

AGENDA



8:00 A.M.

CITY COUNCIL MEETING

WEDNESDAY, APRIL 17 & THURSDAY, APRIL 18, 2024

NOTES:

- Meeting room is wheelchair accessible. American Disabilities Act (ADA) accommodations are available upon request. Please phone 928-282-3113 at least two (2) business days in advance.
- City Council Meeting Agenda Packets are available on the City's website at:

www.SedonaAZ.gov

THE MEETING CAN BE VIEWED LIVE ON THE CITY'S WEBSITE AT WWW.SEDONAAZ.GOV OR ON CABLE CHANNEL 4.

GUIDELINES FOR PUBLIC COMMENT

PURPOSE:

- To allow the public to provide input to the City Council on a particular subject scheduled on the agenda.
- This is not a question/answer session.
- The decision to receive Public Comment during Work Sessions/Special City Council meetings is at the discretion of the Mayor.

PROCEDURES:

- Fill out a "Comment Card" and deliver it to the City Clerk.
- When recognized, use the podium/microphone.
- State your:
 1. Name and
 2. City of Residence
- Limit comments to **2 MINUTES**.
- Submit written comments to the City Clerk.

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/MOMENT OF SILENCE

2. ROLL CALL

3. SPECIAL BUSINESS

Work Session regarding City of Sedona budget for Fiscal Year 2024/2025. **The Council may take action to give direction regarding amendments or changes to the proposed City budget or Capital Improvements Plan.**

- Public Comment: Public comment on all budget items will be taken at the outset of the meeting. Each person commenting will have a maximum of two minutes. The entire period for the public comment will not exceed thirty minutes.
- An introduction to and overview of the 2024/2025 Fiscal Year Budget process will be presented and discussed.
- Recommendations of the Citizen's Budget Work Group.
- An overview of departmental budgets will be presented and reviewed with any departments requested by the City Council.
- An overview of the overall City budget and strategic budget issues for FY 2024/2025 will be presented and discussed.
- An overview of the Fund Summaries will be presented and discussed.
- An overview of the Capital Improvements Plan will be presented and discussed.
- Recap and review of overall budget, decision packages, capital improvement projects, and financial impacts will be presented and discussed.
- Items not completed on Wednesday, April 17, 2024, will be carried over to Thursday, April 18, 2024 beginning at 8:00 a.m.

4. EXECUTIVE SESSION

Upon a public majority vote of the members constituting a quorum, the Council may hold an Executive Session that is not open to the public for the following purposes:

- To consult with legal counsel for advice regarding matters listed on this agenda per A.R.S. § 38-431.03(A)(3).
- Return to open session. Discussion/possible action regarding executive session items.

5. ADJOURNMENT

Posted: 04/11/2024

By: DJ

JoAnne Cook, CMC, City Clerk

Note: Pursuant to A.R.S. § 38-431.02(B) notice is hereby given to the members of the City Council and to the general public that the Council will hold the above open meeting. Members of the City Council will attend either in person or by telephone, video, or internet communications. The Council may vote to go into executive session on any agenda item, pursuant to A.R.S. § 38-431.03(A)(3) and (4) for discussion and consultation for legal advice with the City Attorney. Because various other commissions, committees and/or boards may speak at Council meetings, notice is also given that four or more members of these other City commissions, boards, or committees may be in attendance.

A copy of the packet with material relating to the agenda items is typically available for review by the public in the Clerk's office after 1:00 p.m. the Thursday prior to the Council meeting and on the City's website at www.SedonaAZ.gov. The Council Chambers is accessible to people with disabilities, in compliance with the Federal 504 and ADA laws. Those with needs for special typeface print, may request these at the Clerk's Office. All requests should be made **forty-eight hours** prior to the meeting.

NOTICE TO PARENTS AND LEGAL GUARDIANS: Parents and legal guardians have the right to consent before the City of Sedona makes a video or voice recording of a minor child, pursuant to A.R.S. § 1-602(A)(9). The Sedona City Council meetings are recorded and may be viewed on the City of Sedona website. If you permit your child to attend/participate in a televised City Council meeting, a recording will be made. You may exercise your right not to consent by not allowing your child to attend/participate in the meeting.

CITY COUNCIL CHAMBERS
102 ROADRUNNER DRIVE, SEDONA, AZ

The mission of the City of Sedona government is to provide exemplary municipal services that are consistent with our values, history, culture and unique beauty.

ANNUAL BUDGET



CITY OF SEDONA, ARIZONA

Fiscal Year 2024-2025

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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 April 17. This tab has been provided as a placeholder.
- Tab 2 Overview – This section includes the budget memo that provides an overview of the FY 2025 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-5)
 - Summary of the community budget survey results (pages CI-6 through CI-99)
- 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 2025 Proposed Budget that includes revenues, expenditures, transfers and other financing sources and uses, and beginning and ending fund balances (page SUM-1)
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- 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)
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BUDGET BOOK LAYOUT

continued

- Tab 6 Capital Improvement Projects – This section includes the 10-year Capital Improvement Plan (CIP) budget:
 - Summary of all CIP projects included in the 10-year plan (pages CIP-1 through CIP-5)
 - Summary of CIP project budget changes (page CIP-6 through CIP-7)
 - Capital projects detail sheets for only those projects included in the first three funded years have been included in each individual department section.

- Tabs 7-24 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 2025 Proposed Budget expenditures by program
 - Graph of ongoing vs. one-time expenditures for FY 2023 actuals, FY 2024 estimates, and FY 2025 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 2024 accomplishments for the program

 - FY 2025 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 2025
 - Projections/targets for FY 2024 determined in last year’s budget process
 - Current estimates of results for FY 2024
 - Actual results for FY 2023 and FY 2022
- Decision packages requested by the department, if any
- Capital improvement projects requested by the department, if any



FY 2025 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 2024-25 Proposed Budget
Date: April 1, 2024

We are pleased to submit to the City Council the Fiscal Year (FY) 2025 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
- Continued implementation of an in-house tourism bureau
- Significant surpluses to be allocated to the highest priorities
- Modest growth in sales and bed tax revenues
- Loans to certain funds to cover deficits
- Insufficient capital 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 \$54,255,260.
Total proposed Capital Improvement budget is \$46,082,270.

COMPARISON OF BASE AND TOTAL EXPENDITURES TO PRIOR YEAR

(In Thousands)

	FY 2024 Budget	FY 2025 Base	Incr./ (Decr.)	%	Decision Packages	Total FY 2025 Proposed
Ongoing:						
Personnel	\$18,951	\$20,314	\$ 1,363	7%	\$733	\$21,047
Operations	16,961	19,271	2,310	14%	265	19,536
Subtotal Operational Costs – Ongoing	35,912	39,585	3,673	10%	998	40,582
One-Time:						
Personnel	1,342	-	(1,342)	(100%)	1,500	1,500
Operations	4,180	3,768	(412)	(10%)	220	3,988
Subtotal Operational Costs – One-Time	5,522	3,768	(1,754)	(32%)	1,720	5,488
Subtotal All Operational Costs	41,434	43,353	1,919	5%	2,717	46,070
Debt Service	7,425	7,228	(197)	(3%)	-	7,228
Contingencies	3,331	957	(2,374)	(71%)	-	957
Subtotal Operating Budget	52,191	51,538	(652)	(1%)	2,717	54,255
Capital Improvement Projects ¹	33,629	46,082	12,453	37%	-	46,082
Grand Totals	\$85,820	\$97,620	\$11,801	14%	\$2,717	\$100,338

The FY 2025 base budget includes the following changes:

- **Base Operational Costs (increase 5%)** – Ongoing personnel costs increased due to pay adjustments and changes in insurance and pension rates. Other ongoing operational costs increased due to inflationary increases such as streets and parks maintenance, technology, and utility costs.
- **Base Contingencies (decrease 71%)** – The decrease is due to the reclassification of the FY 2024 tourism initiatives contingency of approximately \$637,000 to further implementation of program in FY 2025, and an elimination of \$1.9 million in the placeholder for expenditure of the American Rescue Plan Act (ARPA) funding allocated to wastewater capital improvements in FY 2025.
- **Capital Improvement Projects (increase 37%)** – The most significant increases are the construction costs for the Uptown parking garage and wastewater treatment process improvements budgeted in FY 2025.

Further discussion on the budget changes begins on page 5 of this memo.

Total increase in base budget primarily due to increase in Capital Improvement Projects.

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

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.

TOTAL FUNDING SOURCES AND USES (In Thousands)

FY 2024 Proposed Budget	Revenues & Other Sources (Uses) of Funds	Expenditures
Total Revenues and Expenditures	\$69,892	\$100,338
Plus: Use of Accumulated Balances		
Transportation Sales Tax Fund – Net use of accumulated balances set aside for anticipated capital projects and implementation of public transit system	7,725	-
Capital Improvements Fund – Net of use of accumulated balances set aside for anticipated capital project costs	19,045	-
Development Impact Fee Funds – Use of accumulated balances set aside for funding of capital projects restricted to funding of growth-related projects	4,162	-
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	74	-
Wastewater Enterprise Fund – Use of accumulated balances set aside for anticipated capital project costs	5,671	-
Total Use of Accumulated Balances	36,678	-
Less: Additions to Accumulated Balances		
General Fund – Addition to reserves and surplus balances available to be assigned	5,305	-
Streets Fund – Addition to reserves	164	-
Grants, Donations & Restricted Funds – Unused funding to be used in future years for dedicated purposes	101	-
Public Transit Enterprise Fund – Addition to reserves	351	-
Information Technology Internal Service Fund – Addition to reserves	311	-
Total Additions to Accumulated Balances	6,233	-
Totals	\$100,338	\$100,338

Pending Budgetary Items

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

- **Allocation of surplus balances** – The FY 2023 General Fund remaining surplus to be allocated during the FY 2025 budget process is \$5.8 million.² Based on the Council-adopted Fund Balance Policy, surpluses are designated or appropriated in the next budget cycle.³ A Decision Package has been prepared and supported by the City Manager and Citizens Budget Work Group to use \$1.5 million of this surplus for a one-time contribution toward the Public Safety Personnel Retirement System (PSPRS) unfunded liability. If Council agrees with the recommendation, there will be \$4.3 million remaining of the FY 2023 surplus to be allocated.

Currently, FY 2024 General Fund sales and bed tax revenues are projected to be over budget by \$3.1 million and expenditures are projected to be \$1.7 million under budget. In addition, the FY 2024 estimated loans to the Art in Public Places and Development Impact Fee Funds of \$1.4 million will not be necessary due to delays in capital improvement projects. The currently estimated FY 2024 General Fund surplus is \$11.1 million. The Council may choose to allocate a portion of the projected surplus for FY 2024, as well as a portion of the FY 2025 projected surplus of \$3.0 million.

Staff recommends utilization of the remaining FY 2023 surplus of \$4.3 million surplus and \$8.3 million of the estimated FY 2024 surplus for capital reserve needs to meet the City’s policy regarding fully funding the first 3 years of the 10-year Capital Improvement Plan. As discussed on page 20 of this memo, the transportation sales tax funding is estimated to be insufficient for Sedona in Motion projects during the 3 funded years by \$20.2 million, which means capital reserves will be necessary to fill the gap. This will cause the capital reserves to be insufficient by an estimated \$12.7 million.

If there are other priorities to which the Council would prefer to allocate the General Fund surpluses, staff recommends identifying capital improvement projects to defer to accommodate utilization of estimated surpluses for those other priorities.

- **Safe Place to Park Program** – The amounts in the Proposed Budget were based on an assumption that the Safe Place to Park program would proceed following the March 12th meeting. If the program moves forward, some of the site prep costs could be delayed into FY 2025 due to lead times necessary for some of the items such as the portable shower trailers. If so, the budget amounts would be adjusted before the Tentative Budget adoption.
- **Uptown parking garage** – The construction amounts for the Uptown parking garage in the FY 2024 estimates and the FY 2025 Proposed Budget, along with the issuance of bonds in the FY 2024 estimates, are placeholders as of the time the Proposed Budget amounts were prepared. Once decisions are made regarding the various cost options, the necessary bond financing amounts will be identified. Depending on timing of the bond issuance, the first bond payment may be in FY 2025 or FY 2026. The applicable changes will be made before the Tentative Budget adoption.
- **Updated Community Plan** – The updated Community Plan was adopted subsequent to the deadline for departments to submit their budget information for their FY 2024 accomplishments, FY 2025 objectives, and performance measures. The goals referenced are from the previous Community Plan and will be updated before the final version of the budget book is prepared.

² During the FY 2024 budget process, \$4.9 million of the anticipated significant surplus was already allocated.

³ See pages 7-8 of the Fund Balance Policy available at <https://www.sedonaaz.gov/your-government/departments/financial-services/financial-policies>.

Significant Budgetary Changes

Salary and benefit changes

- Previous to the recent significant inflation, the pay scale was adjusted based on the December Western Region CPI. For December 2023, the CPI was 3.6%. The adjustment to the pay scale for FY 2025 has been capped at 2.5%. Recent pay scale adjustments are as follows:

RECENT HISTORICAL PAY SCALE ADJUSTMENTS

Pay Scale Fiscal Year (CPI Year)	Dec West Region CPI	Pay Scale Adjustment	Comments
FY 2025 (Dec 2023)	3.6%	2.5%	FY 2025 Proposed Budget includes costs for a salary study.
FY 2024 (Dec 2022)	6.2%	5% + 2.5%	2.5% cost-of-living adjustment (COLA) approved effective Jan 2024.
FY 2023 (Dec 2021)	7.1%	5%	Salary study resulted in very significant changes – 44 positions moved one to two ranges and a separate Police Department pay scale created. All employees shifted to a July 1 evaluation date. A review conducted of where everyone was within their range and how they compared to others within the same range – high performers bumped up if it seemed they were too low in the range compared to others.
FY 2022 (Dec 2020)	1.5%	1.5%	

The FY 2024 Proposed Base Budget includes merit increases averaging 5.5% or an approximate cost of \$648,000.

- Medical insurance rates increased approximately 6%.
- The Arizona State Retirement System (ASRS) contribution rates decreased slightly from 12.29% of wages to 12.27%.
- While the PSPRS minimum contribution rates changed from 39.10% of wages to 35.34%, the level-funding approach⁴ is continued in the FY 2025 Proposed Budget and increased from \$1.1 million to \$1.2 million based on a ballpark estimate⁵ due to added positions in recent years and recent pay increases higher than estimated by the actuaries. Each year, the necessary level-funding amount to pay off the unfunded liability within the original closed amortization period (13 years remaining) is recalculated to determine if the level-funding amount needs to be increased. The additional one-time contributions made in recent years have not been used to reduce the level-funding amount to ensure the liability is paid off as quickly as possible and to lessen the impact of possible fluctuations in future investment earnings that may impact future liability calculations.

PSPRS level-funding included at \$1.2M.

⁴ The level-funding approach is based on a calculation estimating the same amount to be paid each year to achieve payoff of the unfunded liability by the end of the amortization period. This approach avoids the escalation of minimum contribution rates as the end of the amortization period approaches, which would be significantly higher than the level funding dollar amount, and ultimately saves the City a significant interest costs on the unfunded liability due to higher payments in the earlier years.

⁵ The modeler provided each year by the PSPRS actuaries has not yet been released for this year.

