

The Planning program plans and regulates all land uses and development within City limits, informing and educating property owners, residents, and business owners of the City's vision, and land use and development policies and procedures. Planning staff reviews and processes applications such as zone changes, development reviews, subdivisions, appeals and variances, minor modifications, conditional use permits, temporary use permits, and sign permits and provides support to the Planning and Zoning Commission, Historic Preservation Commission, and the Board of Adjustment Hearing Officer. Staff provides research and technical assistance related to zoning codes, land use, housing, historic preservation, and demographics. Additionally, they are responsible for maintaining and implementing the Community Plan.

The Planning team's activity workload reflects those applications and permits that are directly related to current and long-range planning. Not reflected in the workload is the team's review of all residential and commercial building permits for zoning compliance, which are included in the Building Division's workload.

After a couple years of significant increases in the both the number and complexity of projects being reviewed, workload has begun to stabilize, though at higher levels than were seen a couple years ago. As Sedona approaches build-out, the properties available for development are producing more challenging development projects, such as building on steeper slopes, floodplains, and oddly shaped parcels. The rising complexity and challenging nature of recent projects has resulted in more staff time being devoted to each application. The challenging properties have also led to an increase in interest in variance and/or minor modification applications as well as director's interpretations, as potential developers seek to determine how to best utilize the limited vacant land remaining in the City.

After years of having a relatively stable team, the past few years have seen significant changeover in team members, with team members leaving and retiring, existing team members having the opportunity to receive promotions and take on different tasks, and new team members coming on board. As of February 2023, all three Associate Planners have been with the City for less than one year (eight months, six months, and two weeks). This has led to a significant amount of training as new team members settle into their new roles and responsibilities and learn the established processes. This turnover in staff and need for training has led to longer review times for certain applications than has been experienced in the past. As team members settle into their roles, it is expected that these timeframes will decline.

The Planning and Zoning Commission (PandZ) is the decision-making authority for conditional use permits and development review applications. PandZ makes recommendations to the City Council on amendments to the Community Plan and the Land Development Code, specific planning projects, re-zonings, and subdivision requests. The planning team devotes a large proportion of its time to the preparation of materials for PandZ and public review and the holding public hearings.

The Historic Preservation Commission (HPC) is comprised of five members appointed by the City Council. The HPC was created in 1998 to conduct hearings relative to the identification and preservation of landmarks representing distinctive elements of Sedona's heritage. The planning team provides staff support to HPC.

COMMUNITY DEVELOPMENT - Planning

continued

FY 2023 Accomplishments

Council Priority - Update Land Development Code

- * Continued to monitor development and identify potential revisions to the Land Development Code (LDC).

Council Priority - Affordable Housing:

- * Continued discussions with the Housing Manager to find ways to update the DIGAH and LDC to encourage/incentivize both affordable and market rate long-term housing
- * Processed Development Review applications, and obtained approval from Planning and Zoning Commission, for two new housing projects (Navajo Lofts and Sunset Lofts), both of which will be deed restricted for long term rentals (no short term rentals) and one of which (Sunset Lofts) will be affordable housing for Sedona's workforce.

Community Plan Goal - Preserve and celebrate the community's history:

- * Reviewed plans for the build out of the Ranger Station Park to ensure compliance with adopted Master Plan.

Council Priority - Community Focus Area Development:

- * Updated the Soldiers Pass and Western Gateway CFA plans to remove references to lodging in response to community and City Council concerns about the proliferation of lodging within the City.
- * Continue to use adopted CFA plans in review of development projects.

Council Priority - Community Plan Update:

- * Held a successful Community Forum in September 2022, with approximately 350 people in attendance.
- * Held two Listening and Learning Sessions on Circulation and the Economy virtually, open to all interested residents, and posted the videos online
- * Held a partner workshop with agency and organization partners to get input for the plan update.
- * Created a database of public comments from the April 2022 Household Survey and the September Community Forum
- * Built out an interactive website for project information and public outreach (www.plansedona.com)
- * Developed a database of the status and accomplishments of Community Plan policies and actions.
- * Established a citizen work group for the plan update, and created an interactive workspace for the group on the www.plansedona.com website
- * Developed a project management and Public Participation Plan for the Community Plan Update

COMMUNITY DEVELOPMENT - Planning

continued

FY 2024 Objectives

Overall City Value - Good Governance

- * Identify areas where updates to the LDC are needed and bring revisions back to the Planning and Zoning Commission and the City Council for approval.
- * Continue to improve records filing through conversion to a parcel-based system.
- * Conduct reviews of all residential and commercial building permit applications within mandated timeframes.
- * Continue to train new staff members in the review of permits and projects.
- * Continue to refine project review process to ensure all relevant staff members provide input on development projects (economic development, housing, sustainability, transit); incorporate evaluations of projects in the materials provided to PandZ and Council to provide greater consideration of Council priorities in decision-making.
- * Establish a new Planning Commissioner Training Program.
- * Expand use of exhibits, illustrations, and/or pictures to help commissioners visualize the project/proposal.

Council Priority - Community Plan Update

- * The goal is to bring a final draft, revised plan to Council by December 2023 with plan adoption by March 2024. The process includes extensive public outreach, drafting recommendations, updating and revising the plan, and public hearings with Planning and Zoning Commission and City Council.

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions and encourage active healthy lifestyles:

- * Continue to advise/participate on the next phase, which is construction of the park and interior rehabilitation of the historic buildings (including act as liaison with HPC).

Council Priority - Sustainable Tourism:

- * Participate in Sustainable Tourism efforts.

Council Priority - Affordable Housing:

- * Participate in Affordable Housing activities.
- * Work with the Housing Manager to update the Developer Incentives Guidelines for Affordable Housing (DIGAH) policy document.
- * Work with the Housing Manager to explore code changes that could incentivize affordable housing and/or long-term rental housing.

Planning and Zoning Commission - Overall City Value - Good Governance:

- * Conduct meetings in accordance with Open Meeting Laws, Rules and Operating Procedures.
- * Make decisions based on facts, utilizing codes, regulations, reports, testimony, data, and other applicable documentation.
- * Explore modifying the required findings in the LDC to simplify and clearly state the review criteria for projects.

Community Plan Land Use, Housing, and Growth Goal - Grow only within currently established residential and commercial limits:

- * Hold hearings to review and act upon matters related to planning and development.

Community Plan Implementation:

- * Continue to participate in project evaluation of major development and CIP projects for compliance with the Community Plan. Oversee planning process for a conceptual master plan for the Cultural Park property in the Western Gateway CFA, oversee a consultant, advise and participate in public outreach, and ensure collaboration with stakeholders and partners.

Historic Preservation Commission - Community Plan Community Goal - Preserve and celebrate the community's history:

- * Participate in implementing the Ranger Station Park Master Plan (250 Brewer Rd), including efforts to restore the interior of the house and barn (exterior renovations completed).
- * Work with landowners interested in landmarking a property.
- * Utilize the Historic Resource Recognition Program by identifying and designating a historic resource as an alternative to landmarking.

COMMUNITY DEVELOPMENT - Planning

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Community Plan Amendments/CFAs	3	3	4	6	3
Zone changes	6	8	7	9	8
Development reviews - major	15	15	18	18	11
Development reviews - minor	2	2	2	1	0
Conditional Use permits	7	7	9	7	6
Temporary Use permits	40	40	40	41	42
Sign permits, permanent	60	60	60	60	58
Film permits	10	10	10	8	6
Subdivisions	5	5	6	5	4
Minor Modifications (formerly Admin. Waiver)	2	2	2	0	1
Land Division permits	25	25	20	30	29
Variance/appeals	4	3	4	4	2
Land Development Code amendments	1	2	1	1	2
Zoning verification letters	25	20	24	28	26
Public meetings and work sessions - City Council	15	15	10	15	13
Public meetings and work sessions - Planning and Zoning Commission	15	15	15	15	21
Public meetings - Historic Preservation Commission	5	6	6	7	1
New landmarked properties - Historic Preservation Commission	2	1	0	0	0
Civic pride/education events - Historic Preservation Commission	1	2	1	0	0
Certificates of Appropriateness issued - Historic Preservation Commission	0	0	0	0	1
Certificates of No Effect issued - Historic Preservation Commission	2	3	1	1	2
Historic Recognition Awards issued - Historic Preservation Commission	2	2	1	1	0
Education training exercises - Historic Preservation Commission	3	3	3	1	0

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Customer Survey: Overall customer service (% responses favorable)		100%	100%	100%	100%	100%
Temporary use permits: Average days to issue		11	13	12	12	17
Sign permits, permanent: Average days to issue		8	8	10	12	4.7

COMMUNITY DEVELOPMENT – Building Safety

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 530,040	56%	\$ 475,040	\$ 422,220	\$ 384,830
Supplies & Services	168,670	18%	210,060	184,770	162,496
Capital & Debt Service	10,510	1%	10,400	10,510	11,235
Subtotal Direct Costs	\$ 709,220	76%	\$ 695,500	\$ 617,500	\$ 558,561
Internal Charges	229,850	24%	264,810	235,410	169,860
Total Expenditures	\$ 939,070	100%	\$ 960,310	\$ 852,910	\$ 728,421
Expenditures by Fund					
General Fund Portion	\$ 937,670	100%	\$ 958,910	\$ 851,510	\$ 727,280
Other Funds Portion	\$ 1,400	<1%	\$ 1,400	\$ 1,400	\$ 1,141
Funding Sources					
Program Revenues	\$ 312,300	33%	\$ 352,300	\$ 293,870	\$ 352,300
Funding from General Revenues:					
Estimated Resident Generated	\$ 219,370	23%	\$ 212,800	\$ 195,660	\$ 131,642
Estimated Visitor Generated	\$ 407,400	43%	\$ 395,210	\$ 363,380	\$ 244,479
Employee Time Allocation (FTEs) (Budgeted)	5.30		4.84		4.78

The Building Safety program is responsible for issuing all residential and commercial building permits in accordance with the adopted and amended building codes. This work includes processing and reviewing construction plans, conducting inspections for the work allowed under these permits and coordinating this work with several other departments. Building Safety also partially or wholly processes applications and payments for off-premises signs, temporary signs, wastewater permits, and right-of-way permits. Furthermore, Building Safety has become an active participant with the Code Enforcement Division in the quest to combat the rampant work without a permit issue.

Building Safety strives to be a partner in the permit and building process by fostering a culture that is helpful, approachable, and knowledgeable. It remains our goal to provide effective, fair, and consistent reviews and inspections on a timely basis and within mandated timeframes, and to remain a helpful and watchful team member to other City Departments in our stewardship of the permit process and other related procedures and situations.

In an effort to promote higher quality development, Building Safety has adopted current building codes, in line with the surrounding municipalities and counties, and has increased its expectations and requirements for more complete plan submittals. We will be looking to keep pace with code updates by starting the process to adopt the 2024 I-Codes and the 2023 NEC in FY 2024. Addressing current and changing codes requires staff to invest additional time and effort in customer education and a more thorough and comprehensive review.

In the short term, this has resulted in a high number of corrections issued and plan resubmittals received, although we have seen some progress on this level. Additionally, the raised expectation of compliance continues to create longer review and inspection times, along with a large number of meetings and consultations to inform and educate applicants, designers, architects, and contractors on code and correction requirements. The number of reinspections will also continue to be high as the raised level of compliance with the new City codes and the approved plans initially result in more failed inspections. Over time, however, and with continued training of and interaction with the construction and development community, they will become accustomed to working within the framework of higher standards, and the community as a whole will be safer and better built. This level of enforcement is expected to continue, in part, due to a greater emphasis on in-house and off-site training in order to raise the knowledge and abilities of staff.

Staff currently consists of the Chief Building Official (The role is being filled by the Director of Community Development until a suitable replacement is found), Building Inspector II (retiring in May 2023), Plans Examiner I, and three Permit Technician positions, although the last of the Permit Technicians position was added to address the long-term medical leave of two Building Safety staff members. Built into this organizational unit is a training program that prepares and trains staff to allow them to elevate their roles in the division when positions become available, to allow for cross-training to alleviate pressures caused by staff taking time off or busy periods, and to allow staff to be more educated and effective in their positions. FY 2024 will likely see the construction of multiple single family residential, and multi-family residential development projects, along with some major City development and construction projects. Some of these are anticipated to address our need for workforce/affordable housing.

A portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department.

COMMUNITY DEVELOPMENT – Building Safety

continued

FY 2023 Accomplishments

City Plan Land Use, Housing, and Growth Goal – Grow only within currently established residential and commercial limits:

- * Maintained staff cohesiveness and customer services during the extended medical leaves of two employees.
- * Maintained staff cohesiveness and customer services during the vacancies before and after the short tenure of the previous Director of Community Development
- * Hired and trained a new Permit Technician.
- * Continued an in-house training program for the Permit Technician and Plans Examiner I positions to raise their level of knowledge and understanding of the codes so as to be able to perform increasingly more complicated plan reviews and inspections.
- * Reorganized the Permit Technician position, Job Description and salary to create Permit Technician I and II. This will provide incentive for our Permit Technicians to continue to grow and become better in their jobs, and to obtain more certifications.

City Plan Land Use, Housing, and Growth Goal – Ensure harmony between the built and natural environments:

- * Continued a cooperative partnership with the Sedona Fire District including the establishment of monthly coordination meetings and implementing a process to address voids in the communication and permit processes when fire sprinklers and Wildland Urban Interface District requirements are identified by the Fire District.
- * Continued to foster relationships and connections with agencies, community groups, the business community, including on-going talks and meetings with large realtor professionals groups.
- * Continued the process of working with and coordinating with educational, community, industry, and code organizations to foster awareness, desire, and growth in employment in the construction and municipal inspector/plans examiner positions. (The average age of the workforce in these positions is well over 40 years, and new recruits have been on a steady decline.)

Overall City Value – Good Governance:

- * Consistently met the mandated plan review time frames set within Senate Bill (SB) 1598.
- * Obtained a yearly average of only 1.2 days from Residential inspection request to actual inspection and 1.1 days for Commercial inspection requests thus meeting our goal of providing inspections within 1.3 days of request. (See ICMA report.)
- * Maintained a program to address the overwhelming amount of work being done without a permit by making contractors liable through the reporting of such actions to the Registrar of Contractors.
- * Have attempted to further address our work without a permit issue by speaking to community groups and residents and by submitting an article to the Red Rock News addressing the issue.
- * Helped create a reorganization of the Code Enforcement Division to better address and cover code enforcement cases.

FY 2024 Objectives

Overall City Value – Good Governance:

- * Continue to conduct reviews of all residential and commercial building permit applications within the mandated timeframes.
- * Continue to provide fast responses to inspection requests. (The goal is to maintain a yearly average Residential and Commercial response time of less than 1.3 days from request to inspection.)
- * Continue the dedicated in-house training of staff to increase their ability to perform their jobs at a higher level and to allow the ability for promotion when available and warranted.
- * Promote the need and provide the resources for staff to expand their knowledge base and expertise by pursuing national building safety certifications.
- * On-board and train the replacement for the Chief Building Official, who has been promoted to the Director's position, and the replacement for the Building Inspector who will be retiring in May 2023.

City Plan Land Use, Housing, and Growth Goal – Ensure harmony between the built and natural environments:

- * Continue to coordinate plan reviews and inspections with the Sedona Fire District to provide a more efficient and seamless process for the customer in obtaining their final inspection approval and/or Certificates of Occupancy.
- * Continue to identify and pursue opportunities for engagement with and education of the contractor and development community regarding the adopted building codes and amendments.
- * Continue to conduct a review of all permit packets and information and revise as necessary in an attempt to make them easier to understand and complete for the customer.
- * Continue to create avenues for growth and promotion from within the Building Safety division through training and reorganization.
- * Continue to explore the expansion and use of our remote inspections process. This allows more inspections per day and less use of city resources.
- * Set the groundwork through training and outreach for the proposed adoption process of the 2024 I-Codes and the 2023 NEC in late FY 2024 or early FY 2025.
- * Continue to explore the process and benefits of electronic permitting and plan reviews, and the allowances for integration into current and future City-wide software. Electronic permit and review processes would greatly reduce the amount of paper and other resources, create easier avenues for storage and sharing of documents and may possibly speed up the permitting process.

COMMUNITY DEVELOPMENT – Building Safety

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Single-family building permits - new construction	60	70	60	71	70
Single-family permits - new construction - Total valuation	\$40,000,000	\$40,000,000	\$40,000,000	\$51,000,000	\$30,747,559
Single-family building permits - remodel/rehab	130	150	130	177	162
Single-family permits - remodel/rehab - Total valuation	\$8,000,000	\$8,000,000	\$8,500,000	\$10,500,000	\$8,390,892
Commercial building permits - new construction	4	3	5	4	1
Commercial building permits, new construction - Total valuation	\$14,000,000	\$2,500,000	\$22,500,000	\$3,800,000	\$200,000
Commercial building permits - remodel/rehab	55	55	48	96	59
Commercial building permits - remodel/rehab - Total valuation	\$13,500,000	\$4,500,000	\$12,500,000	\$32,500,000	\$7,722,308
Manufactured Homes building permits	6	5	7	3	5
Manufactured Homes building permits - Total valuation	\$300,000	\$175,000	\$400,000	\$80,000	\$145,000
Photovoltaic building permits	115	75	120	106	69
Photovoltaic building permits - Total valuation	\$3,500,000	\$2,500,000	\$3,600,000	\$3,500,000	\$1,776,745
Photovoltaic building permits - Total KW	1,000	850	1,200	740	692
Tenant Occupancy permits (CofOs)	70	100	54	114	95
Miscellaneous permits (sheds, decks, fences, pools, etc.)	230	225	250	233	259
Miscellaneous permits - Total valuation	\$5,500,000	\$8,200,000	\$4,500,000	\$7,300,000	\$7,225,376
Off-premise Sign permits	22	15	22	22	2
Temporary Sign permits	45	25	60	30	3
Right-of-Way permits	180	175	225	162	106
Wastewater permits	15	30	15	28	39
Liquor Licenses	N/A	N/A	N/A	N/A	21
Inspections	4,200	4,400	4,400	4,623	4,398

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Initial plan review: Timeframe in days - Residential permits		7.0	7.0	6.3	5.4	11
Initial plan review: Timeframe in days - Residential Alterations		10.0	10.0	9.3	8.3	6.5
Initial plan review: Timeframe in days - Commercial permits		12	12	10.7	9.7	17
Initial plan review: Timeframe in days - Photovoltaic		7.0	6.0	8.4	6.1	6.5
Initial plan review: Timeframe in days - Tenant Occupancy		4	4	3.4	3.1	3.6
Initial plan review: Timeframe in days - Tenant Improvements (Includes Commercial Alterations)		11.0	11.0	10.8	10.0	7.2
Initial plan review: Timeframe in days - Miscellaneous permits		5.0	5.0	3.5	4.1	2.4
Internal Survey: Overall customer service (% responses favorable)		90%	90%	100%	100%	90%

COMMUNITY DEVELOPMENT – Code Enforcement

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ -	0%	\$ 201,930	\$ 141,780	\$ 208,491
Supplies & Services	-	0%	21,670	7,090	8,318
Subtotal Direct Costs	\$ -	0%	\$ 223,600	\$ 148,870	\$ 216,809
Internal Charges	-	0%	216,740	198,300	186,320
Total Expenditures	\$ -	0%	\$ 440,340	\$ 347,170	\$ 403,129
Expenditures by Fund					
General Fund Portion	\$ -	0%	\$ 438,940	\$ 346,560	\$ 402,168
Other Funds Portion	\$ -	0%	\$ 1,400	\$ 610	\$ 961
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ 154,120	\$ 121,510	\$ 141,095
Estimated Visitor Generated	\$ -	0%	\$ 286,220	\$ 225,660	\$ 262,034
Employee Time Allocation (FTEs) (Budgeted)	0.00		2.38		2.30

The Code Enforcement program is responsible for the enforcement of City codes regulating land use matters; public nuisances; public health, safety, and welfare issues; building standards; and other City ordinances and ensuring compliance in a timely manner within the limits of the law. Code enforcement activities are important for accomplishing community goals such as protecting property values, the natural environment, and providing a good quality of life for residents.

The number of cases investigated increased significantly during the FY 2022 and FY 2023 fiscal years, and the complexity of certain types has grown as well. Short-term vacation rentals have continued to increase the number and complexity of complaints in two primary areas. First, property owners are continuing to renovate and modify their homes without proper approvals, permits, and/or licensed contractors, and secondly, the illegal conversion of non-habitable space into long-term living space (i.e.- garages, sheds, etc.). Some of the other most common types of code cases include outside storage, unsightly properties, overgrown weeds, exterior lighting, illegal signs, and trash violations.

A portion of the program costs is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department. Starting mid FY 2023, the Code Enforcement program has been moved to the Police Department.

FY 2023 Accomplishments

Overall City Value - Public Safety:

- * Researched, drafted, and presented revisions and amendments to the City Trash, Parking, Nuisance, and Abatement ordinances, which were approved and adopted by the City Council in September 2022.
- * Worked with the West Sedona school students with a Science, Technology, Engineering, and Mathematics (STEM) project on Dark Sky lighting fixture designs as part of a school district grant.
- * Published an article in the local newspaper to provide education for residents and businesses on Dark Sky lighting requirements and best practices as Sedona is an International Dark Sky certified community.
- * Collaborated with the municipal court to create a fine schedule for City and Land Development codes to aid the court in processing citations issued by code enforcement.
- * Equipped the code enforcement vehicle with a mobile laptop computer needed to be able to use reporting software in the field for entering case notes to increase productivity and efficiency in conducting investigations.
- * Enhanced the working relationship with the City of Sedona Chief Building Official related to the International Residential and Commercial Building Codes (IRC and IBC) and illegal building issues through collaboration in investigations.
- * Took enforcement action against property owners and contractors performing construction work without obtaining required building permits by issuing civil citations.
- * Successfully adjudicated civil citations in municipal court on cases involving construction without permits, Land Development Code violations, and City ordinance violations.
- * Attended the annual American Association of Code Enforcement (AACE) conference and completed training in conducting Code Enforcement investigations.

COMMUNITY DEVELOPMENT – Code Enforcement

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Total code cases/investigations	N/A	750	670	662	568
Cases resolved through voluntary compliance	N/A	250	220	220	141
Cases resolved through forced compliance	N/A	50	27	39	14
Cases unsubstantiated	N/A	75	56	62	98
Cases closed/miscellaneous	N/A	400	367	327	300

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Average days from complaint to first investigation		N/A	1	1	1	2
Average days from investigation to voluntary compliance		N/A	45	45	44	56
Average days from investigation to transfer to court		N/A	N/A	N/A	N/A	N/A
Average days from investigation to forced compliance		N/A	60	25	46	63

COMMUNITY DEVELOPMENT – Housing

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Supplies & Services	\$ -	0%	\$ -	\$ -	\$ 178,430
Expenditures by Fund					
Other Funds Portion	\$ -	0%	\$ -	\$ -	\$ 178,430
Funding Sources					
Program Revenues	\$ -	0%	\$ -	\$ -	\$ 178,430
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		0.00

The Housing program has been transferred to the City Manager's Office with the exception of the Community Development Block Grant (CDBG). The current CDBG was awarded in FY 2020 for a temporary family housing project for low to moderate income families with children enrolled in Sedona public schools who are experiencing homelessness. Hope House, a non-profit entity, is responsible for construction and management of the facility. Starting FY 2024, the CDBG will be managed by the new Housing Department.

This program is paid by the Grants, Donations, and Restricted Funds.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended

Request Title	Cultural Park Area Master Plan
Department	Community Development
Program	Community Plan
Funding Request Type	Other Onetime
Source of Funds	General Fund
Amount Requested	\$125,000
Priority	High

I. Description of Request

This request is to fund professional services to complete a conceptual master plan for the Cultural Park/Western Gateway property. The planning process will involve extensive community outreach to solicit ideas for future development that will result in a general plan of land uses and recommended amenities, priorities, and phases for implementation.