- The budget also includes an assumption of continued use of Prop 207 funding to supplement the payment toward the PSPRS unfunded liability of approximately \$72,000.
- In the FY 2024 budget process, the Council allocated a one-time \$1.2 million of the General Fund surplus toward paying down the PSPRS unfunded liability. As discussed on page 4 of this memo, a recommended \$1.5 million of the FY 2023 General Fund surpluses has been included in the FY 2025 Proposed Budget.
- Of the Decision Package requests for the addition of 12.5 FTEs,⁶ the Proposed Budget includes the recommended addition of 6.3 FTEs,⁷ plus the conversion of 0.8 FTEs from a one-time temp position in FY 2024 to an ongoing temp position in FY 2025, for an increase in salary and benefits of approximately \$684,000.
- 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-13.

Operations changes

- The former Tourism & Economic Initiatives Department and the former Communications & Citizen Engagement program in the City Manager’s Office have been combined to form the new Communications, Tourism & Economic Initiatives Department. The new Department presents separate programs for Communications & Citizen Engagement and Tourism & Economic Initiatives. The Tourism & Economic Initiatives program includes the recently created in-house Tourism Bureau, as well as economic diversification efforts. A comparison of the in-house Tourism Bureau costs compared to the former Sedona Chamber of Commerce & Tourism Bureau (SCC&TB) contract are as follows:

**COMPARISON OF IN-HOUSE TOURISM BUREAU COSTS⁸
TO FORMER SCC&TB CONTRACT**

	FY25 Proposed	FY24 Budget⁹	Comments
Ongoing Base Budget Costs (including IT related costs)	\$1,604,230	\$1,012,930	FY25 includes \$150,000 for destination marketing
One-Time Base Budget Costs	100,000	334,680	One-time start-up costs
Subtotal Base Budget Costs	1,704,230	1,347,610	
Decision Packages	324,370	N/A	FY25 includes \$200,000 for destination marketing
Total In-House Tourism Bureau Budget	2,028,600	1,347,610	
FY23 SCC&TB Contract Amount	1,670,211	1,670,211	Did not include destination marketing
Difference	\$ 357,789	\$ (322,601)	
Inflation since FY23	4.9% ¹⁰	3.5% ¹¹	

⁶ Does not include the requested conversion of 0.8 FTEs from a one-time temp position in FY 2024 to an ongoing temp position in FY 2025.

⁷ Includes 1.0 FTE recommended as a placeholder pending additional analysis of an additional Custodial Maintenance Worker position vs. contracted service.

⁸ Direct costs only.

⁹ Not included is approximately an additional \$568,000 in contingencies for in-house Tourism Bureau costs.

¹⁰ July 2022 to February 2024.

¹¹ July 2022 to July 2023.

Since the SCC&TB contract amount did not include destination marketing or one-time start-up costs, a more apples-to-apples comparison would be Proposed Budget costs for the in-house tourism bureau of \$1,578,600 to an inflation-adjusted SCC&TB contract amount of \$1,752,051.

- Streets maintenance operating costs increased approximately \$430,000 largely due to increases in streets rehabilitation/pavement preservation costs, drainage maintenance costs, equipment replacement costs, and a Decision Package for an additional vehicle.
- Indirect cost allocations for Information Technology costs increased approximately \$297,000 largely due to increases in hardware/software maintenance and support costs, in addition to Decision Packages for hardware and software costs for added positions and Wi-Fi at the Wastewater Reclamation Plant.
- Facilities Maintenance operating costs increased by approximately \$167,000 largely due to Decision Packages for vehicle, furniture, and other costs for added positions; increases in asphalt work for City parking lots; and increases in utility costs.
- Public Transit operating costs increased by approximately \$450,000 largely due to increases for a full year of micro-transit service, increase in Verde Shuttle costs, and an Uptown circular study in connection with consolidation of parking.
- As directed by Council during the December retreat, the Small Grants program budget was increased from \$200,000 to \$350,000.
- Other Decision Packages impacting operating costs were approximately \$96,000, including lighting at the Skate Park.

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 Series 2021 Bonds were structured to increase in principal payments once the Series 1998 Bonds will be paid off on July 1, 2024.¹² The change in Series 2021 payments in FY 2025 compared to the Series 1998 payments in FY 2024 decreased approximately \$205,000.

Contingencies changes

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

¹² Based on governmental accounting principles, the July 1 payments are accrued to the prior fiscal year since they are so close to year-end and the resources to make those payments were accumulated in the prior fiscal year. Therefore, the July 1, 2024 payments are reported as expenditures in FY 2024.

FY 2025 CONTINGENCIES BY TYPE

(In Thousands)

	FY 2025 Proposed	FY 2024 Budget	Increase/ (Decrease)
General Operating – General Fund	\$200	\$ 200	\$ -
General Operating – Wastewater Fund	100	100	-
Judgments	100	100	-
Tourism Initiatives	-	568	(568)
Housing Fund	57	-	57
ARPA Funding	-	1,863	(1,863)
Unknown Grants	500	500	-
Grand Totals	\$957	\$3,331	\$(2,374)

- The contingency for tourism initiatives was based on the balance of FY 2023 Tourism Bureau contract amount not yet allocated to FY 2024 in-house Tourism Bureau costs. This contingency has been eliminated in the FY 2025 Proposed Budget.
- The contingency for the Housing Fund in the FY 2025 Proposed Budget is based on the available balance in the fund in case a need to spend those monies arises during the year.
- The balance of the ARPA funding is budgeted to be spent on wastewater capital improvements in the FY 2025 Proposed Budget; therefore, the contingency has been eliminated.

Capital Improvement Projects changes

- The Capital Improvement Projects budget includes \$36.3 million of projects carried over from FY 2024 either as a result of project delays for a variety of reasons or because the project was planned for multiple years. Approximately \$9.8 million is included for projects programmed to begin in FY 2024 or added costs for projects already started. The following table summarizes the FY 2025 budget amounts by category.

FY 2025 CAPITAL IMPROVEMENT PROJECTS BY CATEGORY

(In Thousands)

Category	Carryover	New Appropriation	FY 2025 Proposed	FY 2024 Budget	Increase/ (Decrease)
Arts & Culture	\$ 119	\$ -	\$ 119	\$ 232	\$ (113)
Information Technology	1,150	-	1,150	600	550
Municipal Court	-	-	-	79	(79)
Parks & Recreation	1,840	695	2,535	3,435	(900)
Police	-	600	600	216	384
Public Transit	849	1,052	1,901	1,326	575
Public Works	-	430	430	-	430
Sedona in Motion (SIM)	28,024	3,011	31,035	21,016	10,019
Storm Drainage	-	150	150	788	(638)
Streets & Transportation	-	-	-	450	(450)
Sustainability	61	19	80	330	(250)
Wastewater	4,255	3,827	8,082	5,157	2,925
Grand Totals	\$36,298	\$9,784	\$46,082	\$33,629	\$12,453

- The increase in SIM projects is primarily due to construction costs for the Uptown parking garage.
- The increase in Wastewater projects is primarily due to wastewater treatment process improvements.
- More information on the Capital Improvement Projects budget is included in the Capital Improvement Projects section of the budget book, as well as a discussion starting below.

Capital Improvement Projects

If Council approves designation of General Fund surpluses to capital reserves as discussed on page 4 of this memo, the Capital Improvements Plan (CIP) will be balanced with anticipated funding and available reserves for the first three years of the plan.¹³ 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-1 through CIP-5 for a summary of the projects included.

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

10-YEAR CAPITAL IMPROVEMENT PLAN¹⁴ (In Thousands)

	Proposed Budget
FY 2025	\$ 46,248
FY 2026	31,042
FY 2027	35,743
Subtotal for Funded Years	113,034
Future Years ¹⁵	104,935
Grand Totals	\$217,968

Only \$12.6M of \$46.2M CIP budget funded by capital and wastewater reserves.

The following table summarizes the funding sources identified for the FY 2025 projects.

¹³ See the Reserves section of this memo starting on page 17 for discussion regarding potential loans to the Development Impact Fees Funds.

¹⁴ Includes the full Capital Improvement Plan including projects funded by the Community Facilities Districts.

¹⁵ Includes \$47.4 million of unfunded projects. Some of these projects can be partially funded with restricted funding sources. Approximately \$2.3 million of restricted funding sources are anticipated to be available, leaving \$45.1 million with no funding source identified.

FY 2025 CAPITAL IMPROVEMENT PROJECTS BY FUNDING SOURCE

(In Thousands)

	Proposed Budget
Capital Reserves	\$6,084
Debt Financing ¹⁶	16,936
Transportation Sales Tax	9,208
Wastewater Reserves and Equipment Replacement Reserve	6,487
Development Impact Fees	4,403
Grants and Donations	2,736
Yavapai County Flood Control	150
Community Facilities Districts	125
1% for Arts	119
Grand Totals	\$46,248

Of the \$46.2M CIP budget, \$35.3M is managed by Public Works engineers.

The following table summarizes the FY 2025 projects by how they are managed.

FY 2025 CAPITAL IMPROVEMENT PROJECTS BY HOW MANAGED

(In Thousands)

	Proposed Budget
Managed by Public Works engineers	\$35,331
Managed by Wastewater Dept	8,082
Managed by other City staff	2,836
Grand Totals	\$46,248

Alternative Option Projects

The 10-year CIP plan includes alternative option wastewater projects. Currently, the plan includes the costs for WW-06 Recharge Wells. The construction of Wells No. 3 and 4 would mean 200 acres of irrigation can be abandoned and the following projects would not be needed:

- WW-06A Area 4 Irrigation Improvements – \$1,800,000
- WW-07 Reservoir Liner Replacement – \$1,050,000
- WW-14 Area 4 Pump Station Valve Upgrade – \$345,000

¹⁶ Assumes the \$25 million from the bonds issued in March 2022 will be fully spent in FY 2025 and additional bonds issued for the Uptown parking garage.

The total cost of these 3 projects is \$3,195,000. Between the options of project WW-06 and projects WW-06A, WW-07, and WW-14, the Wastewater Director’s recommendation is WW-06 primarily for better reliability of effluent disposal. She will discuss this further with Council during the budget work sessions.

Summary of CIP Project Changes

A summary of the CIP project changes has been included in the Capital Improvement Projects section on pages CIP-6 and CIP-7. The summary only includes active appropriated projects and compares the following:

- Original budget appropriation request to FY 2025 budget appropriation request – 112% increase
- FY 2024 budget appropriation request to FY 2025 budget appropriation request – 14% increase
- Original estimated completion date to revised estimated completion date – average delay of 2.6 years

The following compares the FY 2025 Proposed Budget request increases to the increases reported in the FY 2024 and FY 2023 Proposed Budgets:

COMPARISON OF BUDGET REQUEST INCREASES

	FY 2025 Proposed	FY 2024 Proposed	FY 2023 Proposed
Total increase over original budgets	112%	76%	50%
Total increase from prior year budgets	14%	22%	38%

The year-over-year smaller increase in budgets from 38% increase to 22% increase to 14% increase could indicate a slowdown of the inflationary impacts on construction costs.

Changes to Project List

The following is a list of CIP projects estimated to be completed in FY 2024:

CIP PROJECTS ESTIMATED TO BE COMPLETED IN FY 2024

Project	FY 2024 Estimated Cost	Estimated Total Project Cost
AH-02 Safe Place to Park ¹⁷	\$ 290,350	\$ 290,350
MC-02 Court Relocation/Remodel	81,700	500,850
PR-08 Dog Park Improvements	33,330	145,402
SIM-11e Navoti Dr to Dry Creek Rd Shared-Use Path	94,700	688,898
SIM-11o SR179 Signing & Striping	100,000	100,000
SD-03 Improvements to Back O’ Beyond Road, Low Water Crossing	472,130	923,133
SD-12 Schnebly & Grove Drainage Improvements	444,400	489,721
SUS-03 Decarbonization Road-Mapping Plan	135,000	135,000
WW-15 VACCON Storage Building	113,400	202,550
Grand Totals	\$1,765,010	\$3,475,904

¹⁷ As discussed on page 4 of this memo, some of the site prep costs could be delayed into FY 2025.

The following is a list of CIP projects added in FY 2025 budget process:

CIP PROJECTS ADDED

Project	FY 2025 Projected Cost	FY 2026 Projected Cost	FY 2027 Projected Cost	Future Years	Estimated Total Project Cost
PR-11 Sunset Park Playground Structure	\$ -	\$ 285,000	\$ -	\$ -	\$ 285,000
PD-07 Body-Worn Camera Upgrade	500,000	125,000	125,000	250,000	1,000,000
PT-08 Intersection Impr. – 7500 W SR89A	400,000	5,050,000	-	-	5,450,000
PW-09 Solar PV & Battery Storage	181,800	303,000	303,000	-	787,800
SIM-03d Forest Rd Impr. associated with New Parking Garage	80,000	1,010,000	-	-	1,090,000
SIM-04f Y Roundabout Adaptive Signals	-	97,500	984,170	-	1,081,670
SIM-10a Traffic Calming & SUP – White Bear Rd to Piñon Dr	370,000	-	-	-	370,000
SIM-11y Thunder Mountain II SUP	-	-	150,000	800,000	950,000
SIM-11z Gun Fury SUP	-	100,000	707,000	-	807,000
ST-11 Citywide Safety Analysis Corridor Studies	-	250,000	-	-	250,000
SUS-09 Decarbonization Roadmap Projects	-	757,000	707,000	1,565,500	3,030,000
WW-19 Facility Plan	250,000	-	-	-	250,000
Grand Totals	\$1,781,800	\$7,910,500	\$2,042,000	\$2,965,500	\$14,699,800

Historical CIP Expenditures

The FY 2025 Proposed Budget for CIP includes 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	56.8	32.0	56%	22.1	9.9
2024 est. ¹⁸	33.0	26.1	79%	1.0	25.2
2025 bud.	46.1			0.7	45.4

¹⁸ The current amount paid for CIP projects to date is \$9.8 million. Based on the estimated CIP expenditures for FY 2024, an additional \$16.3 million would need to be incurred by June 30.

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 following definitions when ranking projects:

- 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

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 2025 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-15. 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 \$146,250 of General Fund budgeted operating projects, \$48,000 of Development Impact Fees Funds budgeted operating projects, and \$125,800 of Wastewater Enterprise Fund budgeted operating projects to be carried over to FY 2025. A schedule has been included in the Overall Summaries section on page SUM-14 detailing each of these carryovers.

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

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-16 through SUM-17.

Revenues and Other Financing Sources

The FY 2025 Proposed Revenue Budget does not include any increases in rates for taxes or fees. In the past, changes to existing fees have typically been brought to Council after the mandatory posting of intent to raise rates. Departments have been asked to discuss their anticipated requests for changes to fees during the budget work sessions in order to obtain input from Council before those changes are posted. At this time, impacts to the revenue budget are expected to be minimal.

The increases and decreases in the FY 2025 Proposed Revenue Budget are as follows:

COMPARISON OF TOTAL REVENUES TO PRIOR YEAR

(In Thousands)

	FY 2025 Proposed	FY 2024 Budget	Increase/ (Decrease)	%
Ongoing Revenues				
City Sales Taxes	\$33,187	\$30,384	\$2,803	9%
Bed Taxes	9,261	8,025	1,236	15%
State Shared Revenues	5,349	5,830	(481)	(8%)
Other Intergovernmental	359	793	(434)	(55%)
Wastewater Charges for Services	6,250	6,270	(20)	(<1%)
Other Miscellaneous	8,880	8,964	(84)	(1%)
Subtotal Ongoing Revenues	\$63,285	\$60,266	\$3,020	5%
One-Time Revenues				
Other Intergovernmental	4,409	3,969	439	11%
Other Miscellaneous	1,698	1,890	(191)	(10%)
Contingent Revenues	500	500	-	0%
Subtotal One-Time Revenues	\$ 6,607	\$ 6,358	\$ 248	4%
Grand Totals	\$69,892	\$66,624	\$3,268	5%

City Sales & Bed Taxes

For the current fiscal year so far, Sedona has experienced an increase in sales and bed tax revenues compared to FY 2023. The comparison of sales and bed tax revenues to last year and current year budget projections as of January 2024 are as follows:

Sales and bed tax as of January 2024 are higher than the prior year.

INCREASES IN CITY SALES & BED TAX REVENUES AS OF JANUARY 2024
(In Thousands)

	Over FY 2024 Budget	%	Over FY 2023 Actuals	%
City Sales Taxes	\$1,638	10%	\$ 851	5%
Bed Taxes	783	19%	429	10%
Grand Totals	\$2,421	12%	\$1,280	6%

The projections for FY 2024 are based on data through January 2024 and the following assumptions for the remainder of the fiscal year:

- Sales tax for February-June was projected to be 1% higher than last year.
- Bed tax for February-June was projected to be 2% higher than last year.

The projected increases for FY 2025 based on conservative estimates are as follows:

ASSUMED FY 2025 INCREASES CITY SALES & BED TAX REVENUES
(In Thousands)

	FY 2025 Projection	FY 2024 Estimate	Increase	%
City Sales Taxes	\$33,187	\$32,809	\$378	1%
Bed Taxes	9,261	9,079	182	2%
Grand Totals	\$42,448	\$41,888	\$560	1%

Sales tax and bed tax projected 1% higher than FY 2024.

State Shared Revenues

The FY 2025 state shared income taxes will be based on 2023 income taxes. The FY 2025 state shared income taxes are projected to decrease significantly based on a substantial decrease in the size of the pie. The City’s estimated share is \$672,000 lower than the FY 2024 budget amount.

State share gas tax (HURF monies) are projected as flat compared to FY 2024 estimates but 8% higher than the FY 2024 budget amount or \$84,000. A conservative estimate was used in case of continued reductions in fuel usage as more vehicles are replaced with hybrid and electric, as well as Sedona’s reduced share of the pie¹⁹.

¹⁹ Since Sedona’s population has not kept up with the population increases of other municipalities in the State, Sedona’s share of the state shared revenues is reduced.

Other Intergovernmental

Operating grants for the Public Transit Fund are estimated approximately \$139,000 lower than the FY 2024 budget. Yavapai County Flood Control funding is estimated at \$200,000 lower than the FY 2024 budget. Reimbursements from City of Cottonwood for a shared Housing Manager position have been eliminated since the Housing Manager will be working 100% for Sedona starting July 1.

One-time grants include approximately \$406,000 for a Community Development Block Grant (CDBG), approximately \$366,000 for the Safe Place to Park program, reallocation of Congressionally Directed Funding for Shelby Drive to the shared-use path project (\$175,000 in FY 2024), \$900,000 of Congressionally Directed Funding for the Police Department remodel project still pending, approximately \$617,000 in capital grants for the Public Transit Fund including the maintenance/operation center and micro-transit vehicles, and \$1.9 million budgeted for American Rescue Plan Act (ARPA) monies to be spent.

Wastewater Charges for Services

The FY 2025 Proposed Budget does not include any assumptions for rate increases and just the normal adjustments to customer accounts for changes in rate categories.

Other Miscellaneous

Other Charges for Services. Internal charges for the Information Technology Fund are estimated approximately \$297,000 higher than the FY 2024 budget as a result of increases in hardware/software maintenance and support costs, in addition to Decision Packages for hardware and software costs for added positions and Wi-Fi at the Wastewater Reclamation Plant.

Development Impact Fees. One-time development impacts fees are estimated approximately \$295,000 lower than the FY 2024 budget due to projected timing of payments for significant development projects.

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 2024 estimates include a placeholder of \$23 million for the issuance of bonds for construction of the Uptown parking garage. No bonds are projected to be issued in FY 2025.

Fund Transfers

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

- \$1.3M 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.
- \$1.9M from the Grants, Donations, & Restricted Funds to the Wastewater Fund for American Rescue Plan Act (ARPA) funding to support capital improvement needs, delay the need for future rate increases, and ensure expenditures have been incurred by the December 31, 2024 deadline.²⁰

²⁰ The federal guidelines require expenditure of the ARPA monies to be incurred by December 31, 2024 (meaning goods or services have been received) and payment made by December 31, 2026 (meaning vendors have been paid).

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 Capital Improvements Fund discussed on page 19 of this memo. The following is a recap of the policy reserves and discussion regarding their funded status:

All policy reserves are fully funded, except the Capital Improvements Fund.

General Fund (total \$13.6M)

- Operating Reserve (\$8.8M) – This reserve is fully funded at 30% of the total adopted budgeted operating expenditures of the General Fund budget.
- Equipment Replacement Reserve (\$2.0M) – 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 (\$2.8M) – The Development Impact Fees (DIF) 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, resulting in a need for a loan to cover the deficit. If DIF revenue collections meet projections and if CIP projects proceed at the pace projected, there will not be sufficient monies in the DIF Funds to repay the loan of approximately \$2.8 million by FY 2027 (Year 3 of the CIP Plan). A fee study is in progress that may result in fee increases sufficient to repay the loan sooner.

After these reserves, there remains approximately \$18.4 million available in the General Fund. Of that amount, \$4.3 million represents actual surplus balances from FY 2023, \$11.1 million represents an estimated surplus for FY 2024, and \$3.0 million represents an estimated surplus for FY 2025. Recommended allocation of these surpluses is discussed on page 4 of this memo.

Streets Fund (\$1.3M)

- Operating Reserve (\$830k) – This reserve is fully funded at 30% of the total adopted budgeted operating expenditures of the Streets Fund budget.
- Streets Rehab/Preservation Reserve (\$300k) – The average streets rehabilitation/pavement preservation costs are 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 difference in estimated highest cost and estimated average annual costs is approximately \$300,000.
- Equipment Replacement Reserve (\$194k) – 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.

Housing Fund (\$18.9M)

- Reserve for Loans (\$18.9M) – This includes the following loan programs:

- \$6.2 million for Sunset Lofts – Current loan balance is \$2.0 million. During the FY 2024 budget process, an additional \$2.0 million for projected increases in project costs was added in case the City Council chooses to approve an increase to the authorized loan amount.
- \$2.25 million for 2250 Shelby Drive – Nothing has been loaned yet.
- \$400,000 for down payment assistance program – Current loan balance is approximately \$117,000.
- \$10.05 million for future loans – During the FY 2024 budget process, Council set aside \$12 million for future affordable housing project loans. Of that amount, \$1.95 million was added to the loan amount for the Shelby Drive project that was originally budgeted as a \$300,000 placeholder.

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. The balance 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. During the budget compilation process, an estimate was used for the calculation of available monies for CIP projects. The deficit of approximately \$65,000 will be adjusted before the Tentative Budget adoption to reflect more eligible costs to be paid with capital reserves.

In order to bring the costs within the approximate projected balances available for the first three-funded years of the CIP plan, a projected \$20.2 million of SIM projects (including the subcategory for Public Transit) have been budgeted as a portion paid from capital reserves instead of the SIM tax. Those amounts are as follows:

- FY 2025 (\$2.4M)
 - SIM-05d Ranger Road / Brewer Road RAB Intersection & Ranger Ext Improvements – \$2.4M
- FY 2026 (\$13.1M)
 - SIM-03d Forest Rd Improvements associated with new Parking Garage – \$1.0M
 - SIM-04c Pedestrian Crossing at Oak Creek – \$1.3M for possible improvements to the existing at-grade crossing
 - SIM-05a Portal Lane to Brewer Road Connection – \$839k
 - SIM-05d Ranger Road / Brewer Road RAB Intersection & Ranger Ext Improvements – \$2.6M
 - SIM-11n Andante Shared-Use Path and Drainage Improvements – \$1.5M
 - SIM-11v Navoti Drive to Upper Red Rock Loop Road Shared-Use Path – \$808k
 - PT-08 Intersection Improvements - 7500 West SR 89A - \$5.1M

SIM tax insufficient to cover project costs. Projected \$20.2M in FY25-FY27 will need to be paid with capital reserves.

- FY 2027 (\$4.6M)
 - SIM-04e Ranger/SR 179 Intersection Improvements– \$926k
 - SIM-05e Forest/Ranger/SR 89A Intersection Improvements– \$960k
 - SIM-11v Navoti Drive to Upper Red Rock Loop Road Shared-Use Path – \$707k
 - SIM-11w Tranquil Avenue to Madole Road Shared-Use Path – \$707k
 - SIM-11x Zane Grey Shared-Use Path – \$606k
 - SIM-11z Gun Fury Shared-Use Path – \$707k

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

Capital Improvements Fund (\$16.7M)

Based on Council adopted policy, a portion of the balance in the Capital Improvements Fund is set aside to meet anticipated capital project costs funded by capital reserves in the next fiscal year. This does not include capital project costs anticipated to be covered by other restricted funding sources. The projected need for FY 2025 projects is \$25.4 million; however, only \$16.7 million will be available.

As discussed on page 4 of this memo, it is recommended that projected General Fund surpluses be set aside to meet the policy requirement.

Development Impact Fees Funds

Loan to DIF Funds will likely be necessary in FY 2025.

The balance in the Development Impact Fees (DIF) Funds is restricted to the purposes for which the monies were received. The FY 2025 balance is projected as insufficient by \$2.8 million. 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 2025 to cover the estimated deficit in this fund.

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 balance will automatically carryover to the following fiscal year for future public art projects.

While the projected ending balance for FY 2025 is positive, it is reliant on CIP projects moving at the pace budgeted to generate the 1% contributions to the fund. If CIP projects are delayed, it may mean a deficit will occur in this fund and need to be covered by a loan from the General Fund.

Public Transit Enterprise Fund (\$5.8M)

- Future System Implementation Reserve (\$5.3M) – 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 2025 costs and retain the full \$5.0 million plus interest earnings for future transit system implementation.

- Equipment Replacement Reserve (\$473k) – 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.

Wastewater Enterprise Fund (\$9.4M)

- Operating Reserve (\$2.0M) – The policy for this reserve is a range of 25%-33.3% of the total adopted budgeted operating expenses of the fund. This reserve is fully funded at the 33.3% level.
- Capital Reserve (\$5.7M) – This balance is set aside to meet anticipated capital project costs in the next fiscal year.
- Equipment Replacement Reserve (\$1.4M) – 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 (\$269k) – 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.

Information Technology Internal Service Fund (total \$1.5M)

- Equipment Replacement Reserve (\$1.5M) – 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.

Revenue Forecasts

We would like to thank the following for their input in the development of the revenue forecasts: Lauren Browne, Communications and Tourism Director; Michelle KostECKI, President of Sedona Chamber of Commerce; 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 (CBWG): Jack Benzie, Patricia Livingstone, Robert Masters, Ed Southwell, Lance Waldrop, Daniel Wiencek, Mei Wei Wong, and Lynn Zonakis. This was the tenth year the City has included a citizen work group in the budget development process.

The goals for the work group included:

- Learn about current budget process, methodology, and programs/services/projects included
- Recommend changes to programs and services and any community issues with budget implications
- Recommendations on the additional major budget requests for FY 2025
- Summarize and present the recommendations to the City Council

This year’s process included:

- Kickoff meeting – February 5, 2024
 - 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 2024 budget highlights and current financial status
 - 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?
- Review of preliminary FY 2025 budget – February 14, 2024
 - A high-level explanation of the preliminary budget including:
 - FY 2025 base budget requests and FY 2024 estimates
 - Projected General Fund surpluses
 - Significant FY 2025 CIP projects
 - FY 2025 Decision Package requests
 - Remaining steps in the budget process
 - Selection of department heads to hear from in the following work group meeting
 - Discussion regarding possible recommendations to Council
- Decision Package review and discussion of recommendations to Council – February 29, 2024
 - Discussion regarding results of community budget survey
 - Discussion with selected department heads regarding programs, services, and budget requests
 - Discussion and recommendations related to Decision Packages
 - Discussion regarding final recommendation to Council

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. The CBWG recommendations report is included in the Community Input section on pages CI-1 through CI-5.

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-6 through CI-99. Some of the CBWG members indicated that many of the people they spoke to about the survey misinterpreted the questions asked as requiring an increase in taxes. While the survey introduction discussed the City's financial position and available surpluses, there was nothing specifically stating that that no increases in taxes were necessary.

The following summarizes the results of the 876 complete responses²¹ (significantly higher than last year's 681 complete responses):

1. Pedestrian Bridges in Uptown – 71% do not support pedestrian bridges at Wayside Chapel and Jordan Road.
 - a. Reasons for responding no – ranking of options (more than one option allowed):
 - 1) Cost – 86%
 - 2) Impedes viewshed – 32%
 - 3) Doesn't create desired aesthetic – 40%
 - 4) Other – 13%
 - 5) Inconvenience to users – 11%
 - b. For the 76 respondents who selected the “other” option, the most commonly mentioned concerns were assumed lack of benefit to alleviate traffic congestion, lack of use due to accessibility and need for elevators, and no benefit to residents.
2. Expansion of Arts & Culture Program
 - a. Ranking of programming options (more than one option allowed):
 - 1) No additional support needed – 63%
 - 2) After-school art programming – 21%
 - 3) Cultural programming (history of Sedona, heritage sites, local indigenous people, etc.) – 19%
 - 4) Activating public spaces with art – 19%
 - 5) Additional art exhibits at City-owned properties – 14%
 - 6) Intergeneration art programs (students and seniors) – 14%
 - 7) Connecting the creative community – 13%
 - 8) Temporary art installations (public participates in creation) – 9%
 - 9) Other – 8%
 - b. For the 70 respondents who selected the “other” option, the most commonly mentioned recommendations were related to performing arts; support and promotion of artists, nonprofits, and galleries; and a focus on priorities other than art.
 - c. Ranking of funding increase options:
 - 1) \$0 – 62%
 - 2) \$200,000 – 17%
 - 3) \$100,000 – 14%
 - 4) \$20,000 – 7%
3. Single Trash Hauler – 67% do not support a single hauler solution to address carbon emissions and noise, enhanced services, lower prices, and less wear and tear on city streets.
4. Uptown Appeal for Residents:
 - a. Ranking of options:
 - 1) More walkable with shared-use paths leading to points of interest – 63% average rank
 - 2) Community gathering spaces (greenspace, shade, benches, family and dog-friendly space) – 60% average rank

²¹ Some respondents start the survey, but do not submit as their completed response.