In December 2022, the City purchased the 41-acre property known as the "Cultural Park" located at W SR 89A and Cultural Park Place. The property is within the Western Gateway Community Focus Area (CFA) and is adjacent to: National Forest (to north and west); Sedona Summit timeshares; Yavapai College; and the Western Gateway Trailhead (aka Girdner).

The Western Gateway CFA Plan will serve as a foundational vision of multi-family residential housing with a mix of other land uses such as open space, transit and trailhead parking, and commercial space to support the Western Gateway area.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

One of the 2013 Community Plan's goal is to "Encourage diverse and affordable housing options." Since that time, the housing problem has been exacerbated by the proliferation of: short-term vacation rentals; the increasing cost of land; housing; rent; and jobs and housing opportunities in neighboring communities like Cottonwood.

The community is seeing a variety of problems related to the lack of housing options: businesses with limited hours or closing due to a lack of employees; employees living out of their cars; recruitment and retention of employees impacted by the lack of housing options; the loss of families to more affordable and family-friendly communities, etc.

The city acquired the Cultural Park property knowing that the inventory of developable land in the city limits is diminishing (we are at 80% buildout for residential lands) and building higher density housing such as apartments has not been a high priority for private developers.

The significance of having a quality, comprehensive master plan for this property is that it is one of the largest remaining buildable properties in the city, which raises the level of importance for how it is developed.

A master plan based on community needs and preferences will carefully consider all the potential land uses, resulting in a plan that benefits the community as a whole.

III. Risk Analysis

What happens if this is not done?

Show examples of best practices from other cities, if applicable.

Discuss other alternatives, if applicable, and why the proposed solution is recommended.

Without a Master Plan for the property, future development will be delayed, and development may not meet the community's needs, or be prioritized in a way that meets those needs in a timely manner.

Creating a master plan is a best practice for a large property that is expected to include a variety of land uses with a phased development approach.

An alternative to this request is to complete a master plan internally with existing planning staff as project manager however, staff will be occupied with the Community Plan Update through the second quarter of FY24.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?

How will you market/communicate the project/issue to the public?

What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

The timeframe is expected to start in the 2nd quarter of FY24 and be completed by FY25. This will include community meetings and public hearings with Planning and Zoning Commission and City Council. The planning process will be widely marketed, encouraging the public to participate and provide comments and preferences at multiple stages of the planning process.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

N/A



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended

Request Title	Transfer a Temporary Planner Position to Full-Time
Department	Community Development
Program	Community Plan
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$11,200
Priority	High

I. Description of Request

We wish to transfer a temporary Planner position to a full-time Associate Planner position.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City’s priorities?
What does the City/community get for this investment?

As we only have one full-time Long Range Planner, the temporary Planner position was created to help with the 10-year update of the Community Plan. In addition, the person hired for this temporary position quickly proved their worth to the point that the loss of this person's skill set, knowledge and work ethics would be detrimental to not just the Community Plan update, but also to the Department as we are facing many large long-range planning projects such as the Cultural Park and possible transit, circulation and parking plans.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

Losing a valued, proven employee when the talent pool for the professional work force is shallow would be a risk, and we have experienced many issues in the hiring process throughout the years to highlight this risk.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

Implementation would be instant as the employee is currently working in the Department. This position, if granted, will not only work on the long-range projects, but will be cross-trained in the current planning areas.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

None

HOUSING

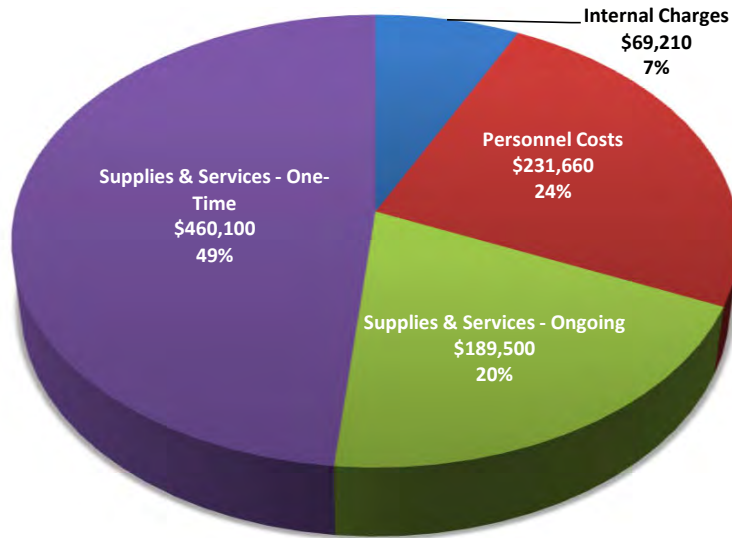
Mission Statement

To support a sustainable and inclusive community by expanding and preserving housing opportunities affordable to the local workforce and existing residents

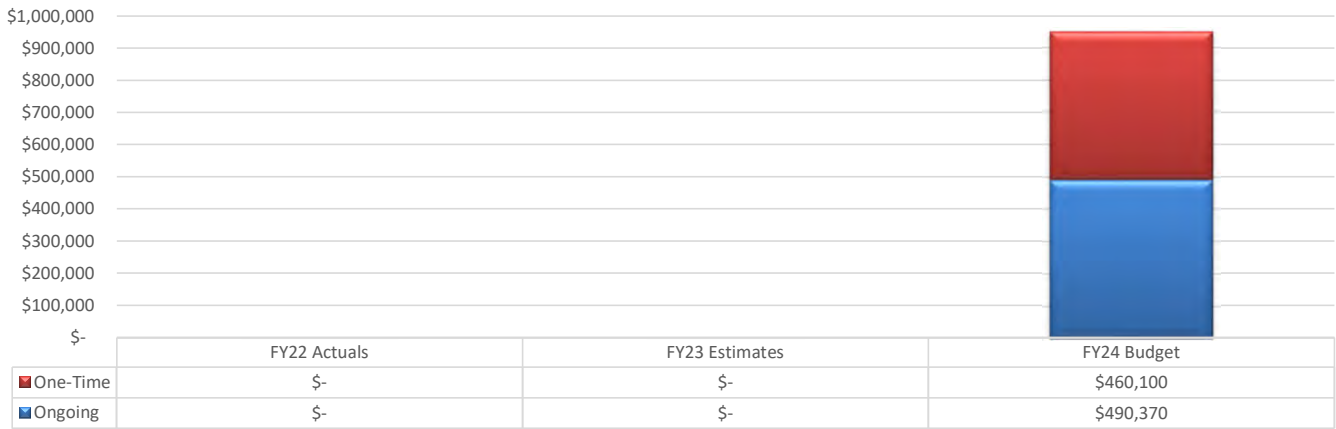
Description

The Housing program was created in FY 2021 to implement the recently created housing action plan for affordable and workforce housing, addressing the City Council's priority. The Housing program expands and preserves affordable homeownership and rental opportunities in Sedona by developing and implementing policies, projects, and programming which support housing availability, while fostering public-private partnerships in the development and creation of affordable/workforce housing.

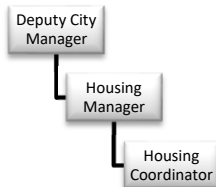
FY 2024 PROGRAM EXPENDITURES: \$950,470



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



HOUSING – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 231,660	24%	\$ -	\$ -	\$ -
Supplies & Services	649,600	68%	-	-	-
Subtotal Direct Costs	\$ 881,260	93%	\$ -	\$ -	\$ -
Internal Charges	69,210	7%	-	-	-
Total Expenditures	\$ 950,470	100%	\$ -	\$ -	\$ -
Expenditures by Fund					
Other Funds Portion	\$ 950,470	100%	\$ -	\$ -	\$ -
Funding Sources					
Program Revenues	\$ 950,470	100%	\$ -	\$ -	\$ -
Employee Time Allocation (FTEs) (Budgeted)					
	2.00		0.00		0.00

FY 2023 Accomplishments

Council Priority - Affordable Housing:

- * Rent Local program launched September 2022.
- * Deed restriction program launched January 2023.
- * Down Payment Assistance Program updated to expand eligibility and adjust to current economic situation January 2023.
- * Electrical Code update to reduce unnecessary expense of building multi-family completed September 2022.
- * Hope House project awarded 2022 Housing Hero Award.
- * Acquired 2250 Shelby Dr for multi-family development and negotiated with developer to submit the Low-Income Housing Tax Credit (LIHTC) program application for 30 units of affordable housing.
- * Awarded CDBG funds to Steps to Recovery Homes for a transitional housing project.
- * Housing Manager selected to participate in League of Arizona Cities and Towns review committee monitoring the Housing Supply Study Committee Hearings; hosted one of four hearings across the state in Sedona.
- * Coordinated with Plan Sedona workgroup, Community Development Department, and consultants to host a public engagement event on housing and land use.

FY 2024 Objectives

Council Priority - Affordable Housing:

- * Encourage the development of affordable housing units.
- * Incentivize the inclusion of affordable units in private development.
- * Increase resources to support affordable housing.
- * Monitor the increase in demand and any loss of affordable units.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Council meetings and work sessions	4	4	7	1	N/A
Number of applications for down-payment assistance	20	20	8	14	N/A
Rent Local applications	20	N/A	7	N/A	N/A

Council Priority - Affordable/Workforce Housing:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Housing Production: New affordable housing units deed-restricted		100	N/A	10	3	N/A
Housing Investment: Affordable housing projects assisted with housing funds		3	3	2	1	1
Number of down-payment assistance applications approved and funded		10	10	3	1	N/A
Number of people housed through Rent Local		10	N/A	4	N/A	N/A



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Not recommended at this time
CBWG Not recommended -
complete strategic plan first

Request Title	Safe Place to Park
Department	Housing
Program	Homelessness
Funding Request Type	Other Onetime
Source of Funds	Housing Fund
Amount Requested	\$600,000
Priority	High

I. Description of Request

This request would provide funds to create and operate a designated Safe Place to Park at the Cultural Park (or possibly another preferred site) for Sedona workers and school children with their families. This proposal would serve as a temporary strategy to address homelessness /lack of affordable housing in Sedona for one-year. The budget represents estimated costs of site management/staffing, delivery and cleaning of portable rental toilets, showers, and handwash stations, and regular waste removal.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City’s priorities?
What does the City/community get for this investment?

Nonprofit partners have estimated that the Sedona area homeless population ranges from about 80 to 150 people. In addition to unemployed and transient homeless, this number also includes employed people, school children and their families. Business owners report that employees live in their vehicles because of the lack of affordable housing. Much of Sedona’s workforce cannot afford the high cost of housing in the area. The SOC School District has reported that they currently have 36 homeless students enrolled from 21 families. Of those families, five are living in cars or campers. These five families travel to and from school daily from the National Forest, or wherever they can find nightly parking.

The Safe Place to Park would provide employed people and school children with their families a safe place to sleep at night without violating any laws, being disrupted in the middle of the night, or safety concerns. This strategy would also provide an opportunity to count this population which remains largely hidden and to connect people with supportive services, community resources and housing options. In addition to secure overnight parking, the site would provide basic dignities like restrooms, showers and waste receptacles, as well as opportunities to access case management, meal providers, housing counseling, healthcare, and more.

This program could help to stabilize the workforce and thereby help local businesses maintain staff. By providing a safe and legal place to sleep, along with basic human needs our homeless workers will have a sense of dignity and will be free from the worry of getting ticketed or ?moved-on? in the middle of the night. Our homeless children could feel safer, more secure, more rested. They and others may benefit from supportive services able to be provided once the population in need is centralized. The community will be exposed to fewer homeless parking on streets, in parks, or at businesses, alleviating concerns about safety, noise, trash, etc. This would also reduce the burden on the police department to address those in violation of parking and camping rules and ordinances.

III. Risk Analysis

What happens if this is not done?