- 3) Hired outdoor professional entertainment (musicians, artists, etc.) – 57% average rank
 - 4) Convenient transit service to and around the Uptown area – 50% average rank
 - 5) Resident discount programs at local businesses – 48% average rank
- b. For the 293 respondents who responded about other ways to make Uptown more appealing for residents, the most commonly mentioned suggestions were less traffic and people congestion; more business that offer items not geared specifically for tourists; and parking issues including system for identifying location of open parking spaces and free/discounted/restricted parking for residents. There were also numerous comments about no efforts needed to draw in residents to Uptown.
5. Acquisition of Sedona Airport – 80% do not support acquiring the Sedona Airport if self-supporting and greater local decision-making.
- a. Ranking of Airport impacts:
 - 1) Air traffic noise – 66% average rank
 - 2) Vehicular traffic to and from the Airport – 37% average rank
 - 3) Events/weddings on Airport Mesa – 21% average rank
 - b. For the 228 respondents who responded about other Airport impacts, the most commonly mentioned impacts were no impacts, noise issues including helicopters flying low, vehicular and pedestrian traffic on Airport Road. There were also numerous negative comments about the City pursuing acquisition of the Airport.
6. Water Retrofit or Rebate Program – 68% would not modify their outdoor landscape watering system if the City provided a rebate for a portion of the cost.
- a. For the 181 respondents who responded about other ideas for City-offered residential outdoor water conservation programs, the most commonly mentioned recommendations were restrictions and/or incentives for elimination of grass lawns and other non-native plants and replacement with native plants; providing or incentivizing rain barrels or cisterns; requiring or incentivizing gray water usage; and providing workshops and education materials on water conservation. There were also numerous comments about relying on water rates to incentivize conservation if the resident so chooses, no efforts necessary for the City to pursue, and other priorities more important.
7. Ranking of priorities in the survey and their scores²² were:
- 1) Pedestrian bridges in Uptown – score of 1,567
 - 2) Water Retrofit or Rebate Program – score of 1,410
 - 3) Expansion of Arts & Culture Program – score of 1,374
 - 4) Uptown Appeal for Residents – score of 1,366
 - 5) Single Trash Hauler– score of 1,327
 - 6) Acquisition of Sedona Airport – score of 711

²² Scores include factors for number of respondents who ranked the item and the relative ranking the respondent selected compared to other items.

There were numerous respondents who included additional comments. While the survey introduction indicated that the survey was not asking about priorities already in progress (e.g. traffic, affordable housing, etc.), numerous comments were related to many of the existing priorities. Frequent comments were related to reduction of spending, increased focus on resident needs, reduction of tourism, traffic, affordable housing, short-term rentals, size of government, reduction of taxes, concern about focus on existing priorities, sustainability, and homelessness.

The budget survey results report is included in the Community Input section on pages CI-6 through CI-99.

Budget Calendar

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

FY 2025 BUDGET PROCESS COUNCIL MEETINGS

	Dates	Legal Requirement
Tentative City Budget Adoption	May 28, 2024	Must be no later than 3 rd Monday in July
Tentative CFD Budget Adoption	May 28, 2024	Must be no later than July 15
Final City Budget Adoption	June 25, 2024	Must be in a special meeting
Final CFD Budget Adoption	June 25, 2024	Must be no later than October 1

Sedona Citizen Budget Work Group

FY2025 Budget Recommendations to City Council

Thank you for the opportunity to provide feedback on the proposed FY2025 Sedona City Budget. The Sedona Citizen Budget Work Group (CBWG) found the budget presentations enlightening and informative, and overall agree that the City budget and financial process is on solid ground. Because of this, you will note that many of our recommendations are longer range strategic recommendations, more appropriate to implementation in later years when appropriate resources and budget are available.

This document offers a summary of unanimous recommendations from our discussions during the CBWG meetings February 2024.

Specific Observations and Recommendations:

City of Sedona 10-year Master Summary Project List by Major Program document: We recommend that the city detail the list of projects for the full 7-year “future years” column for various categories, and add placemark ballpark cost estimates. This would allow the city and community to strategically consider ideas that, while not feasible today, can be considered later if financing, resources and priorities allow.

Community Surveys: We recommend that the city revise the approach to gathering community input through surveys. The CBWG had a number of concerns with the methodology and content of the 2023 Sedona Community Survey. While the intent of capturing resident responses to detailed questions is laudable, it is difficult to answer these kinds of yes-no questions without significant context. A quick review of online community surveys from other resort communities suggests survey strength and validity may be improved if you:

- Add some basic demographic information that will identify non-residents. You can also potentially sort on demographic factors such as age and specific communities, which would help you with targeted communications. A significant number of the benchmarked communities had measurable non-resident responses. We do not suggest asking for information like name or address.
- Invest in mailing surveys to households to add validity to the results.
- Avoid specific and detailed questions that require extensive knowledge in order to comprehend the implications associated with questions. Instead, focus on broad priorities that residents want the City Council to focus on. For example, we feel that question #1 on the 2024 survey asked such a specific and detailed question:

1. *Pedestrian Improvements to improve traffic flow and pedestrian safety, the Transportation Master Plan called for pedestrian improvements in Uptown such as restricting the use of the surface-level crosswalks during traffic congestion and adding two pedestrian bridges at Wayside Chapel and Jordan Road. Question at hand: Do you support building pedestrian bridges in Uptown if the cost is estimated to be \$3-4 million each? An alternative might have been to ask residents to rate the importance of various improvements (without specific dollar amounts) to pedestrian flow on a scale of 1-10 to gauge their interest.*

- Increase marketing of the standardized and vetted National Community Survey when it is sent out. While lengthy, it focuses on broad priorities and provides a report card that Sedona can benchmark against. The City of Sedona should consider requesting the custom resort benchmark that is available to resort communities.
- For Sedona-specific surveys, keep them brief and avoid specific solutions and yes/no answers that take detailed background and knowledge to understand.
- Use Town Halls to obtain feedback on specific issues and solutions the Council wants to share with the community and to communicate survey results. This will provide the opportunity to share context and detail on specific solutions, so that the community can understand the issues holistically and react to this information. Town Halls also have the potential of bringing in a more diverse cohort of the community.

Garbage Collection: We recommend that the city regauge interest in late 2024 or early 2025 in consolidating garbage collection *after clearly explaining to the community the associated cost savings to road repair.* Following these meetings and a communication campaign, consolidate garbage collection within the City of Sedona. Reducing the number of garbage collection trucks will decrease street maintenance costs, reduce carbon fuel usage and reduce air and noise pollution. This proposal should be framed in terms of decreased road maintenance costs and should be accompanied by data supporting the cost benefits to the community. Secondary benefits of potential household cost savings, occasional large item pickup, decreased traffic, noise, and exhaust should be noted, but the focus should be on the City's cost savings to road repair and the ability to provide better street upkeep. In the past, this initiative has been framed primarily as an environmental concern.

- Allow exemptions for HOA's with private roads that prefer to contract separately for waste disposal service. Provide HOA's cost/benefits of selecting a single collection service.
- Consider giving RFP scoring preference to Northern Arizona based companies, assuming comparisons on all relevant factors are close.
- As may be appropriate, use Town Hall meetings to communicate the imperative, explain the overall cost and quality benefits for Sedona's roads and get feedback from citizens once they understand the facts.

Affordable Housing:

- When evaluating affordable housing opportunities associated with the Cultural Park land acquisition, we strongly recommend developing a multiple use community that reflects the goals articulated in the Community Plan. In addition to using this project to support affordable housing options such as apartments, small and tiny homes and market-based housing, the emphasis should be on sustainability, community gathering, walkability and the arts. This should include requirements for energy efficient housing, sustainable landscaping, community gathering areas to support the arts and culture, and walking trails that connect to Forest Service trails in the area. The needs of residents using bicycles as their primary mode of transportation should be accounted for.
- Within the next 10 years, consider evaluating the Dells land for creation of affordable housing if demand cannot be met by current projects within the City of Sedona due to limited land availability. We suggest the city establish a placeholder for this analysis in future years which can later be removed if not needed.
 - We acknowledge issues associated with the need to get County Planning and Zoning approval to rezone the Dells land and the lack of sufficient infrastructure today, but believe it should be considered as a future option unless it is deemed unnecessary or unfeasible.
 - Down road, we also strongly suggest the City of Sedona consider annexing the Dells property from Yavapai County, giving the City of Sedona better long-term control of the property, whether it is developed at a later time, used as a park, stays as it is, or anything else. A recent example of annexation through Forest Service land was achieved a few years ago when Spring Creek Ranch was annexed into Cottonwood. At that time, the Forest Service did not object to their land being changed from Yavapai County to Cottonwood. In this case, the Forest Land would move from Yavapai County to Sedona, while still being Forest Land.
- Consider incenting the building of accessory housing units (ADUs) with kitchens on residential properties for long-term renters. Connect the incentive to requests for a zoning variance to allow for ADUs with kitchens. Make it a condition to place a deed restriction on the property that prohibits short-term rentals in order to qualify for the incentive and zoning variance. Also consider incenting remodels that would create apartments within our larger homes, again placing restrictions on their use as STRs. These approaches would have the benefit of distributing affordable housing across our community, rather than cluster concentrations.

Sustainability: We recommend that the city:

- Expand resident-oriented initiatives and reasonable sustainability requirements for new construction. In particular, incentivizing new construction to include electric heat pumps could be considered.
- Develop a program to present information to citizens on sustainability issues through public meetings and publications. Topics could address issues such as the economic and environmental advantages of solar energy, heat pumps, rainwater harvesting and gray water usage.

- Explore providing financial incentives to existing residential property owners to encourage stormwater collection/usage, gray water usage and converting to electric heat pumps.
- Consider incenting the installment of gray water connections in new residential homes. Installing the fitting during construction is quite economical. Retrofitting is far more expensive. Use of gray water cannot be mandated, but having the option for convenient gray water usage would encourage such usage and reduce water consumption for landscaping.
- Consider incenting stormwater collection facilities on new commercial construction to retain stormwater for use in landscape maintenance.
- Expand the current composting program for residents. Continue investing in recycling programs.
- Consider incenting 'slow water' initiatives to create areas where rainwater is slowed to allow it to absorb into the ground instead of being conducted out of the city through storm drains. Swales and permeable pavement are some typical methods used. Friends of the Verde River is an excellent resource for this kind of landscaping. They offer free consulting and grant programs to assist with funding of qualifying projects.

Wastewater:

- We recommend that the city prioritize a rate study and work group to reevaluate wastewater fees and options. There is a need for a more equitable rate structure. Due to the proliferation of short-term rentals, current flat fees for residential sewer service are problematic. STRs often have high occupancy and frequent turnover rates. This results in significantly more use of bathrooms, dishwashers and washing machines than a residential household.
- We recommend continued deep-well injection development and funding. This will result in increased long-term reliability, and represents sensible water resource conservation. The project can be funded with a multi-year bond that won't significantly raise current rates and will ensure that users are paying for the project at the time of usage. The group understands and appreciates the highly efficient and advanced wastewater treatment system, as well as the skilled and competent team of professionals.

Public Works: We had a subject matter expert on the team who explained various technical details to the group. As such, we suggest that total vehicle electrification be limited to non-tactical/emergency response motorized under 6500 gross vehicle weight (GVWR). The rationale is, while straight electric has value in certain limited applications, it is not currently viable or sustainable with medium and heavy-duty trucks, especially when subjected to extremes of temperature. Arizona leads the nation in motor vehicle battery replacement/reduced life cycle, primarily due to extremes of heat and vibration. Vehicles in the DOT Class III and IV range should therefore continue to be E85 renewable gasoline or ULS B10/20 renewable diesel.

Police: The 1.4 FT positions (one new, three conversions/reallocations) are recommended as requested. We believe that the Victim Services position to be of particular value, given the "handoff" gap that is present from initial contact, investigation, then prosecution. Both the Evidence Technician and the CSA-CSR conversions add value to the non-sworn workforce, as

stated in the decision package, affirmed in group discussion. Outside of that, we would like to strongly emphasize the urgency of upgrading PD communications in order to overcome gaps present with the current VHF line-of-sight system and support continued funding of this initiative following Phase 1 implementation.

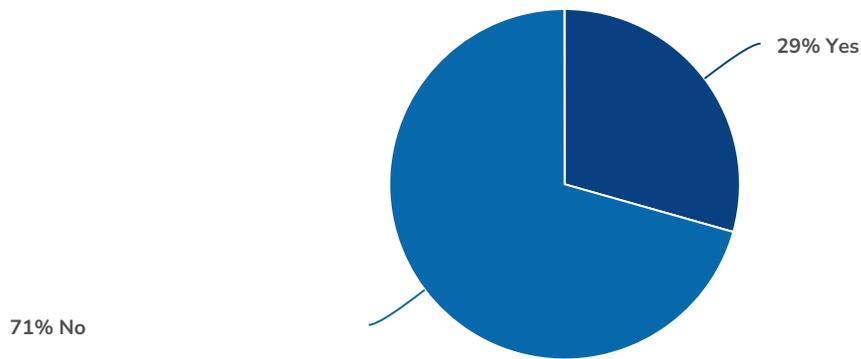
Report for Budget Survey Fiscal Year 2025

Response Counts



Totals: 879

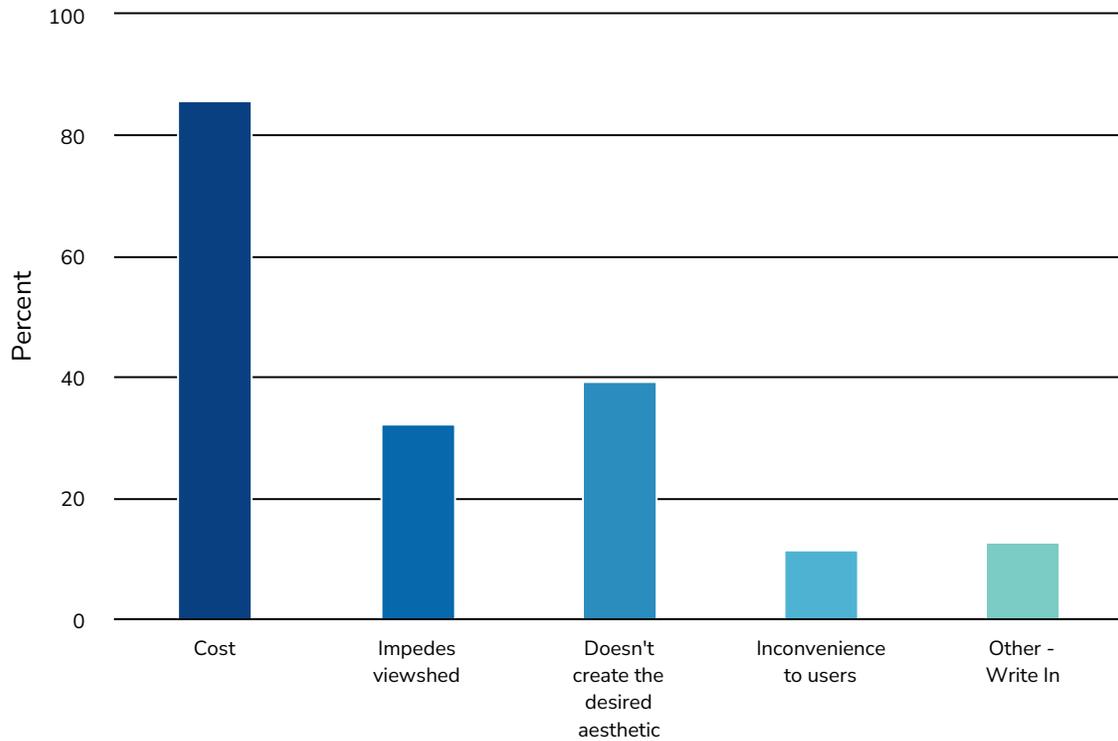
1. Pedestrian Improvements To improve traffic flow and pedestrian safety, the Transportation Master Plan called for pedestrian improvements in Uptown such as restricting the use of the surface-level crosswalks during traffic congestion and adding two pedestrian bridges at Wayside Chapel and Jordan Road. Question at hand: Do you support building pedestrian bridges in Uptown if the cost is estimated to be \$3-4 million each?



Value	Percent	Responses
Yes	29.4%	252
No	70.6%	604

Totals: 856

2. 1b. Question at hand: Please provide the reason that you check on "No".
(check all the apply)



Value	Percent	Responses
Cost	85.8%	513
Impedes viewshed	32.3%	193
Doesn't create the desired aesthetic	39.5%	236
Inconvenience to users	11.4%	68
Other - Write In	12.7%	76

Other - Write In	Count
The traffic bottlenecks are downstream. This won't help the problem.	2
with so many elderly people here? and what about ADA? Crosswalks are no more of an issue than street lights, I don't see this as a priority.	2
Totals	73

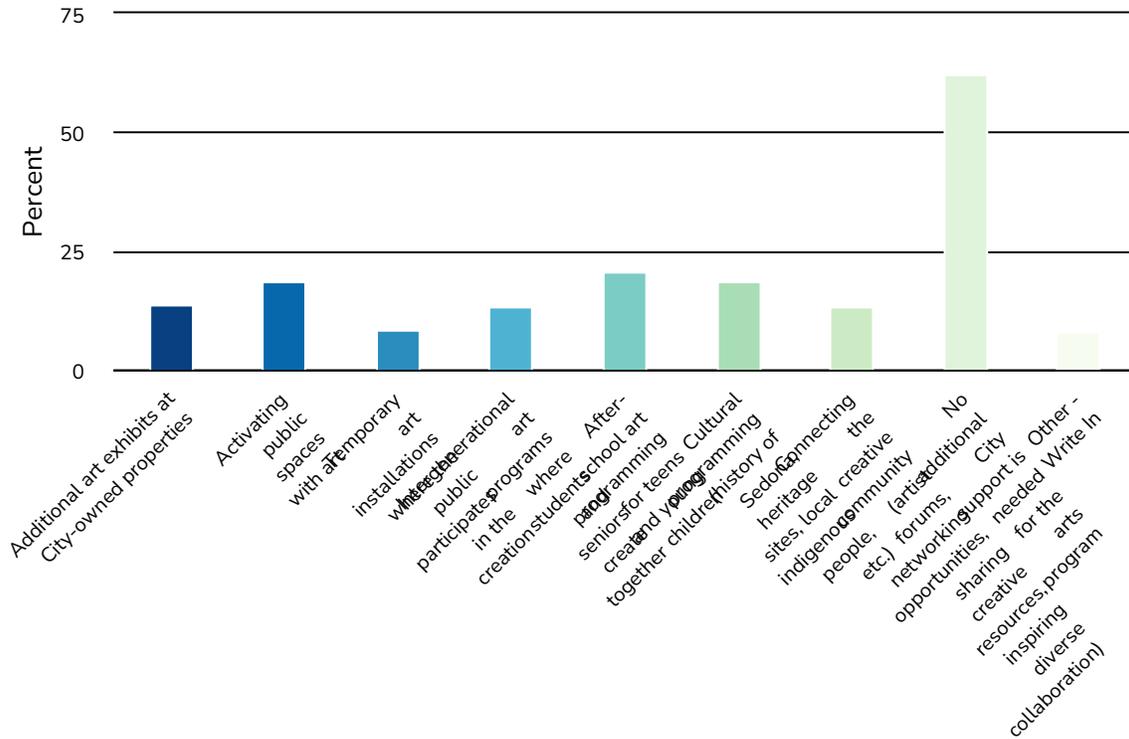
Other - Write In	Count
Bridges would have to be high enough to allow semi trucks to pass beneath, which means elevators for ADA purposes. This would also block red rock views.	1
Alleviate traffic backups on Cooks Hill first	1
Alternnate Route for LOCAL TRAFFIC to avoid the Y roundabout is a better solution.	1
Arizona requires bridges to have a vertical height of be between 14 to 16 feet to allow for trucks to safely pass underneath. Having a bridge - would mean that the walkway would be 15-17 feet high - almost two stories high. Expecting people to walk up almost 2 flights of stairs or to have a long enough ramp for wheelchairs is just not feasible for pedestrian usage.	1
Caters to tourists with not much benefit to residents	1
Cost, quit spendind so much money	1
Don't think it is necessary and will not significantly impact traffic issues.	1
Encourages more tourism	1
Force the pedestrians to use the tunnel!	1
Haven't seen the design yet	1
I don't think pedestrian bridges will solve traffic congestion. Realistically there will still be lots of pedestrians and it would be unsafe for cars to travel over 25 mph. I would wait to see how much the Forest Rd expansion helps with uptown traffic before spending \$5-\$6m on bridges.	1
I don't think people will be willing to use them, especially older people and young people with strollers.	1
I don't think people would use them.	1
I don't think there is even an need for a bridge. Where is the study showing this would even make sense or be used?	1
I don't think uptown needs a bridge as much as 179 @ Tlaquepaque.	1
I think 89A should be a pedestrian mall between the two roundabouts.	1
If people have to walk up a flight and down who is going to do this? Elevators included? The issue is too many cars not people try	1
If street is still accessible folks won't use. Besides, how would buses get through Uptown? Uptown isn't the problem Tque is where traffic gets stopped for pedestrians & cars turning left across traffic..close turn lanes..make folks use traffic circelex at each end	1
Totals	73

Other - Write In	Count
Insufficient benefit for cost	1
Is not necessary	1
It's an accommodation in the wrong direction for the wrong purpose	1
Jaywalking will still happen	1
Just doesn't make sense	1
Just put in a signal like the one in front of Canyon Breeze.	1
Must be ADA compliant, elevators. Just look at Vegas that has both elevators and escalators. In Sedona?	1
No ADA provisions	1
Not convenient for disabled.	1
One should be enough, crosswalks work there- we NEED one at Tlaquepaque	1
Pedestrian bridge should go in at intersection of Shelby and 89A over to the Safeway intersection	1
Pedestrians won't use the bridge at Wayside Chapel.	1
People will still walk across the street	1
Question how much this would add to traffic flow. Need more info	1
Ridiculous cost	1
See comment below.	1
Seems like overkill	1
Services as usual ONLY tourists	1
Snow and accidents	1
The biggest problem is the Tlaquepaque crosswalk. Build the underpass and get rid of that first. That will solve 90% of the traffic problems in town	1
The current crossing in Uptown appear to be adequate. If you are trying to eliminate those so that no one cruised the highway... then the bridges would be needed.	1
Totals	73

Other - Write In	Count
The only one I would support is at Tlaquepaque in place of, or in addition to the underground crossing. Since there are two sections of Tlaquepaque, a pedestrian bridge in the Tlaquepaque architectural style would be appropriate and a pleasing entryway to uptown.	1
The outrageously increased spending to promote and "manage" tourism is completely wrong-headed. I can think of MANY improvements the city could make to benefit residents such as wastewater infrastructure, neighborhood hardscape and road improvements, grant and low/no-interest loans for home and energy improvements for full-time residents, better community recreation services, high-speed internet improvements, the list goes on and on. It's time to get out of the tourism-at-all-costs box and start thinking of resident needs.	1
The problem is not Uptown it is Tlaquepapaque cross walk and the double roundabouts. The double roundabouts need to be one with lights and the crosswalk need to be eliminated and barrier put up like Uptown and people have to take the designated crosswalks at both ends and funnel into the underpass.	1
There are cross walks	1
There is too much focus on commercialism uptown as it is. We do not need to bring more people into what is already a small footprint.	1
They tourists wouldn't use it.	1
They will just cross in the street anyway	1
They will still cross the street which is the most convenient for them	1
Tourists would not use it.	1
Try less expensive options first, like increasing pedestrian wait times to cross streets.	1
Unlikely to help	1
Use the money to improve neighborhood walk ability and connection, build a rec center, hire life guards, etc things residents can benefit from	1
Users are primarily not residents.	1
Waste of money	1
Waste of money and resources	1
Waste of taxpayer money, taxes too high already.	1
Why do we need this?	1
Totals	73

Other - Write In	Count
Wouldn't be used enough by tourists.to justify expense.	1
You won't do one for Tlaquepaque but will for Uptown -- shows us yet again that tourists count, residents don't	1
all of the above	1
both cost and aesthetics	1
increased City liability and maintenance costs	1
many other items are more needed	1
not needed	1
only benefit is to tourists	1
pedestrians/tourists need to be aware of traffic conditions! Put in a Walk/Don't Walk light!	1
waste of money	1
why support an already congested area?	1
with Uptowns recent road configuration pedestrians are already restricted to designated crosswalks that rely on traffic signals. This is no longer a major issue.	1
won't solve traffic issues	1
Totals	73

3. Arts and Culture Expansion
 The City provides public art, rotating art exhibits with artist receptions, a Moment of Art during City Council meetings, and funding for artists to augment curriculum in local classrooms. Question at hand: What areas would you like the City to further invest in? (Check all that apply)



Value	Percent	Responses
Additional art exhibits at City-owned properties	13.7%	116
Activating public spaces with art	18.6%	157
Temporary art installations where the public participates in the creation	8.7%	74
Intergenerational art programs where students and seniors create together	13.5%	114
After-school art programming for teens and young children	20.7%	175
Cultural programming (history of Sedona, heritage sites, local indigenous people, etc.)	18.9%	160
Connecting the creative community (artist forums, networking opportunities, sharing creative resources, inspiring diverse collaboration)	13.4%	113
No additional City support is needed for the arts program	62.5%	529
Other - Write In	8.3%	70

Other - Write In

Count

Additional dedicated spaces for showing art .	1
All money should be devoted to getting around easier, especially building the bridge again at Red Rock Crossing	1
Also focus on the performing arts and music, not really included above.	1
An indoor/outdoor community center with designed in Art exhibition spaces.	1
Art museum	1
Artist in the Classroom	1
Better Art than that stupid frisbee gold at posse grounds	1
Totals	69

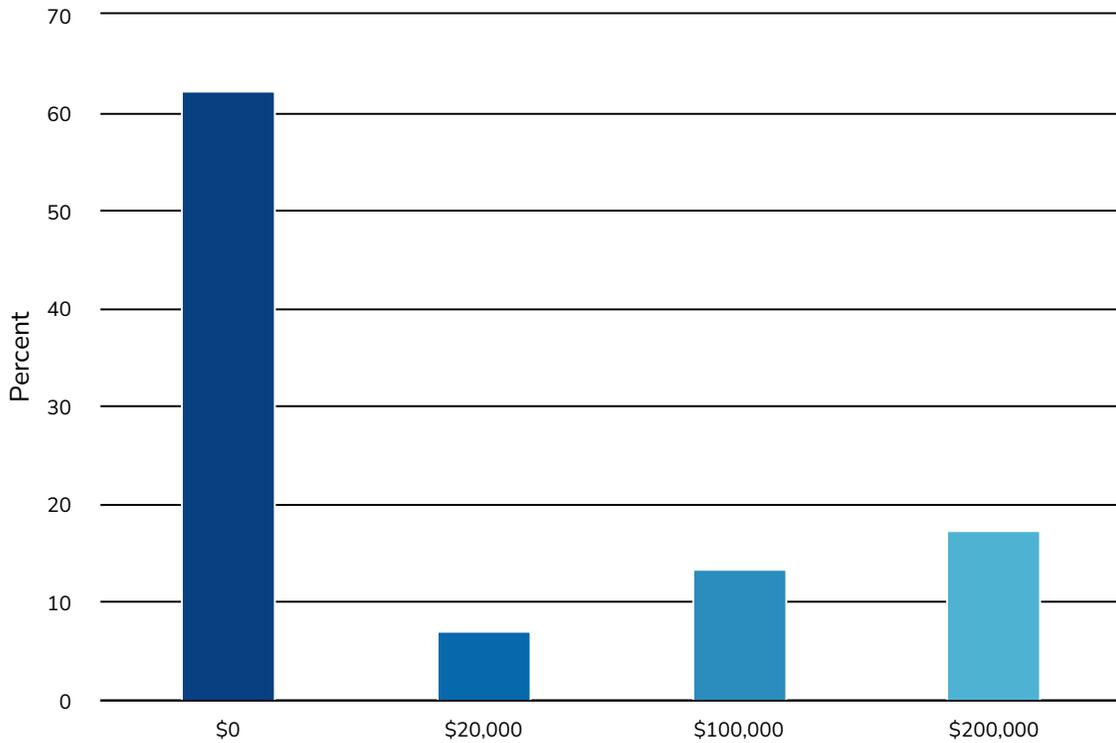
Other - Write In	Count
Build the parking garage, get WAY MORE aggressive in fixing the traffic issues, build the forest bypass to West Sedona AND build a road that has TWO lanes out of town and one lane into town on Schnebly Hill. ALSO Connect RRLR and Turkey Creek with a new bridge and widen lower RRLR to four lanes.	1
Continue supporting Open Studio	1
Eliminate funding for "artists" to promote their own brand and business. They can pay for their own adverting and business development that they profit from.	1
Establishing a city of Sedona Poet Laureate. The Poet Laureate will provide poetry workshops and give public readings.	1
Expand Red Dirt Concerts create similar program at SPAC.	1
Focus on core city operating projects and systems	1
Funding the recycling center or increasing funding for public recycling bins	1
Funds should be allocated for other priorities that are mire necessities, art is a luxury.	1
Grants available to organizations/institutions/individuals to fund public art projects	1
Grants directly to artists	1
How about tax deductions for businesses for art or appearance enhancements?	1
Initiate or expand summer and after school art programs	1
Interactive culture such as signs explaining native plants and how they were used for food, baskets, clothing, shelter. Display of tools and their historical usage. Display artifacts and let viewers guess their usage. thru	1
Investments in musical offerings	1
Leverage the City Animated by the Arts - put a nice sign with this branding at the roadway entrances to the city. The city website shows the cultural park like it was a viable performance spot - how do we bring it back?	1
More awarness of galleries in Sedona such as signage or advertising	1
More preforming arts such as musical theatre, public concerts etc	1
More support for SVAC Open Studio Tour	1
More support for local musicians. Art is music as well.	1
Totals	69

Other - Write In	Count
Murals on public and private bldgs.	1
Musician support, venues, pay. Also is it possible to sound treat the area near Whole Foods, like it was in the Gumption fest - and people did not complain about the noise?	1
No Opinion	1
No art can be seen if roads and access to them is not improved	1
No opinion	1
Performing Art, THEATRE! A vital art form, besides visual art (first three listed here). Theatrical Arts builds community, bridges intergenerational relationships, is educational —subject matter as well as the skills in learning theatrical elements and how to work together. AND it is recreational and is interactive. Thank you for asking this question and leaving space to respond!	1
Performing Arts	1
Program not void of rigor and measurable results, not playtime.	1
Promotion of arts-related tourism	1
Promotion of local galleries, artists, and arts groups	1
Public Sculpture	1
Quit Wasting The Taxpayers Money	1
REALLY wish we could bring NatGeo Live here, it's in Mesa but Sedona would be ideal.	1
Restoration of the Sedona Cultural Park and Amphitheater	1
SPAC needs to be affordable and used more by local clubs and residents	1
Sedona ART Museum	1
Set up an arts council, that would suggest and create long term art projects & workshops; let artists have 401 Jordan rd. for art studios.	1
Significantly increased funding for the nonprofit arts organizations in Sedona	1
Support First Friday in the Galleries	1
Support all businesses. Not just one cultural theme	1
Totals	69

Other - Write In	Count
Take over the airport	1
Temporary art installations and Activate more public art in West Sedona for residents	1
The city should not extend taxpayer funds to promote art when the public can achieve the same goal.	1
There is enough beautiful artwork throughout the town. Enough monies have been spent on metal artwork. It is distracting at roundabouts. Tourtists need to focus on navigating them. I'm confused as to why bushes and trees were put on both sides of the beautiful metal median in uptown. City council seems to be concerned about sustainability. Is runoff water used to water them? What is the cost for this? What is the costs for trimming the trees and bushes as they grow into the lanes of traffic? This is a safety hazard. Does a member of council have a family member that owns a nursery? Are the trees going to grow high enough to block the beautiful red rock view?	1
Waste of taxpayer money. This is a nice-to-have, not a need-to-have.	1
We have so many other infrastructure and neighborhood needs, let's start thinking beyond the outdated "arts and tourism" model.	1
Why don't we have more murals on public areas..posse grounds??	1
Worker housing which does not include parking lots for campers	1
Would like to see money towards the cultural park .. with the music venue and an art walk there	1
an art museum is needed	1
art in roundabouts	1
arts anywhere, we are an art community!	1
ballet and concerts	1
don't forget music and performing arts	1
give incentives to property owners with studio spaces	1
include Performing Arts such as theatre	1
more local artists displays	1
none of the above	1
shared spaces where artists can create work	1
Totals	69

Other - Write In	Count
traffic control	1
traffic improvement	1
value of art through art history....communication through art NOT just art as decoration	1
year round municipal swimming pool.	1
<hr/> Totals	69

4. 2b. Question at hand: How much funding would you support to expand the Arts and Culture program?