Show examples of best practices from other cities, if applicable.

Discuss other alternatives, if applicable, and why the proposed solution is recommended.

If the program is not funded, people will continue to live and sleep in their cars scattered throughout the City and the National Forest. Community discord is created when people sleeping in their cars are scattered throughout city neighborhoods. It can create unsafe and unhealthy conditions for those sleeping in their cars as well as the community. People will not be afforded the dignity of a flush toilet and a warm shower. The opportunity will be lost to provide coordinated services to individuals and families in need, the City will lose an opportunity to count, track and understand the factors leading to homelessness and the ensuing possible solutions.

Many communities have initiated similar programs with much success. Examples of these programs can be found in Vancouver, BC, Colorado, multiple municipalities in California, Oregon and Washington State. All of these programs report achievements like connecting families and individuals to supportive services, permanent housing, food and other assistance.

IV. Implementation

What is the timeframe for completion of plan and implementation for project/issue?

How will you market/communicate the project/issue to the public?

What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.

The City would contract with a nonprofit organization or management partner (to be identified) to manage the site. Approximately 4 acres at the Cultural Park would be set aside for the Safe Place to Park while the Cultural Park planning is in place. The area would be provided with portable restrooms and showers, as well as a dumpster. The program partner (to be identified) would provide security, maintenance, case management, and nightly staffing at the site. The program will operate at night, with clients vacating the premises during the day. Participants will arrive in the evening hours, be asked to show a local paystub or school voucher and will be checked in by management staff.

The program will be communicated to the public via social media, press releases, website, and through community partners (i.e., interfaith council, food banks, community-based non-profit organizations, school district, SAHA, Rotary club and other potential volunteer groups and funders)

Performance measures will include:

number of vehicles, number of people served, number of employed individuals, number of children under 18, number of consecutive nights (per individual or family), number of referrals to other supportive services, other supports provided, number of participants permanently housed.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Participants could be charged a nominal nightly fee to offset program expenses.



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended

Request Title	Strategic Plan to Address Homelessness
Department	Housing
Program	Homelessness
Funding Request Type	Other Onetime
Source of Funds	Housing Fund
Amount Requested	\$54,000
Priority	Medium

I. Description of Request

This request would provide funds to contract with a consultant to provide an assessment of and strategic plan to address homelessness in Sedona.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

Nonprofit partners have estimated that the Sedona area homeless population ranges from about 80 to 150 people. Business owners often tell of employees living in their vehicles because of the lack of affordable housing. The Sedona school system reports currently 36 children identified as homeless. We often identify those who are homeless as living on the streets, however; homelessness also includes those who are moving between temporary shelters, including vehicles, hotels, houses of friends or family, and emergency accommodation; and those living in private houses without a private bathroom or any security of tenure. This, in addition to a large number of tourists or travelers who live in their vehicles and often sleep in public places, makes the total number of homeless Sedona area residents difficult to identify or count. In depth study is required to determine the number of and the unmet needs of the homeless in our community, and to identify strategies to reduce homelessness and the impacts it has on the broader community.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

Without better data on the number of homeless residents, attracting funding and creating solutions to the problem is more challenging.

The "Plan to End Homelessness" is a common strategic plan copied at every level of government. For more information please see https://nlihc.org/sites/default/files/Sec7.08_Ten-Year-Plan_2015.pdf

IV. Implementation

**What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for
FY 2023-24, as well as future years as applicable.**

A consultant would be identified as soon as possible, with deliverables expected by January 2024 in order to guide next year's budgeting for homelessness programs and initiatives.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

N/A



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended with
reliance on partner organizations
first

Request Title	Homelessness - Cold/Wet Weather Emergency Fund
Department	Housing
Program	Homelessness
Funding Request Type	Other Ongoing
Source of Funds	Housing Fund
Amount Requested	\$15,000
Priority	Medium

I. Description of Request

This request would fund emergency shelter, typically via hotel vouchers, for Sedona homeless residents in extreme weather. Traditionally, emergency shelter is provided when winter temperatures fall below freezing, however, heavy spring flooding this year also displaced residents.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

Nonprofit partners have estimated that the Sedona area homeless population ranges from about 80 to 150 people nightly. The school district notes that they currently have 36 students classified as homeless, five of whom are living in vehicles or tents. The Sedona Area Homeless Alliance latest report shows last year they provided 316 bed nights to 30 unique residents, including seven children, on nights below freezing.

By providing emergency shelter the City is able to protect human life, and to minimize strain on the health care systems, police and fire departments. This service provides an opportunity for meaningful connection with the homeless population in order to provide other resources and better understand an individual's needs.

In recent years, the Sedona Area Homeless Alliance (SAHA) has requested funding for this purpose through the City's Community Services small grants program. However, limited reporting is required for those small grants and more robust data could be gathered about the population served and the provisions. As the housing department creates other initiatives to quantify the needs and address homelessness, it may be beneficial to negotiate a more stringent service agreement with SAHA and/or another provider.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

Without adequate funding to provide emergency shelter, human lives, including those of children may be jeopardized in extreme weather. This strategy is recommended to ensure adequate funding is available and to better identify the needs of the homeless in the community, while monitoring the costs and benefits of each interaction. Alternatively, the City may continue to fund SAHA's efforts through the small grants program.

Emergency sheltering such as this is very common and practiced in many other cities. Programs providing hotel vouchers for the homeless were rapidly expanded during the Covid-19 health crisis to relieve crowding in congregate shelters.

IV. Implementation

**What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.**

Completion of a plan and service agreement would be completed before November 1, 2023 to ensure the funds are available when temperatures drop. Performance measures would include number served, demographic information about those served, reason for homelessness, length of homelessness, cost per night/per person, participating businesses (hotels), number of referrals to other supportive services, other supports provided, number of participants permanently housed.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

N/A



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Not recommended
CBWG Recommended but at no
cost to the City

Request Title	Housing Programs - Purchasing Deed Restrictions
Department	Housing
Program	Housing
Funding Request Type	Other Ongoing
Source of Funds	Housing Fund
Amount Requested	\$2,000,000
Priority	Low

I. Description of Request

Council recently approved a Deed Restriction filing program to support homeowners in voluntarily recording a deed restriction which disallows the property being rented for less than 30 days at a time. There is no incentive associated with that program. This proposed program would provide an incentive (estimated at \$60,000 - \$150,000) for each homeowner voluntarily placing the deed restriction. The incentive is designed to offset any decrease in the value of the home upon resale compared to a property which could be purchased for the purpose of short-term rental. It also provides an opportunity for local homebuyers to leverage the incentive as a down-payment if they agree to permanently deed restrict the property. The program can also allow owners to make necessary repairs or improvements in their properties in exchange for the deed restriction. The same process can be used with developers of both rental and for-sale housing to secure new units deed-restricted for the local workforce. There is no income cap, no appreciation cap, and no household size requirement. The cost of each deed restriction is determined by the home's value, the local market demand for the specific housing type and amenities, and comparable sales at the time of application.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

Short-term rental properties are driving up home values in Sedona as the revenues they generate far exceed affordable monthly mortgage payments for most local residents. This puts homeownership out of reach for young families and newcomers who work in the area, limiting their potential to build wealth and stability. Purchasing deed restrictions has been effective in other resort communities such as Vail, Colorado. Doing so can eventually create a separate free market based upon the local economy. It can also help to stabilize neighborhoods, ensuring at least some permanent residents remain. The City's investment in the deed restriction ensures the home is only available for sale or rent to a local worker for up to 99 years. The deed restriction survives any change in ownership and can only be eliminated with the City's agreement, which would require an owner to "buy back" the deed restriction.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

Without a program such as this, home values may continue to rise proportional to vacation rental rates. An increasing number of homes are being purchased every day as vacation rentals. Already, about one in

six homes in Sedona is a vacation rental. Over its first five years, the InDeed program in Vail Colorado secured 167 units with 261 total bedrooms at a cost of just under \$11.3 million. While other tools/programs are known to restrict appreciation and maintain affordability, few other tools are available which can restrict homes from being turned into vacation rentals.

IV. Implementation

**What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.**

If approved by Council, the program could be implemented within six months. One of the keys to success is a mortgage market which understands the deed restriction and is willing to lend with it in place. The legal documents to be recorded will have to be reviewed by local lenders in advance to ensure the program is widely accepted. Vail has been successful with this strategy with over a dozen local lenders on board.

For FY 23-24 the goal would be to restrict 25 units. Each deed restriction would be negotiated individually based upon the property. A review team of three designated staff members would make the final determination as to the offered amount for each restriction.

The program would be marketed to real estate agents via ongoing outreach from Housing staff. It would also be promoted via social media and the City website.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

No revenue enhancements have been identified. However, there is the future potential, should the City ever exceed its desired amount of workforce housing, to effectively "sell" the deed restriction to short-term rental investors.

HUMAN RESOURCES

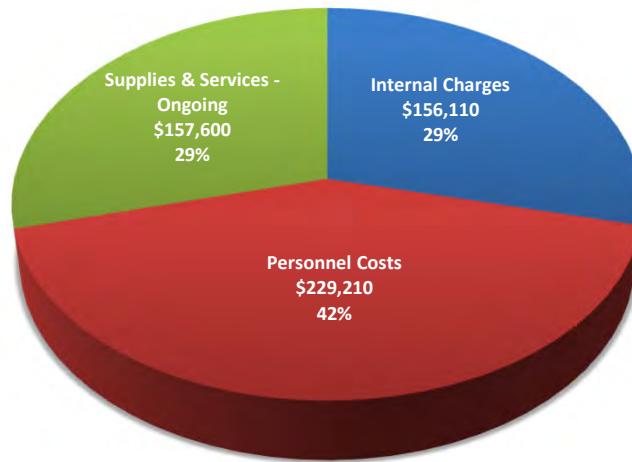
Mission Statement

To optimize the City of Sedona’s human capital by recruiting, developing, and retaining a workforce that achieves the mission and goals of the organization.

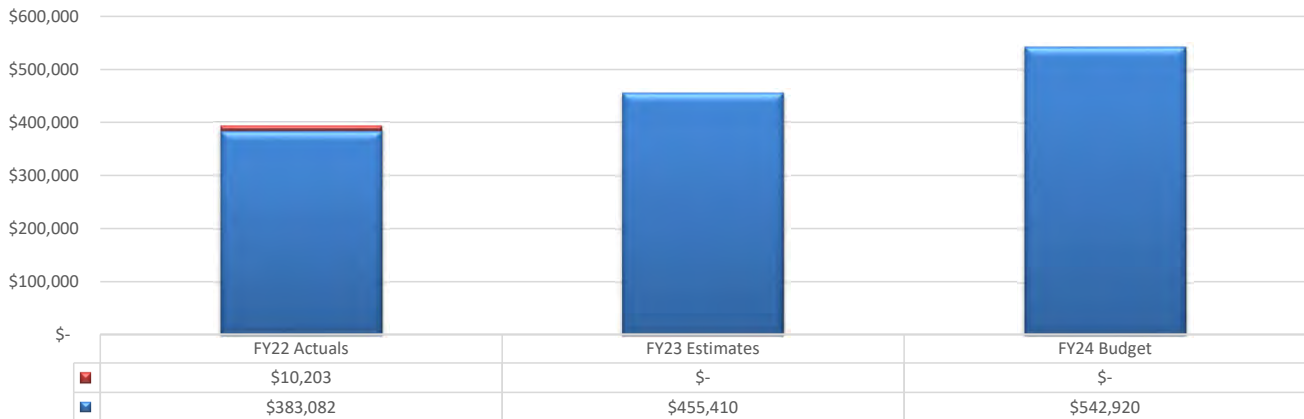
Description

The Human Resources Department provides a full range of services to regular and seasonal employees. The two-person department implements best practices recruitment procedures, interview processes, hiring, and retention development. The department provides information regarding benefits, salary studies, working conditions and relationships, employee development, and safety training and concerns.