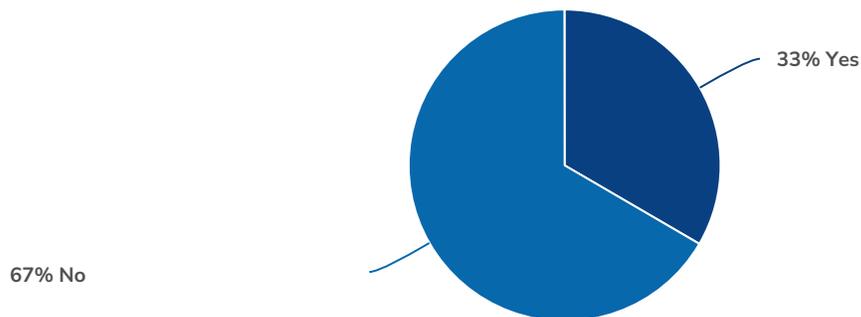


Value	Percent	Responses
\$0	62.3%	526
\$20,000	7.1%	60
\$100,000	13.5%	114
\$200,000	17.4%	147

5. Trash Hauler Almost a decade ago, the City considered contracting with one trash hauler for the entire City. At the time, residents indicated a preference to continue with the current system of being able to choose their own provider, meaning several trash haulers are providing services throughout the City. Recently, some residents have requested the City revisit the idea of one citywide trash hauler to:

- Lessen the amount of carbon emissions and noise
- Broaden services to include curbside recycling and bulk waste pickup
- Increase the rate of recycling
- Capitalize on economies of scale to lower prices
- Reduce wear and tear on city streets as a result of fewer trash trucks

Question at hand: If these benefits could be achieved through a single trash hauler solution, would you support this effort?



Value	Percent	Responses
Yes	33.4%	287
No	66.6%	572

Totals: 859

6. Uptown Improvements The City is considering ways to make Uptown Sedona more appealing to residents. Question at hand: Rank each option below based on whether it would encourage you to visit Uptown more often.

Seeking renewable energy opportunities for the community

Reduction of Community Water Usage

More rapid reduction of carbon emissions from city buildings and vehicle fleet

Community outreach, events and education

Water conservation and education

Other - Write In:

Community Relationship Building

Waste diversion

Green Space Quality, Connectivity, and Accessibility

Oak Creek Restoration and Adjacent Land Conservation

Forest Health

Public electric vehicle (EV) charging infrastructure

Open space land and creek preservation

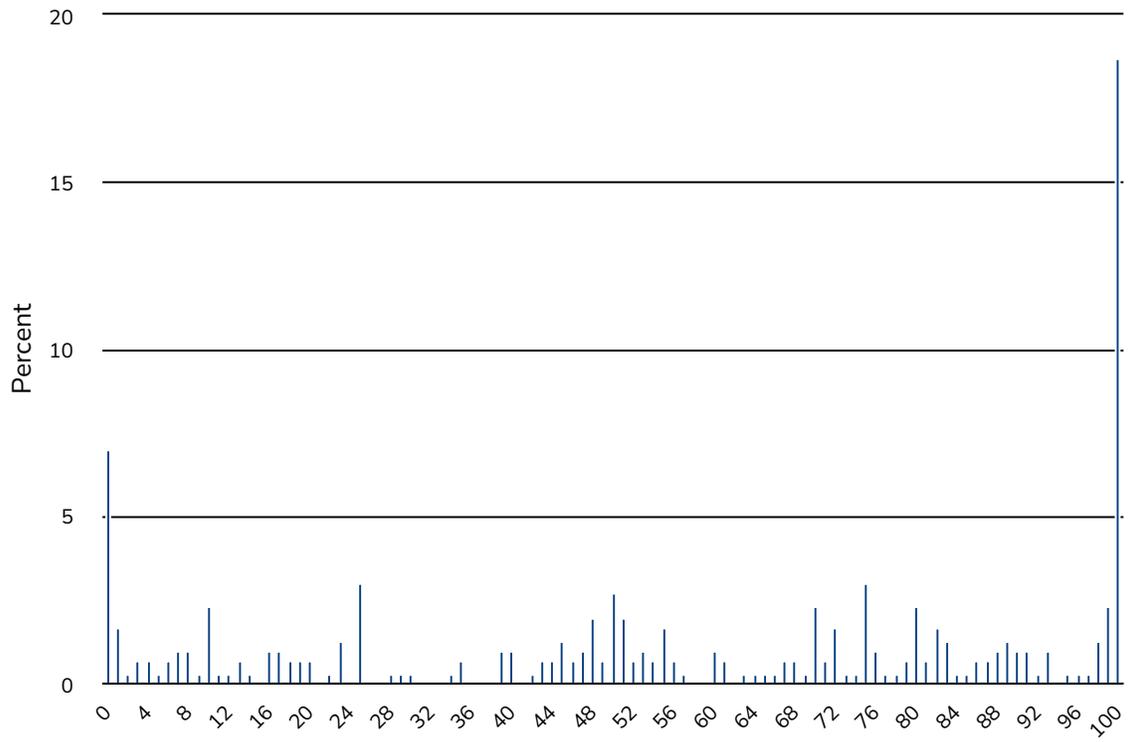
Food security for all residents

Other

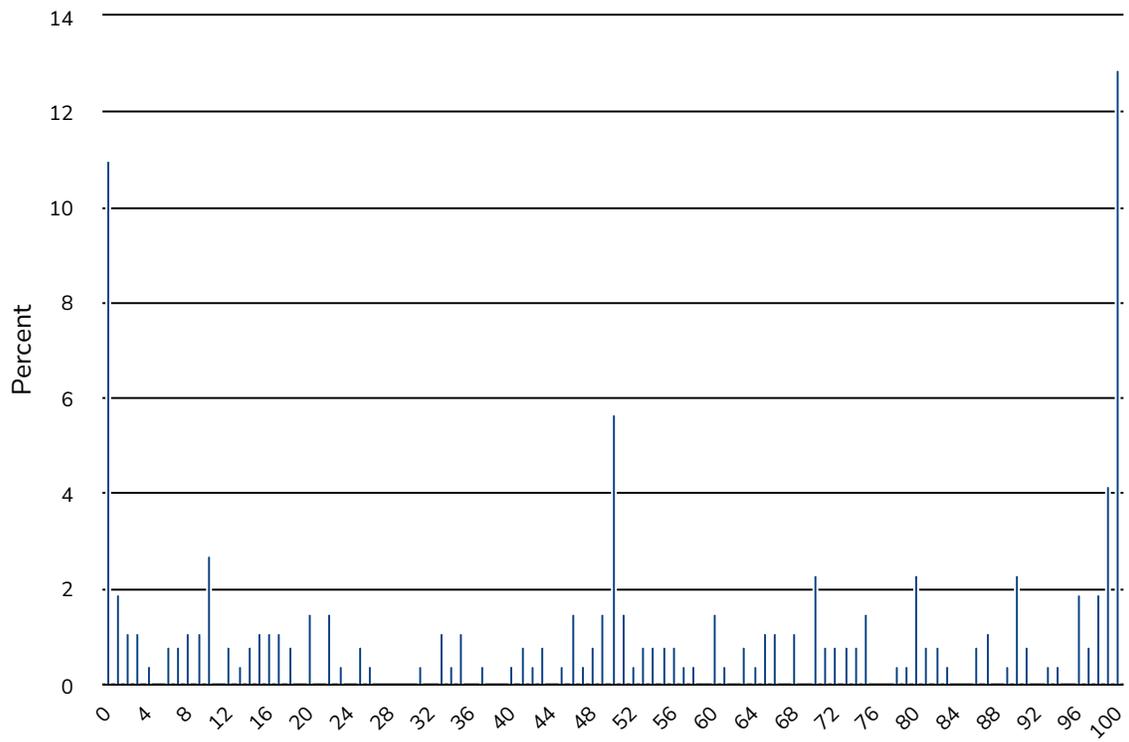
Yes

No

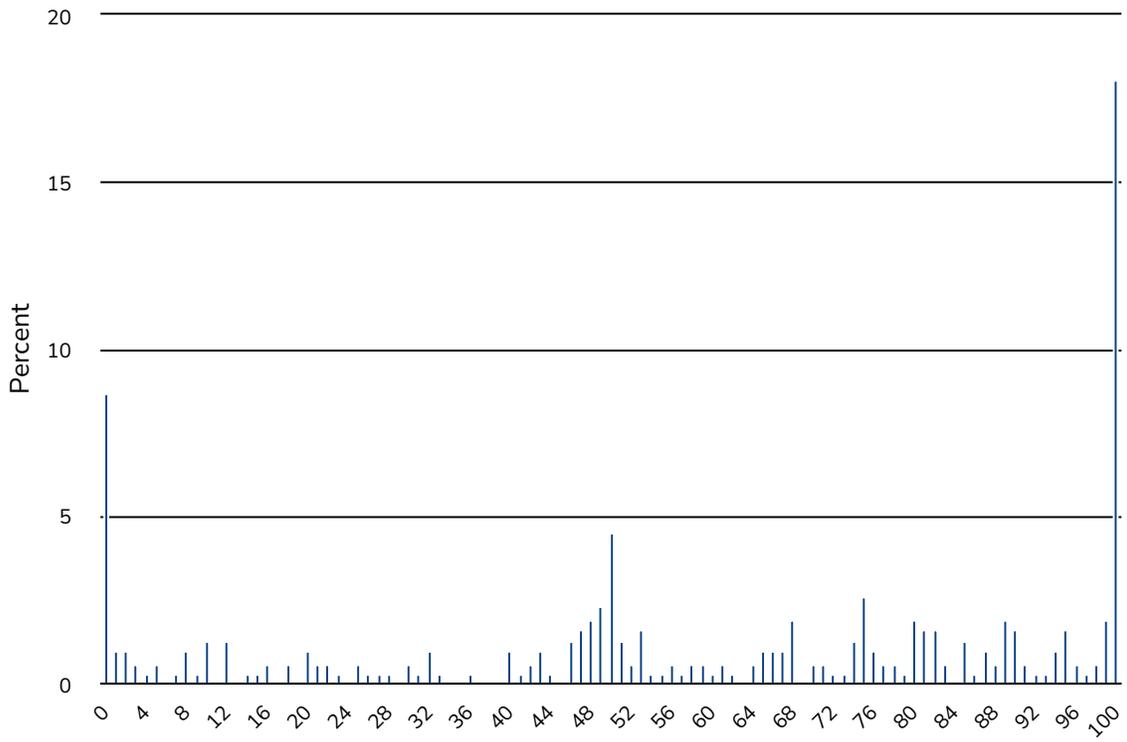
Community gathering spaces (greenspace, shade, benches, family and dog-friendly space)



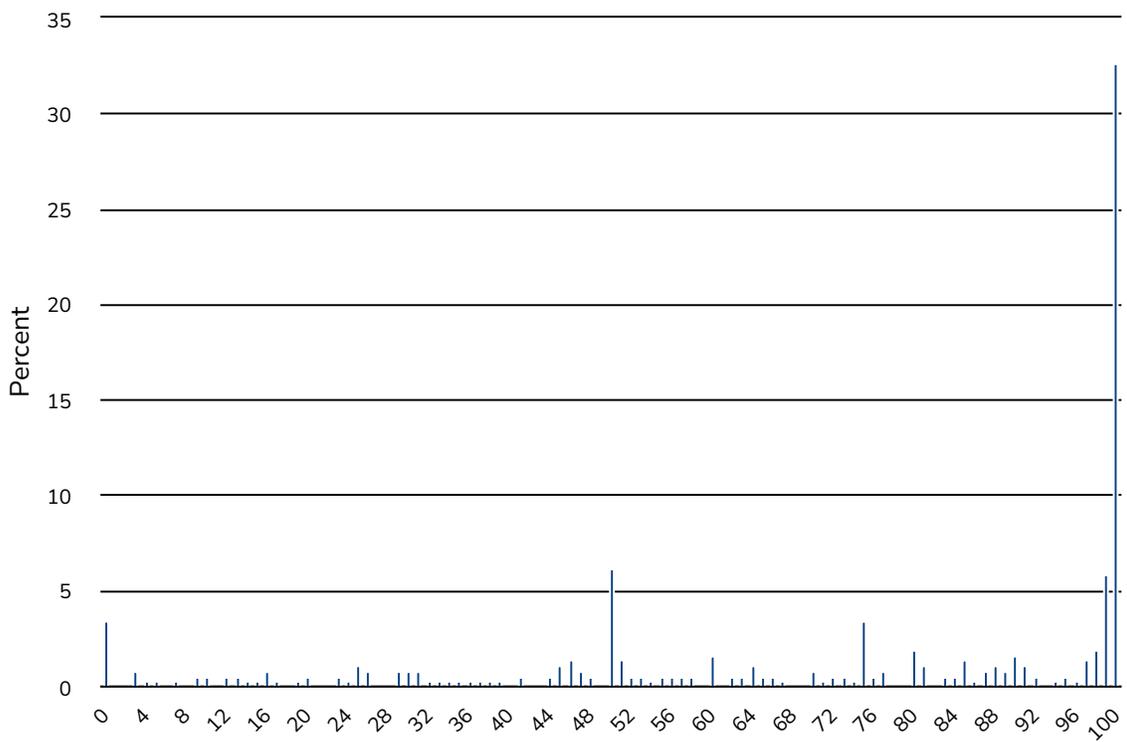
Convenient transit service to and around the Uptown area



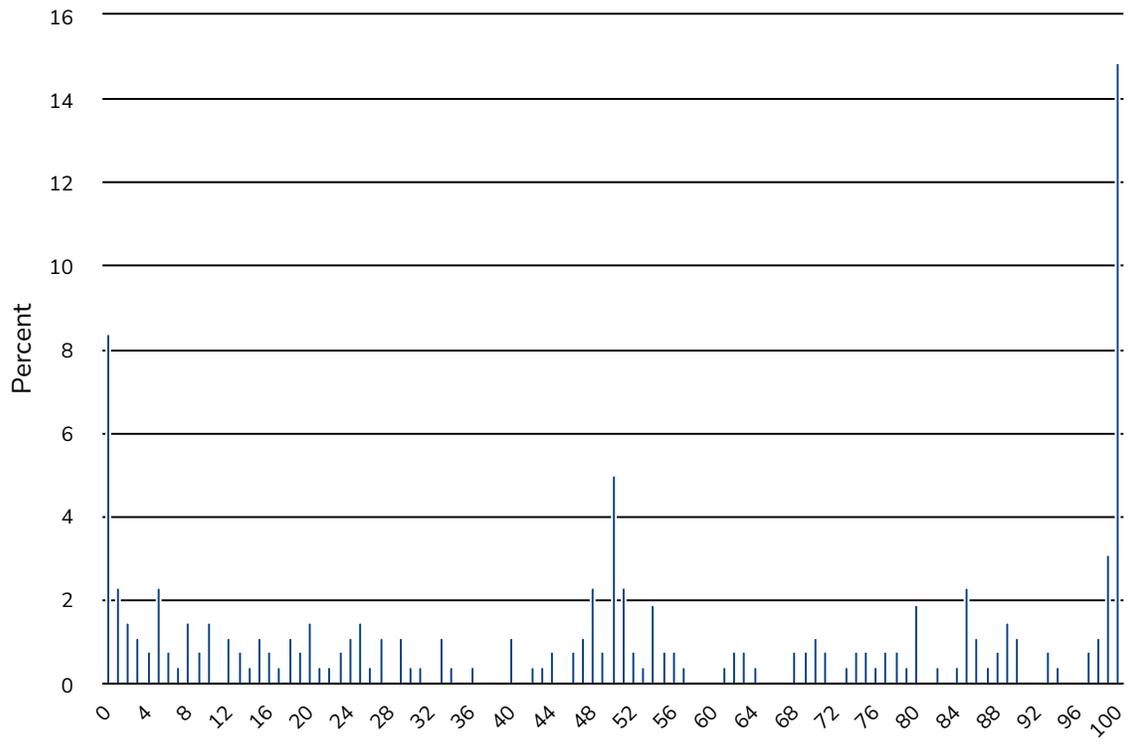
More walkable with shared-use paths leading to points of interest



Resident discount programs at local businesses



Hired outdoor professional entertainment (musicians, artists, etc.)