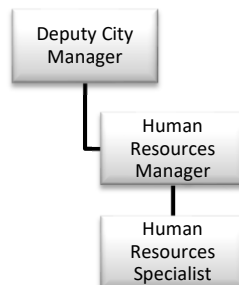
FY 2024 PROGRAM EXPENDITURES: \$542,920



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



HUMAN RESOURCES – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 229,210	42%	\$ 218,760	\$ 217,780	\$ 208,972
Supplies & Services	157,600	29%	111,300	106,250	69,763
Subtotal Direct Costs	\$ 386,810	71%	\$ 330,060	\$ 324,030	\$ 278,735
Internal Charges	156,110	29%	157,500	131,380	114,550
Total Expenditures	\$ 542,920	100%	\$ 487,560	\$ 455,410	\$ 393,285
Expenditures by Fund					
General Fund Portion	\$ 542,920	100%	\$ 481,560	\$ 449,160	\$ 392,559
Other Funds Portion	\$ -	0%	\$ 6,000	\$ 6,250	\$ 726
Funding Sources					
Allocations to Other Departments	\$ 542,920	100%	\$ 487,560	\$ 455,410	\$ 393,285
Employee Time Allocation (FTEs) (Budgeted)	2.00		2.00		2.00

FY 2023 Accomplishments

Overall City Value - Good Governance:

- * Recruitment and hiring between July 2022 and March 2023 of 41 positions including the key positions of Chief of Police, Deputy Chief of Police, Police Lieutenant, Communications Supervisor, Grants Analyst, Web Content Manager, and Housing Coordinator.
- * Continued successful Triage Now workers compensation program.
- * Maintained new in-house workers compensation forms to assist with reduction in future injuries.
- * Pivoted and provided safety training as on-demand learning opportunities in lieu of in-person trainings.
- * Partnered with our risk management provider to increase safety awareness.
- * Continual implementation of innovative and economical recruitment techniques.
- * Increased interaction for new employee on-boarding efforts.
- * Worked closely with supervisors to maintain updated job descriptions and restructured department positions.
- * Maintained employee appreciation programs including pool and park passes and other employee discounts.
- * Focused reduction in workers compensation claims by chairing the Collision Review Board.
- * Implemented innovative on-boarding techniques to allow new employees to be effective in their positions immediately.
- * Implemented a new annual review system for all employees to streamline the process and to realign all employees to a July 1 review date.
- * Created new employee paperless on-boarding system.
- * Resumed the annual employee appreciation event for the first time since the COVID-19 pandemic.

FY 2024 Objectives

Overall City Value - Good Governance:

- * Continual improvement of employee performance reviews with updated organizational values and modernized forms.
- * Increase implementation of employee recognition programs and opportunities.
- * Provide innovative and engaging in-house trainings and on-demand learning seminars.
- * Continue to work with managers to reduce the City's workers compensation claims.
- * Further outreach to peer organizations in order to maintain a strong network of local knowledge, wisdom, and assistance.
- * Commit to excellence in public service and a vision of the Human Resources role in shaping the culture of the organization.
- * Updated research efforts in compensation, benefits, and industry best practices.
- * Provide an enjoyable workplace of openness, teamwork, equality, fairness, and continual productivity.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Job postings	70	50	76	67	48
Applications received and reviewed	700	1,000	1,100	1,400	1,100
Individual job interviews conducted	200	125	270	150	175
Regular new hires on-boarded	35	30	50	45	36
Workers compensation claims with medical treatment(s)	10	5	15	10	11

HUMAN RESOURCES - Administration

continued

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Workers comp claims per 100 FTEs (ICMA Benchmark 2016-2021)	10.0 (all) / 8.7 (cities under 30,000 pop.)	6.5	8.0	9.9	6.9	9.7
Workers comp EMOD ratings		0.80	0.75	0.75	0.80	0.80
Worker days lost to injury per 100 FTEs (ICMA Benchmark 2016-2021)	73.9 (all) / 63.5 (cities under 30,000 pop.)	0	15	0	0	0
Total FTEs per 1,000 population (ICMA Benchmark 2016-2021)	9.4 (all) / 10.9 (cities under 30,000 pop.)	15.7	17.1	15.4	15.2	14.6
Total FTEs per 1,000 population + annualized visitor population		7.8	8.3	7.8	7.6	7.3
Employee Survey: I plan to be working here in five years (% responses favorable)		85%	85%	N/A	N/A	N/A
Employee Survey: I am satisfied with our healthcare-related benefits (% responses favorable)		90%	90%	N/A	N/A	N/A
Employee Survey: Employees have good working relationships with coworkers (% responses favorable)		94%	94%	N/A	N/A	N/A
Employee Survey: Employees feel the City is a good place to work (% responses favorable)		92%	92%	N/A	N/A	N/A
Employee Survey: Employees feel their work is meaningful and understand how their job supports the City's mission (% responses favorable)		94%	94%	N/A	N/A	N/A
Turnover percentages (ICMA Benchmark 2016-2021)* *ICMA benchmarks do not include retirements, deaths, or part-time positions	6.8% (all) / 7.1% (cities under 30,000 pop.)	8%	N/A	22%	22%	11.0%
Email and phone call responsiveness		1-24 hours	1-24 hours	1-24 hours	1-24 hours	1-24 hours



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended

Request Title	Tuition Reimbursement Program
Department	Human Resources
Program	Special Projects
Funding Request Type	Other Ongoing
Source of Funds	General Fund
Amount Requested	\$10,000
Priority	Medium

I. Description of Request

The City of Sedona is committed to maintaining and retaining a staff of highly educated and professional employees and recommends a tuition reimbursement program to promote and encourage employee development through educational reimbursement. Additionally, recent recruitment studies reveal highly qualified candidates are attracted to organizations that offer additional benefits including tuition reimbursement programs.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City’s priorities?
What does the City/community get for this investment?

The City recognizes the need to hire and maintain highly qualified employees. With our last several years of high turnover, a tuition reimbursement program would assist, and help retain, employees by furthering developing their knowledge, skills, and abilities with tuition reimbursement assistance.

This decision package would be on presented on a year-to-year budget basis with the purpose of providing educational opportunities for employees to increase their competence in their current position and/or to broaden their career opportunities with the City.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

The City proposes committing \$10,000 per year to this program in order to assist employees in their higher educational goals despite the risk that an employee may leave employment with the City after their one-year repayment calendar has expired.

IV. Implementation

**What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.**

Employee eligibility would include any regular, full-time employee. The employee must remain voluntarily employed with the City for one year past the compensation date or will be required to reimburse the City for the tuition reimbursement costs.

Courses must be taken for credit from institutions accredited by any of the national or regional accrediting associations and must be related to the employee's City job classification.

An employee must submit an application for tuition reimbursement a minimum of ten (10) business days prior to the beginning of a course to their supervisor, department head, and Human Resources for approval.

Courses will be completed with a grade of "C" or better to qualify for reimbursement. A course taken for pass/fail credit may be approved if an academic grade is not available.

The maximum reimbursable amount in a fiscal year will be \$2,500 per eligible employee.

Upon successful completion of the course(s), reimbursement is contingent upon the employee submitting the following documentation to the Human Resources Department:

- a) A copy of the official grade report or transcript from the educational institution.
- b) An original paid tuition receipt. The receipt should indicate the method of payment, such as by personal check, or credit card.
- c) These documents must be submitted within thirty (30) days after completion of the course(s).

If an employee receives financial aid, such as a grant, stipend, scholarship, Veteran's Education Assistance, or tuition assistance of any kind, reimbursement shall be permitted only for eligible expenses not covered by these funds.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

An employee who voluntarily elects to terminate their employment with the City, including retirement, must reimburse the City the total tuition reimbursement amount if she/he leaves employment prior to twelve (12) months to the date of the reimbursement.

HUMAN RESOURCES

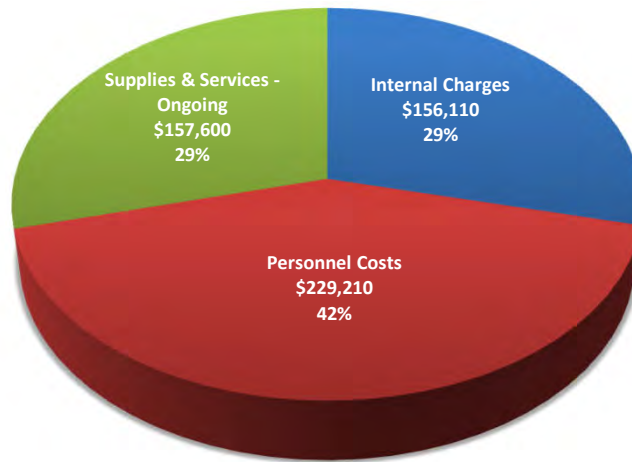
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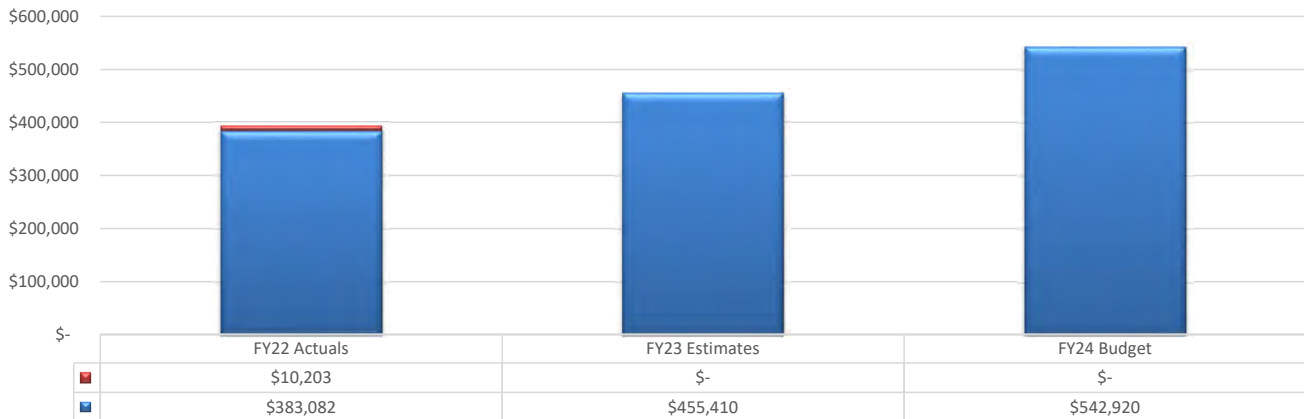
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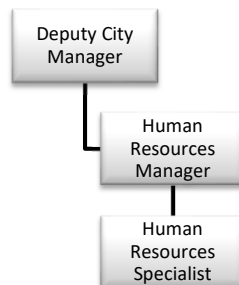
FY 2024 PROGRAM EXPENDITURES: \$542,920



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



HUMAN RESOURCES – Administration

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FY 2023 Accomplishments

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- * Pivoted and provided safety training as on-demand learning opportunities in lieu of in-person trainings.
- * Partnered with our risk management provider to increase safety awareness.
- * Continual implementation of innovative and economical recruitment techniques.
- * Increased interaction for new employee on-boarding efforts.
- * Worked closely with supervisors to maintain updated job descriptions and restructured department positions.
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FY 2024 Objectives

Overall City Value - Good Governance:

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- * Provide innovative and engaging in-house trainings and on-demand learning seminars.
- * Continue to work with managers to reduce the City's workers compensation claims.
- * Further outreach to peer organizations in order to maintain a strong network of local knowledge, wisdom, and assistance.
- * Commit to excellence in public service and a vision of the Human Resources role in shaping the culture of the organization.
- * Updated research efforts in compensation, benefits, and industry best practices.
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HUMAN RESOURCES – Administration

continued

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Workers comp claims per 100 FTEs (ICMA Benchmark 2016-2021)	10.0 (all) / 8.7 (cities under 30,000 pop.)	6.5	8.0	9.9	6.9	9.7
Workers comp EMOD ratings		0.80	0.75	0.75	0.80	0.80
Worker days lost to injury per 100 FTEs (ICMA Benchmark 2016-2021)	73.9 (all) / 63.5 (cities under 30,000 pop.)	0	15	0	0	0
Total FTEs per 1,000 population (ICMA Benchmark 2016-2021)	9.4 (all) / 10.9 (cities under 30,000 pop.)	15.7	17.1	15.4	15.2	14.6
Total FTEs per 1,000 population + annualized visitor population		7.8	8.3	7.8	7.6	7.3
Employee Survey: I plan to be working here in five years (% responses favorable)		85%	85%	N/A	N/A	N/A
Employee Survey: I am satisfied with our healthcare-related benefits (% responses favorable)		90%	90%	N/A	N/A	N/A
Employee Survey: Employees have good working relationships with coworkers (% responses favorable)		94%	94%	N/A	N/A	N/A
Employee Survey: Employees feel the City is a good place to work (% responses favorable)		92%	92%	N/A	N/A	N/A
Employee Survey: Employees feel their work is meaningful and understand how their job supports the City's mission (% responses favorable)		94%	94%	N/A	N/A	N/A
Turnover percentages (ICMA Benchmark 2016-2021)* *ICMA benchmarks do not include retirements, deaths, or part-time positions	6.8% (all) / 7.1% (cities under 30,000 pop.)	8%	N/A	22%	22%	11.0%
Email and phone call responsiveness		1-24 hours	1-24 hours	1-24 hours	1-24 hours	1-24 hours



**City of Sedona
Decision Package
Fiscal Year 2023-24**

CM Recommended
CBWG Recommended

Request Title	Tuition Reimbursement Program
Department	Human Resources
Program	Special Projects
Funding Request Type	Other Ongoing
Source of Funds	General Fund
Amount Requested	\$10,000
Priority	Medium

I. Description of Request

The City of Sedona is committed to maintaining and retaining a staff of highly educated and professional employees and recommends a tuition reimbursement program to promote and encourage employee development through educational reimbursement. Additionally, recent recruitment studies reveal highly qualified candidates are attracted to organizations that offer additional benefits including tuition reimbursement programs.

II. Problem/Issue

History/Background
How does this affect our citizens/customers quality of life?
If this is not a traditional function, why should the City of Sedona deal with it?
Does the project/issue relate to the Community Plan (or other master plans), or how does this fit into the City's priorities?
What does the City/community get for this investment?

The City recognizes the need to hire and maintain highly qualified employees. With our last several years of high turnover, a tuition reimbursement program would assist, and help retain, employees by furthering developing their knowledge, skills, and abilities with tuition reimbursement assistance.

This decision package would be on presented on a year-to-year budget basis with the purpose of providing educational opportunities for employees to increase their competence in their current position and/or to broaden their career opportunities with the City.

III. Risk Analysis

What happens if this is not done?
Show examples of best practices from other cities, if applicable.
Discuss other alternatives, if applicable, and why the proposed solution is recommended.

The City proposes committing \$10,000 per year to this program in order to assist employees in their higher educational goals despite the risk that an employee may leave employment with the City after their one-year repayment calendar has expired.

IV. Implementation

**What is the timeframe for completion of plan and implementation for project/issue?
How will you market/communicate the project/issue to the public?
What performance measures will you use to evaluate the project/issue? Include the targets for FY 2023-24, as well as future years as applicable.**

Employee eligibility would include any regular, full-time employee. The employee must remain voluntarily employed with the City for one year past the compensation date or will be required to reimburse the City for the tuition reimbursement costs.

Courses must be taken for credit from institutions accredited by any of the national or regional accrediting associations and must be related to the employee's City job classification.

An employee must submit an application for tuition reimbursement a minimum of ten (10) business days prior to the beginning of a course to their supervisor, department head, and Human Resources for approval.

Courses will be completed with a grade of "C" or better to qualify for reimbursement. A course taken for pass/fail credit may be approved if an academic grade is not available.

The maximum reimbursable amount in a fiscal year will be \$2,500 per eligible employee.

Upon successful completion of the course(s), reimbursement is contingent upon the employee submitting the following documentation to the Human Resources Department:

- a) A copy of the official grade report or transcript from the educational institution.
- b) An original paid tuition receipt. The receipt should indicate the method of payment, such as by personal check, or credit card.
- c) These documents must be submitted within thirty (30) days after completion of the course(s).

If an employee receives financial aid, such as a grant, stipend, scholarship, Veteran's Education Assistance, or tuition assistance of any kind, reimbursement shall be permitted only for eligible expenses not covered by these funds.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

An employee who voluntarily elects to terminate their employment with the City, including retirement, must reimburse the City the total tuition reimbursement amount if she/he leaves employment prior to twelve (12) months to the date of the reimbursement.

CITY ATTORNEY'S OFFICE

Mission Statement

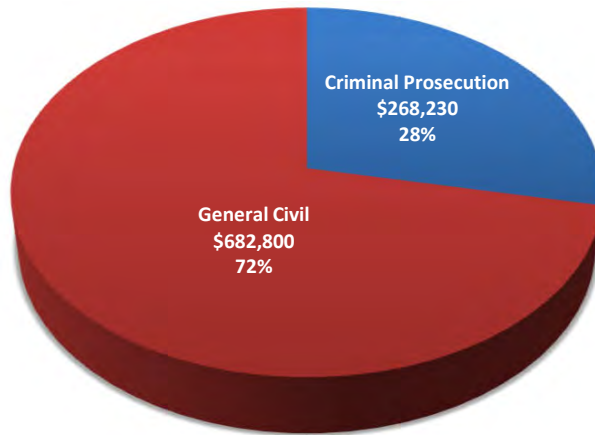
The City Attorney's Office strives to provide quality legal advice and services to the City Council, City departments and commissions and strives to vigorously prosecute criminal cases in a fair manner that leads to just results.

Description

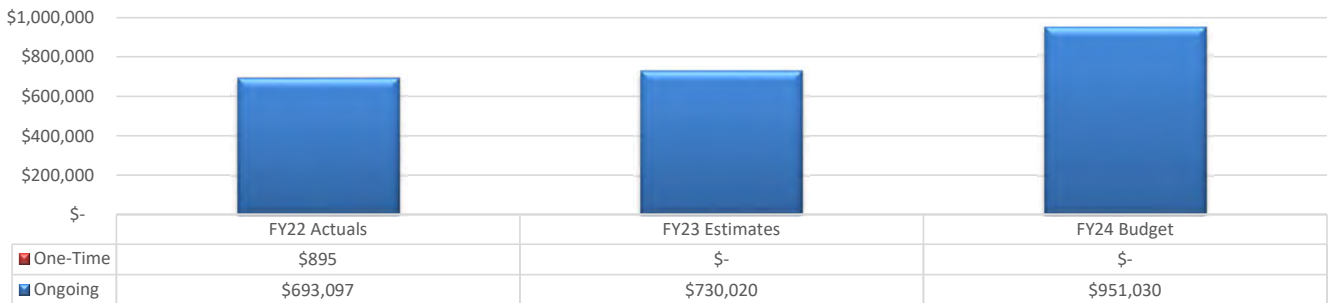
The City Attorney's Office provides internal services to City departments and personnel in the following program areas:

- * General Civil
- * Criminal Prosecution

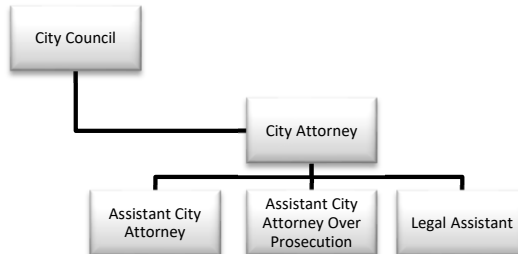
FY 2024 PROGRAM EXPENDITURES: \$951,030



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



CITY ATTORNEY'S OFFICE – Criminal Prosecution

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 234,690	87%	\$ 229,650	\$ 223,340	\$ 222,348
Supplies & Services	2,700	1%	2,700	1,200	866
Subtotal Direct Costs	\$ 237,390	89%	\$ 232,350	\$ 224,540	\$ 223,214
Internal Charges	30,840	11%	41,160	35,060	47,540
Total Expenditures	\$ 268,230	100%	\$ 273,510	\$ 259,600	\$ 270,754
Expenditures by Fund					
General Fund Portion	\$ 268,230	100%	\$ 273,510	\$ 259,600	\$ 270,754
Funding Sources					
Program Revenues	\$ 3,000	1%	\$ -	\$ 3,000	\$ -
Funding from General Revenues:					
Estimated Resident Generated	\$ 92,830	35%	\$ 95,730	\$ 89,810	\$ 94,764
Estimated Visitor Generated	\$ 172,400	64%	\$ 177,780	\$ 166,790	\$ 175,990
Employee Time Allocation (FTEs) (Budgeted)	1.65		1.65		1.65

The Criminal Prosecution program is responsible for administering justice for violations of law.

FY 2023 Accomplishments

Overall City Value - Public Safety:

- * Successfully adapted and provided prosecution services while adapting to significant changes in court administration and leadership.
- * Continued to move toward a paperless criminal law practice through the use and administration of electronic means for tracking all criminal matters and filing of motions.
- * Adopted new case handling procedures to satisfy judicial requirements.
- * Overcame challenges associated with court moving to new location.
- * Overcame challenge of not having access to criminal case media files for trial or disclosure due to failure of the evidence software program.
- * Established electronic connection to the Police Department to obtain files in an efficient manner.
- * Provided support to police department regarding specific legal issues, including, evidence/property retention, marijuana violation policies, search warrants, and the forfeiture of marijuana, tetrahydrocannabinol (THC) products, and related drug paraphernalia.
- * Successfully handled appeal of a code enforcement conviction in Superior Court.

FY 2024 Objectives

Overall City Value - Public Safety:

- * Ensure public safety through the promotion of the fair and impartial pursuit of justice.
- * Continue to coordinate efforts in support of public safety with the Sedona Police Department.
- * Identify areas for additional training with the Sedona Police Department.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Criminal cases filed	338	390	324	326	363
Provide an annual case law update to Police Department	4	4	4	2	5
Hours of training provided to Police Department on operational matters	15	11	11	20	7.0

CITY ATTORNEY'S OFFICE – General Civil

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 324,370	48%	\$ 301,270	\$ 282,260	\$ 232,147
Supplies & Services	258,250	38%	251,050	115,500	112,861
Subtotal Direct Costs	\$ 582,620	85%	\$ 552,320	\$ 397,760	\$ 345,008
Internal Charges	100,180	15%	83,840	72,660	78,230
Total Expenditures	\$ 682,800	100%	\$ 636,160	\$ 470,420	\$ 423,238
Expenditures by Fund					
General Fund Portion	\$ 582,800	85%	\$ 536,160	\$ 469,220	\$ 405,909
Wastewater Fund Portion	\$ 100,000	15%	\$ 100,000	\$ 1,200	\$ 17,329
Funding Sources					
Allocations to Other Departments	\$ 582,800	85%	\$ 536,160	\$ 469,220	\$ 405,909
Program Revenues	\$ 100,000	15%	\$ 100,000	\$ 1,200	\$ 17,329
Employee Time Allocation (FTEs) (Budgeted)	1.89		1.89		1.89

The City Attorney's Office provides internal services to City Council and departments and personnel in several areas: Administration, Land Development, and General Civil.

The Administration area of the City Attorney's Office provides legal advice to the Mayor and Council, the City Manager, City departments and the City's boards and commissions. The Office drafts, reviews, and approves all contracts entered into by the City; assists in drafting all resolutions and ordinances submitted for City Council approval; and manages the activities of retained legal counsel. A portion of the Administration program is allocated to the Wastewater Enterprise Fund and represents the Fund's share of the cost for support services.

The Land Development area is responsible for reviewing all planning and zoning matters related to the City and reviewing changes to the Sedona Land Development Code. In addition, the program provides guidance to staff of the City's Community Development Department and Planning and Zoning Commission on land development matters. The General Civil area is responsible for initiating or defending claims and suits brought against the City.

FY 2023 Accomplishments

Overall City Value - Good Governance:

- * Attended all City Council and Planning and Zoning Commission meetings and other meetings as requested to provide legal advice.
- * Assisted in reviewing and drafting and in implementation of new and amended ordinances including short-term rental permits, fireworks, public urination, wildlife feeding, and Land Development Code updates.
- * Provide legal representation in the acquisition of several parcels of real property, including the former Cultural Park.
- * Obtained favorable outcome in the Arizona Water Company's conditional use permit case in the Arizona Court of Appeals and negotiated settlement agreement with Son Silver West.
- * Managed the work of outside counsel on outstanding litigation matters, including Forest Road Connection Project eminent domain cases and matters handled by the Arizona Municipal Risk Retention Pool.
- * Provided written legal opinions to City officials and staff on over 100 different legal topics.
- * Reviewed HR policy updates and represented City in before the personnel hearing officer.
- * Provide legal advice to the City Clerk's office on open meeting law and election issues and for the fulfillment of public record requests.
- * Managed, tracked, and assisted City departments in resolving various claims against the City.
- * Monitored bankruptcy petitions involving the City of Sedona.

FY 2024 Objectives

Overall City Value - Good Governance:

- * Continue to staff all City Council and Planning and Zoning Commission meetings.
- * Review all contracts, policies, and ordinances; provided legal advice to City departments.
- * Continue work with Community Development Department and Code Enforcement staff on resolving code enforcement issues on properties that are in violation of the Land Development Code or City Code.
- * Update short-term rental permit, wildlife, and improper motor vehicle equipment ordinances based on information learned during implementation.
- * Develop a Risk Management program to oversee and mitigate organizational risk and continue to improve efficiencies in claims management.
- * Manage the work of outside legal counsel on outstanding litigation matters.
- * Monitor adopted land use legislation and provide advice on impacts to the City.
- * Review and assist with 2023 revisions to the Sedona Land Development Code.
- * Hire and train new Assistant City Attorney.

CITY ATTORNEY'S OFFICE – General Civil

continued

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Admin - City Council agenda bill items reviewed	185	140	185	182	168
Admin - Ordinances processed	10	13	12	9	10
Admin - Resolutions processed	35	36	35	40	29
Admin - Public meetings attended	65	40	66	67	70
Admin - Contracts reviewed	126	138	138	165	107
Admin - Legal opinions provided	267	290	200	331	269
Land Development - Planning and zoning matters reviewed	15	19	16	13	17
General Civil - Claims and suits against City	9	10	6	10	13
General Civil - Claims against City resolved without litigation	6	8	4	10	5
General Civil - Traffic accidents involving City vehicles	17	16	14	16	20
General Civil - Claims regarding property damage to City property	21	22	14	28	22

CITY COUNCIL

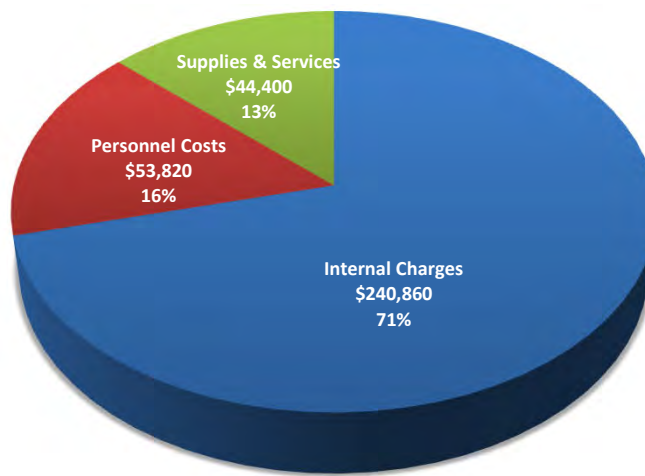
Mission Statement

To encourage partnering to maximize resources and opportunities in sustaining Sedona's vibrant community, which includes an interdependence of residents, visitors, and stakeholders. The City Council, Boards and Commissions, staff, and volunteers partner in being responsive to the needs of the community to accomplish the City's mission.

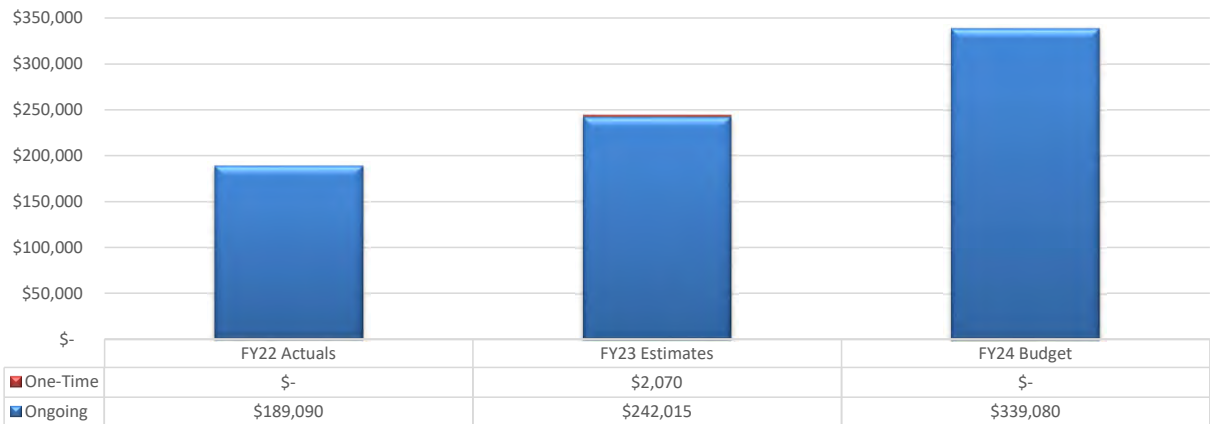
Description

The Mayor and City Councilors are elected at large and consist of seven members. The Mayor presides over the City Council meetings. The City Council is mostly responsible for policies and appoints a City Manager who is responsible for the day-to-day operations of the City.

FY 2024 PROGRAM EXPENDITURES: \$339,080



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



CITY COUNCIL – Administration

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 53,820	16%	\$ 48,580	\$ 51,450	\$ 44,944
Supplies & Services	44,400	13%	29,500	22,005	16,355
Subtotal Direct Costs	\$ 98,220	29%	\$ 78,080	\$ 73,455	\$ 61,300
Internal Charges	240,860	71%	184,470	170,630	127,790
Total Expenditures	\$ 339,080	100%	\$ 262,550	\$ 244,085	\$ 189,090
Expenditures by Fund					
General Fund Portion	\$ 339,080	100%	\$ 262,550	\$ 244,085	\$ 189,090
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 118,680	35%	\$ 91,890	\$ 85,430	\$ 66,182
Estimated Visitor Generated	\$ 220,400	65%	\$ 170,660	\$ 158,655	\$ 122,908
Employee Time Allocation (FTEs) (Budgeted)	7.00		7.00		7.00

FY 2023 Accomplishments

Overall City Value - Fiscal Sustainability:

- * Approved a balanced budget.

Council Priority - Complete Various Traffic Improvements:

- * Broke ground on Forest Road Extension and issued construction bid for Oak Creek Pedestrian Crossing.
- * Completed the right-hand turn lane on Amara Lane.
- * Over two miles of shared pathways completed or currently under construction on Shelby Drive, Chapel Road, and Dry Creek Road to Navoti Drive.
- * Started the design of Dry Creek Phase II and neighborhood outreach of Andante shared pathways.
- * Approved needs assessment for Uptown parking garage.

Council Priority - Public Transit System:

- * Approved purchase contract for micro-transit vehicles.
- * Continued operation of the Sedona trailhead shuttles; over 200,000 boardings logged in first 9 months of service.
- * Approved staff position for the hiring of Transit Grants Analyst; hired August 2022.

Council Priority - Affordable Housing:

- * Approved funding to launch the Down Payment Assistance Program; funded two first-time home buyers by end of February.
- * Approved the Rent Local Program.
- * Approved the Use Deed Restriction Program.
- * Acquired property at 2250 Shelby Dr. for development of workforce housing.
- * Approved a staff position for the hiring of a Housing Coordinator; hired January 2023.
- * Approved City ordinance to update the Electrical Code to reduce costs for multi-family units.

Council Priority - Environmental Stewardship/Sustainability:

- * Approved the allocation of funds to launch the second round of the Home Energy Retrofit Program.
- * Approved contract for the installation of direct-current fast-charging stations at Posse Grounds Park and electric vehicle charging stations at Sunset Park.
- * Approved the allocation of funds for City e-bike fleet procurement.

Council Priority - Improve Citizen Communications/Relations:

- * 2022 State of the City video and FY 2024 Council Priorities video completed.
- * Launched video series with locals and staff on day-to-day operations and activities of interest.
- * Approved a staff position for the hiring of a Web Content Manager; hired December 2022.

Council Priority - Manage Impacts from Short-Term Rentals:

- * Approved staff position for a Short-Term Rental Specialist to begin July 2022.
- * Approved new contract for legislative advocate for 2023 session.
- * Approved update to City ordinance for the implementation of SB 1168 provisions and directed staff to implement a short-term rental permit program effective February 2023.

Council Priority - Economic Diversification:

- * Approved contract with broadband consultant to assist the city in identifying potential Internet service providers (ISPs) interested in investing in Sedona.
- * Hosted two Feurza Local cohorts to assist Spanish-speaking businesses.
- * Requested staff convene a citizen work group to provide potential recommendations for improving quality and access to local healthcare.

Council Priority - Emergency Preparedness:

- * Emergency Operations Plan updated.
- * Directed staff to initiate a Threat and Hazard Identification Risk Assessment.
- * Approved a contract and initiation of the city-wide evacuation modeling project.

CITY COUNCIL – Administration
continued

FY 2023 Accomplishments (cont'd)

Council Priority - Trailhead Congestion/Impact to Neighborhoods:

- * Continued approval of staff positions to deploy Traffic Control Assistants and Community Services Aides to assist with parking restrictions and trail closures.
- * Extended the boulders on Dry Creek Road to City limits to restrict on-site parking.
- * Continued shuttle services to Dry Creek Vista, Soldiers Pass, Cathedral Rock, and Little Horse Trailheads; shuttle services added to Mescal Trailhead in the Fall.
- * Approved contract to lease one park-and-ride location and directed staff to construct two additional park-and-ride lots.

Council Priority - Community Plan Update:

- * Directed staff to convene a citizen work group to oversee the update and outreach process.
- * Kicked off Community Forum for public engagement.
- * Completed Phase Two of update that included Community-wide workshops.

Council Priority - Other Property Acquisition:

- * Approved purchase agreement for property at 125 SR 89A.
- * Approved purchase agreement for property at 2250 Shelby Drive.
- * Approved purchase agreement for the Cultural Park property.
- * Approved settlement agreements for property acquisition for the Forest Road Extension Project.

Council Priority - Accelerate Ranger Station Park Buildout:

- * Completed restoration of the outside historic barn and house at the future Ranger Station Park.
- * Directed staff to start the design of interior improvements and construction of the shared use pathways through the park.

Council Priority - Chamber Contract Review:

- * Continued to not allocate any money for destination marketing.
- * Explored new approaches to ongoing contractual relationship.

Council Priority - Environmental Impact Study of OHVs/USFS Motorized Trail Access:

- * Directed staff to initiate an Environmental Impact Study Assessment.
- * OHV information webpage created.

Council Priority - Airport:

- * Approved contract for consulting services to evaluate the possibility of the airport becoming City operated.

Council Priority - Home Rule:

- * Home Rule election passed 64.45% Yes, and 35.55% No.

FY 2024 Objectives

Overall City Value - Good Governance:

- * Continue to work toward achievements within the Council's top priorities.