7. 4b. Question at hand: Do you have other ideas for ways the City can make Uptown more appealing to residents?

ResponseID	Response
3	Less vehicle traffic. Pedestrian bridges. More shared paths that are lined with trees for shade.
4	Stop the continuous construction, more off street parking
5	Clear up the on street parking regardless of whether a parking garage is built or not. Uptown venues for public music albeit smaller in scale than Posse Grounds.
6	Encourage shops that provide things residents need and residents will go to uptown. Right now, there is no reason to go there.
7	With all the tourists won't they overwhelm the spaces? Like if there was a park on the creek wouldn't visitors want to be there too? We don't go to uptown because of congestion. Talking with other residents they don't go either. I have enough tee shirts.
8	More bicycle racks
9	The City's ONLY focus should be fixing the traffic. The only way that uptown is going to become more appealing to locals is if you fix the absurd traffic and add tons of new places for US to park! Also, WE want to see the Cultural Park come back alive. Add focus there, NOT uptown for locals.
10	More parking 'lots', parking structures, free parking for residents
11	More off-road parking, better bike lanes (possible barrier?), discounts offered from local businesses to local residents.
12	parking is needed! actually, Sedona is in dire need of a safe bike path that connects west sedona with uptown. It's amazing that it doesn't have anything yet as all of the best outdoor cities have them...jackson Hole, Flag staff, Boise, etc
13	Residents do not go there.
15	Longer hours for crossing guards and at more places. Light the crosswalks as people are barely visible.
17	Remove parking spaces.
18	Limit the amount of tourism so our roads aren't like a parking lot every weekend. Unfortunately, it has become very inconvenient to go uptown or anywhere else in general. Traffic has become horrific and is only getting worse.
20	no

ResponseID Response

- 21 Provide residents with stickers making them exempt from having to pay parking meters
- 22 Local discounts is important and used to be a wonderful program. Also imperative would be a community public square - like you see in flagstaff or prescott. That would draw more locals.
- 23 First, the traffic is the main deterrent for us going to uptown. Secondly, is the type of shops. We'd like to see more upscale boutiques like those found in places like Healdsburg, CA. Most of the Sedona shops are lower end touristy type. Locals could use some better options.
- 24 City Council has helped fuel and support the residents' dislike for Uptown / 179 businesses and tourism. You all made your wealth elsewhere then moved here to retire, thinking you were going to a sleepy, little retirement community. Then you blame everything and everyone else, except yourselves, for the failure of your SIM projects and lack of affordable housing options while at the same time collecting millions of dollars in tourism fees and taxes. You have NO IDEA how difficult it is to own and operate a business in a town when you're not supported by the locals and City Council.
- 25 Based on what I've just observed in the survey, Uptown and the convenience of the tourists within has entirely too much focus from the city. Don't ignore the other areas where people visit and reside. Stop making Uptown a 'downtown' within restricted real estate.
- 27 I hear you are building a garage even tho we said we were against it. Going up is a dangerous precedent. There is plenty of parking but no direction for tourists to get there. Also transportation and parking should always be free for tax paying residents.
- 29 1. Improve parking - give special discounted rates (or free) to local residents 2. Encourage more diverse merchants in the area
- 30 Yes! Offer goods and services that are tailored to RESIDENTS, not specifically to tourists!
- 31 Reverse Sustainable Development: *Develop Sedona Land Trust in an effort to acquire businesses to demote density and increase emergency egress and ecological sustainability. *Require "Uptown" businesses to fully fund their own employee parking needs, outside of Uptown's immediate area. Uptown's parking problems are driven business, not residents. *No additional Uptown growth, period. *Uptown business should be required to adopt a fair play culture. Uptown business needs to provide parking just like Whole Foods, Safeway, Harkins, etc.. SCC must stop picking winners and losers., *The balance of Sedona businesses and residents have had enough of Uptown's influence on Sedona leadership. Uptown businesses are too redundant and Jeep hubs only contribute to traffic and parking issues. Pink Jeep should never hub out of Uptown.

ResponseID Response

32 Residents do NOT come uptown as it is so why would we give a discount for coming to town once a year. NO. The fact that so many residents complain about the traffic and yet do nothing to support our business here is a joke. The city killed our foot traffic as is at the Matterhorn shoppes by taking away the cross walk that brought people directly to us and now we have NO business and are barely making it. For locals to have a say they need to start supporting small business.

34 free shuttle running constantly from 179/Chapel though uptown to west fork/Indian gardens

35 make finding parking in uptown easier, and ensure available empty spots. improve traffic flow so that 89a and 179 move cars through faster.

36 Absolutely, positively no parking garage.

37 More public restrooms and pocket parks for people to picnic and enjoy uptown without having to be in a restaurant or bar.

38 Landscape!!! Take care of the planters. Provide PUBLIC RESTROOMS For residents - there is not a grocery store or decent local mini market, there is not a bank source-- if we could have some different offerings than the same type tshirt stores would be great and keep some locals out of West Sedona.

39 More stores catering to residents and definitely some kind of discount should be offered for locals everywhere

40 Honestly, it's all about the time it takes to get there and being able to find parking. It takes more than 30-45 minutes in stop and go traffic, and is not worth it.

45 Reduce traffic going in and out .

46 Fix the Tlaquepaque traffic bottleneck: once the walkway is complete, work with ADOT to close the street-level crossing or make it inconvenient to use (controlled crossing with long wait times).

47 Yes, cut down on congestion and amounts of tourists. I bought a home in Uptown. Sold it two years later to move to W Sedona. Uptown is the pits as far as traffic is concerned.

50 Better wayfinding. Parking guidance system like Eleven-x to note available parking and provide info to users with an app. Variable rate parking for Uptown. An enforced employee parking management system so 25% of parking in public areas are not used by employees.

53 It won't be as long as it is a magnet for tourists

54 World class parks and recreation not just a cookie cutter play set and some picnic shelters. Visit telluride park city ouray or Durango for examples

ResponseID Response

55 It can be too crowded and an overpass at Talaquepaque is overdue. Locals do not like to get caught in the mess you have created in Uptown. It's insane to go to Uptown. Do something about the traffic please. How horrible not to be able to go to Uptown due to the traffic and support our local businesses. Do you go there amongst the huge numbers and support our businesses? (I bet not).

57 I consider uptown as appealing only for tourists. There is no shopping there that interests me.

58 Make a parking garage in the VOC or on the west side of West Sedona and drive visitors to use public transportation. Make additional routes from West Sedona to Uptown, other than one roundabout or going through the chipotle parking lot. Expand Uptown's shops to include fresh farmer's market style shopping area.

60 Finish the walkway at Talaqapaue and do not allow folks to cross at the road this should facilitate much better traffic flow.

63 The businesses in Uptown are really geared for tourists, so I don't see myself visiting there (and sitting in traffic to do so) regardless of other amenities.

64 Parking areas at trailheads need to be greatly improved. We also should have bicycle stands/parking ant every trailhead. local residence and maybe tourists would ride a bicycle to the trailhead and park it. Trailheads at Dry Creek and Boynton Canyon area are very dangerous with hundreds of cars parked on the road which is outside the city limits but something needs to be done to control it.

67 I have always thought that uptown should be the center of Sedona and malling it off would give us a town plaza. I also think that we should develop the land by the water treatment plant as a municipal golf course.

69 The Forest road improvement will be a big plus. Uptown parking garage is needed as proposed.

71 Parking structure with uptown transit.

73 Limit the number of tourists by limiting the number of STR. What good is having amenities added to Uptown when residents can't access Uptown, get reservations at restaurants, or find businesses other than those that target tourists?

74 Resident-only parking and/or frequent shuttles. It's the traffic hassles that keep me away.

77 Uptown will never be appealing to residents as long as there are throngs of tourists.

79 fewer kitschy junk stores, more coffee shops that stay open later than 2 or 3 in the afternoon

81 Community gathering place is ESSENTIAL. I definitely do not need to go shopping in Uptown!

ResponseID Response

82 Do not spend tax dollars on this

86 Have a lane that bypasses Uptown for those going to Flagstaff

87 Don't think anything would encourage more residents to visit Uptown. Traffic is always a mess.

89 Butt Out!

92 Address traffic issues with a road from Schnebly Hill Rd to the roundabout near the Art Barn (bridge over Oak Creek)

93 Pedestrian overpasses at Jordan and Wayside are not the real chokepoints for traffic through uptown. Its the Forest Road light and single northbound lanes that cause the problem. And I don't think overpasses would look particularly pretty given the current beautiful sightlines in uptown. Also, wasting \$3MM on the TQLA underpass was foolish since the crosswalk there will remain open. Decisions like that make us all wonder what is going on.

94 Encourage quality stores

95 Reduce Traffic

98 PROVIDE OUTER CITY PARKING FOR ALL TOURISTS AND SHUTTLE THEM INTO AND AROUND THE CITY

106 No. Too many tourists.

108 Less thru traffic. Build a tunnel or bridge as a link to a bypass road around Uptown for those traveling through. Make Owenby Drive two directions to the roundabout. Remove overhead wires for improved visual. I live in Uptown and the crosswalk on Forest between 89 & Vanduren is dangerous to pedestrians and motorists, especially at dusk and night. It's hard to see peds crossing from the south to the north. Move it, or install flashing road level lights that automatically flash when ped is in the area.

109 Solve the traffic problem!

111 crosswalks should have blinking lights on the ground for safety; make the Owenby Road from the roundabout two directions so uptown residents can go to Flagstaff quicker; work with AZ water to improve water supply lines to residents in Cibola Hills;

112 I live in Uptown. I'm happy with life as it is. Since I couldn't comment about the walking bridge at Tlaquepaque... I'm not in favor of the bridge unless you and ADOT agree to eliminate the crosswalk. If no crosswalk, build the bridge.

116 its good now

117 Parking is the #1 reason for avoidance.

ResponseID Response

123

127 Uptown was ruined when the city took ownership of the highway and turned it into a real mess. Prior to that it was more convenient for locals to park, browse, and shop.

129 Absolutely dangerous crosswalks - fix them.

133 LIMIT TOURISTS! AND VACATION RENTALS

134 Uptown is a tourist mecca. Why would any local get involved with that traffic and human congestion.?

135 Better parking, reduces traffic congestion

136 Better traffic conditions. Going to uptown is a non-starter on weekends due to the traffic delays and impact

139 Uptown is honestly not appealing to me because of the traffic and the types of stores that are offered

140 Reduce congestion.

141 Solve traffic problem!

142 Reduce traffic congestion. Did not see most of the solutions proposed as solving for the congestion issue. Maybe Tlaquepaque should build a pedestrian bridge or tunnel to reduce congestion due to pedestrian crossings in that area, for example

143 Prohibit (or limit) traffic in Uptown by building parking lots on the periphery of the City and providing shuttle service to and from the lots.

148 Develop a dog park. Aggressively enforce the Trash Ordinance (including fines) and better manage trash pickup where there are public receptacles, even at trailheads. Aggressively enforce the Lighting Ordinance to preserve Dark Skies. Create a full-time resident parking permit system providing preferential parking and fee exemption (and accessibility to park at shuttle-served trailheads anytime). Encourage businesses that provide high quality, uniqueness and value, and are less touristy, kitschy and overpriced - does uptown need 3 identical t-shirt shops? Many businesses in Sedona are mediocre and deserve to fail. Encourage restaurants to give VIP short-notice reservations, expedited seating or preferred seating to locals. Better protect the viewshed, trails and environment. Facilitate an Uptown Residents Council not dominated by self-serving business owners and cronies who stand to gain by influence for one policy or another. Manage panhandling and the unhoused to prevent nuisance. Preemptively ban or heavily regulate dockless micromobility systems/vehicles within city limits (see more below).

150 With current traffic congestion Uptown is not desirable.

152 Stop spending money on marketing sedona

ResponseID Response

153	no
154	1.Town Square 2. Once a month "Make it a Night," where stores stay open late. Food trucks. Art Vendors.
155	Food truck lot and gathering place for local musicians
161	1. More/better parking 2. Loop shuttle from new parking facility around Uptown and other lots 3. Alternate routes in addition to the Forest Road extension
163	Residents seem satisfied that uptown is for the tourists, therefore very little motivation to visit this area. Only exceptional restaurants would lure some of us there.
164	Seems like tourists own uptown. I don't go there, but would love to see more restaurants that give a resident discount.
166	More Parking instead of driving around looking for it. Public transportation!
167	As a resident I barely go because of TRAFFIC
169	Getting stuck on Cooks Hill prevents me from going to Uptown
170	Need to fix traffic at "Y" first. Don't come to uptown because of traffic congestion.
175	More shared use non-motorized paths
177	Cut the amount of funding for tourism so that locals don't have to fight crowds and traffic.
182	Make it more western (cowboy) looking.
192	Get rid of the atrocious wall that divides and clutters uptown. Bring back small town uptown with no barrier on road.
193	A huge city supported affordable Artist Co- Op for local artists to display and sell art. Stage/seating/Musical performances
200	State Rt 89A Bypass
201	Uptown is full of tourist shops, venues, why would locals want to go there? Keep it that way! Locals have plenty of shopping venues in W. Sedona, which is how it should be.
204	I think residents avoid tourist areas in general. If there were some nicer restaurants with good parking available, maybe. Amara is the nicest place to eat but it's all tourists.
205	Very few residents support Uptown businesses

ResponseID Response

206 Instead of focusing on making Uptown more appealing, take time to consider the NEEDS of full-time residents. I don't need to be enticed to spend money on Uptown businesses, I want more community services, infrastructure improvements that are NOT traffic-related, and much more thought given to ways that the city can help DIVERSIFY our business base to be less dependent on tourism. This might involve partnering with the private sector to improve water, wastewater, and internet services and prices. Please, please, please stop constantly focusing on tourism as the be-all and end-all of Sedona and start envisioning a better community for locals.