Council Priorities:

- * Implement traffic improvements - Sedona in Motion.
- * Expand public transit system.
- * Construct affordable/workforce housing units.
- * Explore opportunities for environmental stewardship/sustainability.
- * Pursue innovative strategies for economic diversification.
- * Complete Emergency Preparedness Plan.
- * Improve citizen communications/relations.
- * Monitor short-term rentals.
- * Mitigate trailhead congestion/impact to neighborhoods.
- * Complete Community Plan update.
- * Accelerate Ranger Station Park buildout.
- * Complete environmental impact study on OHVs/trail access.
- * Review assessment for airport acquisition.
- * Construct eight pickleball courts at Posse Grounds Park.
- * Initiate and implement enterprise resource planning (ERP) system.
- * Revisit Sedona Land Development Code in light of newer policy goals, i.e., housing and sustainability.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
City Council communications reviewed	185	140	185	182	168
Public meetings held	56	50	56	54	56
Hours spent in City Council meetings	180	150	170	169	150

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Expenditures per capita: All General Fund services (ICMA Benchmark 2016-2021)	\$875 (all) / \$1,256 (cities under 30,000 pop.)	\$2,527	\$2,509	\$2,369	\$2,024	\$1,877
Expenditures per capita + annualized visitor population: All General Fund services		\$1,259	\$1,229	\$1,197	\$1,013	\$943

CITY CLERK'S OFFICE

Mission Statement

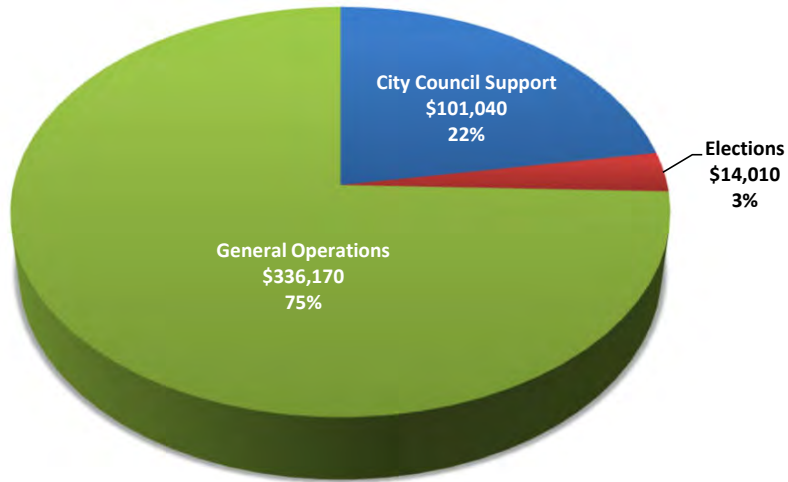
To provide exceptional service to the Mayor and City Council, the public, and City staff so that all may be guaranteed fair and impartial elections and open access to information and the legislative process.

Description

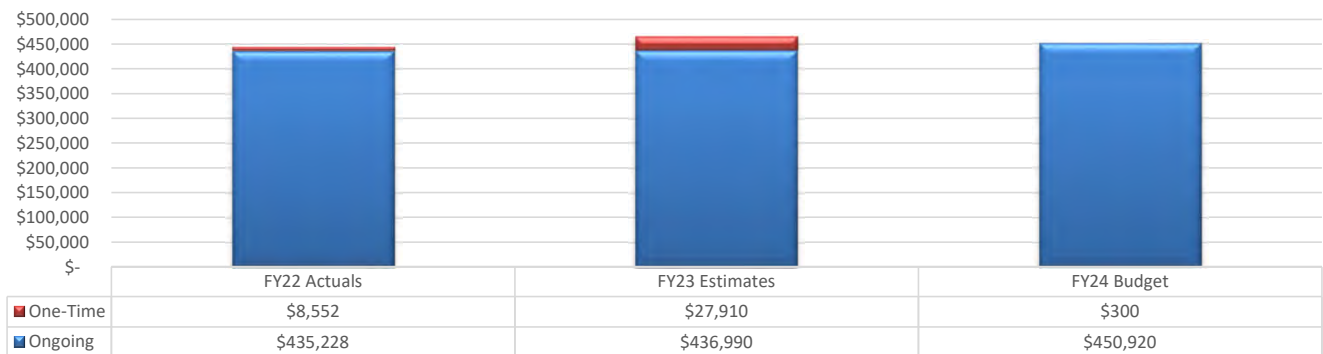
The City Clerk's Department is responsible for the following program areas:

- * City Council Support
- * Elections
- * General Operations, including customer relations; records management; permits, licenses, registrations, and grants tracking management.

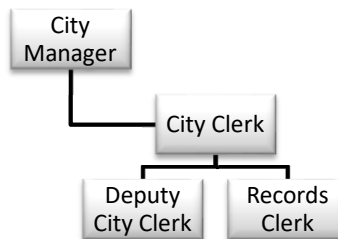
FY 2024 PROGRAM EXPENDITURES: \$451,220



FY 2022 - FY 2024 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



CITY CLERK'S OFFICE – City Council Support

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 79,780	79%	\$ 78,580	\$ 75,080	\$ 90,098
Supplies & Services	2,500	2%	15,000	14,500	14,815
Subtotal Direct Costs	\$ 82,280	81%	\$ 93,580	\$ 89,580	\$ 104,912
Internal Charges	18,760	19%	41,170	37,460	36,480
Total Expenditures	\$ 101,040	100%	\$ 134,750	\$ 127,040	\$ 141,392
Expenditures by Fund					
General Fund Portion	\$ 101,040	100%	\$ 134,750	\$ 127,040	\$ 141,392
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 35,360	35%	\$ 47,160	\$ 44,460	\$ 49,487
Estimated Visitor Generated	\$ 65,680	65%	\$ 87,590	\$ 82,580	\$ 91,905
Employee Time Allocation (FTEs) (Budgeted)	0.73		0.75		0.73

This program area includes agendas, packets, minutes, action item lists, proclamations, Open Meeting Law compliance, processing of ordinances and resolutions, processing of applications for voluntary service on City boards and commissions, and general City Council support.

FY 2023 Accomplishments

Overall City Value - Good Governance:

- * Provided Council support.
- * Completed agendas, packets, minutes, action item lists, and proclamations in an accurate and timely fashion.
- * Processed ordinances, resolutions, and applications for voluntary service on City boards and commissions.

FY 2024 Objectives

Overall City Value - Good Governance:

- * Provide Council support.
- * Complete agendas, packets, minutes, action item lists, and proclamations in an accurate and timely fashion.
- * Process ordinances, resolutions, and applications for voluntary service on City boards and commissions.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
City Council agendas posted	56	50	56	54	57
City Council agenda bills processed	185	N/A	185	182	168
City Council meetings attended with minutes completed	56	50	56	54	56
Hours spent in City Council meetings	180	150	170	169	150
Ordinances processed	16	10	18	9	10
Resolutions processed	35	25	35	40	34

CITY CLERK'S OFFICE – Elections

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 9,250	66%	\$ 11,800	\$ 8,770	\$ 9,260
Supplies & Services	1,850	13%	41,610	28,610	6,717
Subtotal Direct Costs	\$ 11,100	79%	\$ 53,410	\$ 37,380	\$ 15,978
Internal Charges	2,910	21%	19,390	17,590	4,120
Total Expenditures	\$ 14,010	100%	\$ 72,800	\$ 54,970	\$ 20,098
Expenditures by Fund					
General Fund Portion	\$ 14,010	100%	\$ 72,800	\$ 54,970	\$ 20,098
Funding Sources					
Program Revenues	\$ 10	<1%	\$ 10	\$ 30	\$ 10
Funding from General Revenues:					
Estimated Resident Generated	\$ 4,900	35%	\$ 25,480	\$ 19,230	\$ 7,031
Estimated Visitor Generated	\$ 9,100	65%	\$ 47,310	\$ 35,710	\$ 13,057
Employee Time Allocation (FTEs) (Budgeted)	0.09		0.11		0.09

This program area includes conducting regular and special municipal elections, accepting campaign finance filings, and assisting Yavapai and Coconino Counties with elections.

FY 2023 Accomplishments

Overall City Value - Good Governance:

- * Served as an early voting location for Coconino County.
- * Provided ballot drop boxes for Coconino and Yavapai Counties.
- * Ensured filing and posting of campaign finance filings.
- * Provided Council Candidate Packets to potential candidates.
- * Served as filing officer for Council candidates.
- * Coordinated Primary Election and General Election for City Council.
- * Created Election Pamphlet for Home Rule Ballot Question.

FY 2024 Objectives

Overall City Value - Good Governance:

- * Ensure filing and posting of campaign finance filings.
- * Serve as an early voting location for Coconino County.
- * Provide ballot drop boxes for Coconino and Yavapai Counties.
- * Perform identification verification for conditional provisional voters for Coconino and Yavapai Counties.
- * Prepare packets for City Council candidates.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
City elections	0	0	2	0	1

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Cost of primary election for City Council		\$0	\$0	\$8,713	\$0	\$15,615
Cost of general election for City Council		\$0	\$0	\$8,436	\$0	\$0
Cost of alternative expenditure limitation election		\$0	\$0	\$10,000	\$0	\$10,000

CITY CLERK'S OFFICE – General Operations

BUDGET SUMMARY	FY2024 Budget	% of FY2024 Budget	FY2023 Budget	FY2023 Estimate	FY2022 Actual
Program Expenditures					
Personnel Services	\$ 187,850	56%	\$ 179,130	\$ 178,040	\$ 166,383
Supplies & Services	18,520	6%	20,230	14,030	9,368
Subtotal Direct Costs	\$ 206,370	61%	\$ 199,360	\$ 192,070	\$ 175,750
Internal Charges	129,800	39%	100,980	90,820	106,540
Total Expenditures	\$ 336,170	100%	\$ 300,340	\$ 282,890	\$ 282,290
Expenditures by Fund					
General Fund Portion	\$ 336,170	100%	\$ 300,340	\$ 282,890	\$ 282,290
Funding Sources					
Allocations to Other Departments	\$ 254,670	76%	\$ 232,880	\$ 216,520	\$ 220,630
Funding from General Revenues:					
Estimated Resident Generated	\$ 28,530	8%	\$ 23,610	\$ 23,200	\$ 21,581
Estimated Visitor Generated	\$ 52,970	16%	\$ 43,850	\$ 43,090	\$ 40,079
Employee Time Allocation (FTEs) (Budgeted)	2.06		2.06		2.06

This program area includes acting as receptionist for the City, face-to-face customer service, acting as the gatekeeper for Sedona Citizens Connect, accepting claims against the City and service of other legal documents, administering oaths of office, processing incoming and outgoing mail, notarization, and other duties.

FY 2023 Accomplishments

Overall City Value - Good Governance:

- * Acted as a gatekeeper for the Sedona Citizens Connect and enhanced messaging to reporting parties.
- * Assisted customers remotely during the COVID-19 pandemic through use of virtual phones.

Overall City Value - Fiscal Sustainability:

- * Delivered claims to the City Attorney's Office in a timely fashion.

FY 2024 Objectives

Overall City Value - Good Governance:

- * Act as the gatekeeper for the Sedona Citizens Connect, monitor issues for completion, suggest enhancements, and look for ways to increase usage by citizens.
- * Assist customers by phone and in person in a timely and courteous fashion.

Overall City Value - Fiscal Sustainability:

- * Deliver claims to the City Attorney's Office in a timely fashion.

WORKLOAD INDICATORS	FY24 Projection	FY23 Projection	FY23 Estimate	FY22 Actual	FY21 Actual
Sedona Citizens Connect issues processed	360	165	360	385	180
Business license renewals issued	1,275	1,275	1,275	1,255	1,241
New business licenses issued	150	150	150	100	84
Temporary business licenses issued	225	225	225	200	223
Home-based business licenses	205	205	205	200	229
Closed business licenses	110	110	110	112	115
Special event liquor licenses	45	60	43	39	33
Liquor Licenses	18	15	18	21	13
Records request received/processed	260	140	260	225	149
Civil Union registrations	50	10	50	20	13
Peddler/solicitor permits	2	2	2	2	3

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY24 Target	FY23 Target	FY23 Estimate	FY22 Actual	FY21 Actual
Sedona Citizens Connect average days to close an issue		17	17	20	22	18
New business licenses processed within 30 days		100%	100%	85%	100%	100%