208 No

209 Better traffic flow

210 Residents don't go uptown cause of the offerings of the shops and the traffic, this won't change by the city spending money

215 Créate community with local fairs or events in uptown- farmers market in uptown... encourage business to diversify and carry more unique art and local products, encourage community talks and art displays incorporating the community -

218 Using it as a space for First Friday or a night market, making more appealing aside from just the tourist shops and restaurants

223 Get rid of the roundabouts or put traffic people on busy days and especially on the weekend. The few times officers had to help because all traffic was at a standstill with backup in all directions. Once the officer started directing traffic, it moved and cleared up. The city should have people standing by to direct traffic at the roundabouts. ujyh

224 Shop Local once/monthly with appetizers and wine/beer at shops with 10% discount on retail and 15% at restaurants.

229 Public transportation to and from the Village of Oak Creek that locals can access on a regular schedule.

231 Repave the streets in dire need. Solders pass has 2" cracks and is very rough

234 Free Parking Discounts for Locals

235 Don't allow pedestrian crossing 179 at Tlaquepaque.

239 Improve traffic flow

242 Better quality stores and shops like Talaquepaque has. Don't know how the city can make that happen, but the poor quality of shops is why I don't visit Uptown much.

243 Reduce the traffic congestion on 89a. Getting to and from Uptown is such a hassle we never go to Uptown or restaurants on sr 179.

ResponseID Response

244 Residents have no desire to shop or visit uptown. There is no parking and very little incentive to go there as it is completely over run with too many people. Focus this money on infrastructure repairs for residents like road repair, etc.

245 Better walking paths/sidewalks would be great. We walk a lot and much of it is not on sidewalks. We live in Uptown. Picnic areas, an amphitheater, outdoor movies, green space for frisbee, games, dog friendly activities would be great. We also love to ride bikes (not mountain biking) and we don't find uptown bike friendly. I would also love to be able to walk to a picnic area by the creek in uptown.

246 Fox the traffic flow, as it is now not worth the hassle, faster to drive to cottonwood for dinner

249 Better stores

250 I'm not the same person I was 20 years ago. I accept that. And, Uptown is not the same place it was 20 years ago. I accept that. People who live in LA don't go to Disneyland. People who live in Sedona don't go to Uptown. It's not a place for the locals. It's a place for tourists. In fact, you know your a real local when you brag about how long it's been since you've set foot In Uptown. Maybe instead of working on trying to change Sedona to be like the 2000s Sedona. Work on accepting that's it's 2024 Sedona.

251 MORE parking

254 The deomographics of visitor profiles needs to change back to higher end visitors of twenty five years ago!!

255 Not with existing traffic

259 Control traffic

260 Red Rock News has published very good traffic improvement suggestions. More traffic studies not required, not much Can left to kick down the road.

261 I think the bridges that are going to be put in will help move traffic and people faster to their desired locations.

264 I would surmise that Uptown businesses receive the majority of their sales from out of town visitors/tourists. The City would need to create some type of incentive or business case that would appeal to these businesses to be more attractive to residents. Just making it more convenient to get to or walk around will not be sufficient.

268 To me, this topic is not important.

269 make a walking and bike area no cars in the uptown and art district area

ResponseID Response

270	Do residents need Uptown to be more appealing? I feel Uptown is really just an avenue for local businesses to capture tourist traffic and tourism dollars. Residents just want to be able to drive through it more easily and find a close parking spot for their next trip to Elote. So, traffic control needs to be addressed and parking needs to be expanded.
272	better access to upper deck stores/shops
273	Pave Schnebly hill road! Open the cross creek crossing to enable traffic to flow from the VOC to Sedona with out clogging up HWY 179. For once we as a community needs to focus on West Sedona! Uptown is done and looks horrible, and the traffic problem caused by the median is horrible! Enough focus on uptown where residents spend ZERO time!!!!
275	Have a real locals farmers market.
276	No, it's a tourist strip.
277	Shaded areas to gather, park, perform
280	Decrease the number of tourists!
287	require parking behind al new businesses and not in front.
288	parking
289	Yes fix the traffic problem. I don't even go up there because of the traffic.
290	More parking
296	Stop promoting tourism
299	The shops in uptown consist of products that are shipped in from china and don't support artist and community- the restaurants are poor quality food with high costs, that included with no live entertainment and everything closing early results in a pretty lame space
301	Music/night life/lounge. What if we had a bar/lounge that had live music, trivia nights, comedy, karaoke, art exhibits, open mic night etc etc. It's not even about alcohol consumption but more about a place to go to socialize with others that's open late enough for service industry locals to enjoy too, as well as a location for local artists to share their creative outlet, whatever it may be! Uptown is only appealing to tourists because what purpose do locals have to go there? There's nothing to do. It's just souvenir shops for tourists. Word on the street is it's super hard to open a place like this because the city has such strict restrictions on sound & liquor licenses. Perhaps we can make it more flexible.
303	Discourage out of town visitors by cutting advertising expenses.

ResponseID Response

304 Get the traffic under control in uptown

310 The above ideas are much ado about nothing. None of these would work but only let the town council feel good about itself.

311 No parking garage

313 No.

317 Uptown shops are for tourists. I get it am okay with it. More diverse businesses would make it more appealing for residents. Too many trinkets and t-shirt shops. I don't know this, but it feels like Uptown real estate for commercial storefronts is owned by too few and is too expensive for innovation. Beyond that, Uptown would be much more appealing with less cars (in motion or parked). Fewer noisy ATVs in residential areas would also be nice.

318 Yeah, QUIT WASTING THE TAX-PAYERS MONEY ON FOOLISH IMPROVEMENTS

321 Reducing the overall traffic and opening up more parking spaces that could be reserved for residents only. This way, people would stop parking on the side of the road and residents would have a reliable place to park at all times, without competing with tourists.

322 No

324 Make parking specifically for locals

326 Make it pedestrian only, no cars.

327 No interest in visiting Uptown.

329 Increase parking in uptown. Improve traffic flow. Increase lanes on 179. Improve "live" signage to direct tourists where parking is available. Address management of cars based on reality that the numbers of visitors using them to come to and through Sedona will increase in the next decade based on population growth in Arizona.

334 Have a solution to the traffic problem getting there. Make the bus system FREE for everyone. Transportation is the number one problem. There should be a FREE bus system connecting the Village of Oak Creek to Uptown and West Sedona. This would bring the tourists from the VOC to Uptown without the traffic congestion. This is an absolute MUST for this tourist town!

336 Invest in better shopping, restaurants, cafes instead of tourist shops. Residents don't frequent tourist style shops. Cool shops and boutiques. Uptown needs a refresh.

337 An above ground walking bridge at Tlaquepaque to replace the street level crosswalk. If it were designed properly it could be a place for tourists to take photos of the area, If designed properly it could draw tourists to the area without stopping traffic.

ResponseID Response

338 Yes. Reduce the amount of tourists! Build overhead walkways to eliminate pedestrians crossing the road so we can drive through uptown efficiently and safely when needing to go to flagstaff. Uptown is nothing more than a commercialized nuisance!

339 I only go to that area when it is absolutely necessary. Most of the tourist businesses only care about more tourism.

342 DISCOURAGE MORE DAY-TRIPPERS. STOP CONSIDERING THE CHAMBER OF COMMERCE AS PART OF CITY GOVERNMENT.

343 Making Uptown traffic less burdensome would invite more residents to spend time in Uptown.

344 Resident parking

347 do not build the parking garage

348 Improve traffic engineering Improve pedestrian crosswalks Remove parking from 89A

350 consider charging visitors for parking while providing free parking to local residents to help pay for downtown improvements

352 The main problem is that locals can't get to uptown or other hiking trails or areas int own holding events due to the traffic and parking problems that are NOT listed.

356 Why bother? It's the tourist area.

357 I don't understand why there would be a desire to make uptown more appealing to residents. Who said this was a problem? Are you actually trying to drive more traffic here?

364 Lessen the impact from tourists. The number of cars must be reduced. Other cities like; Tahoe, Aspen, Telluride have shuttles for the tourists. Hotel staff must encourage tourists to leave their cars behind; to use these shuttles.

368 Get rid of all the tourists!

371 Uptown will never be appealing to residents, it's for the tourists, not one of my contacts /friends ever expresses an interest to go there, I go periodically solely to the Korean food truck

373 Build a connection between uptown and Soldiers Pass Road, the Forest Road extension is a misguided waste of money that will only make traffic worse for residents of west Sedona and south on 179.

375 Easier parking options.

381 Later business/restaurant hours

ResponseID Response

386	Keep Sedona safe (police and fire), maintain the roads and keep it clean: let private citizens and industry do the rest. It would be admirable for Sedona to break with American tradition and make headway towards shrinking the size and scope of local government, instituting a government hiring freeze, and eliminating all non-essential positions.
391	Hop-on-hop-off circulator on 89A and Jordan. Make all on and off-street public parking metered and continually update meter fees to achieve 85% usage. Make residential areas permit only for residents.
397	too many tourist junk shops,,,provide better quality shopping
401	Fix the water issues, such as pressurization etc, and help facilitate putting above ground power poles below ground. Eliminate the parking garage plan.
405	#1 Improve traffic #2 Improve traffic #3 Improve traffic
407	More workout pavilions for summer use and maybe a full sized recreational center?
411	Convenient free transportation.
412	Make the discount programs sufficient to entice residents to shop locally. Allow residents to go to the front of the line when there is a wait line at a restaurant.
414	Uptown is for when guests visit, Getting a discount at restaurants would help.
415	Get rid of the OVER TOURISM. NO ONE WHO LIVES IN SEDONA WILL GO TO UPTOWN FOR THE LAST 5YRS PLUS. Even trying to drive there is a complete shitshow, who in their right mind would sit in a car 30 minutes to drive a mile or two. STOP ALLOWING SINGLE FAMILY HOMES BEING USED AS MULTI FAMILY AIRBNBS. Theres probably some way to address multi units in a single family dwelling. Isn't there code for the number of occupants in a home. Don't build another hotel either we are already overrun. Make non resident owned airbnbs pay such an astronomical fee that they're completely unable to operate. But I doubt the city will do that if their pockets are getting greased. The people are done with this shit
422	Restrict street parking to create a more pedestrian friendly environment. Require all uptown parking to use that city garage that is supposed to be built.
424	It is just so conjested with tourists and difficult to get to because of traffic. Helping the traffic would make it easier and more appealing
427	More than a ten percent local discount would be needed. 10 percent is basically tax on the purchase.
428	Free, convenient transportation

ResponseID Response

429 Not really anything up there to draw me in right now, unless I need to shop for clothes. Perhaps an easy access (meaning not having to hunt for parking) place to go for a late afternoon coffee. Our 89a Starbucks is not very appealing, would love a nice coffee house.

431 Continue improving traffic and pedestrian flows. Add walking paths. Capitalize on views, not real-estate

432 Build the proposed parking structure on Jordan. If residents continue to fight city planners we will lose them to other towns. Trained city planners weigh pros and cons, they have earned their positions and understand what's best for most residents and visitors. City counsel must do a better job of acting on the planners' recommendations. Residents and future visitors will applaud the current city counsel for moving forward with the parking garage. My hope is they continue to act to improve our town's infrastructure and ignore the short sided minority who want to do nothing. If these vocal residents have their way we will loose talented city planners and our towns issues will be further exaggerated by the inevitable growth of residents and visitors.

438 Why the focus on UPTOWN? Locals avoid the tourist traps.

439 Why does the city focus on Up Town when it doesn't support businesses in West Sedona. All areas need support

443 free resident street parking

444 Free resident street parking hang tags.

445 Not much more can be done. It is what it is and all the changes recently have made it a nightmare to use.

448 Get a second lane installed on 89a north bound. One lane causes too much of a backup. I live in Sedona and I will not go to uptown because 89a is too congested. If you improve the that congestion, I would visit again and often.

453 Why? Residents enjoy parks. Uptown is mostly a touristy shopping area. Leave it to tourists.

457 Eliminate street parking to create open space. Put a tunnel under the area for through traffic. The city of Guanajato, Mexico is a good example. Parking could also be excavated to keep it out of site. Might even discover a dinosaur or two.

463 no

465 It would be nice if the city could install a small public park with a playground for families with young children as well as tourists with children in uptown.

469 Get rid of the junk shops

ResponseID Response

471	I don't live in Uptown and almost never visit it. The City would be better advised focusing on other parts of Sedona rather than 'always' Uptown.
472	we need more organic grass-fed type farm to table restaurants. That would be the only thing that would get me there. Can you provide a grant?
473	No
478	free parking
479	Needs adequate parking spaces/garage.
485	Traffic improvements.
493	Stay open later in the summer Add a laser light show or drone show for the 4th
495	It's the traffic & lack of practical shopping that keeps residents away.
504	It's a tourist trap; locals are overwhelmed with the traffic congestion... get a bridge over Tlaquepaque as well as uptown to make the flow easier. Maybe some traffic cops at the Y to ease the burden of drivers who cannot manage yields vs stops.
510	No locals ever go Uptown due to traffic. I had to purchase an expensive electric bike just to be able to go to the supermarkets.
574	Less junk shops
576	Make the shops more tasteful
577	Add a police officer at the "Y" to direct traffic and keep stopped vehicles out of the roundabouts during high tourist weeks.
578	I'm not sure, I generally avoid it because of how touristy it is
580	Better parking and access to the uptown
585	restrict/remove street parking in uptown and force parking into future parking garage.
586	it is sooo congested uptown that the MOST IMPORTANT is to relieve congestion any way possible. As a 20 year resident I NEVER go uptown because of the congestion up there.
587	How about having shuttle buses to 'shopping and artsy places' in Uptown and Tlaquepaque with free/discounted rides for residents?
588	get rid of ATV's

ResponseID Response

593 The city has made it clear to us -- Uptown is for tourists and you couldn't drag us there. Why should we?

598 Parking

599 Walkways across Hwy 89 A in uptown are very unsafe. Need to improve the safety of pedestrians crossing street. Too many blocked views for the drivers.

607 Dogpark, resident only parking permit

611 Increased and free parking.

618 Traffic is the big reason as you can't get there

640 No!

642 Fix that BottleNeck drive uptown. I've seen a firetruck lose valuable time trying to get through the mess which could cost someone their life.

664 Yes but it's too late. Too much damage occurred when the amateur "regional" (Sedona by name only) Chamber of Commerce was allowed to fritter away displaced funding. STOP PROMOTING SEDONA & if the "Chamber of Commerce Visitors' Center" continues receiving public tax money, then CHANGE THE NAME TO "CITY OF SEDONA VISITOR'S CENTER"!!

665 Instead of the City hiring professional entertainment, provide funding for the Arts Center's programming.

668 A real theater for theatrical events.

670 Consider resident concerns when building or designing new structures. Uptown should be safe, healthy, and walkable. It's currently being designed for cars which is unfortunate and not healthy.

677 I personally believe Uptown isn't going to be appealing to residents until the traffic congestion and parking situations get fully resolved.

680 Outdoor gatherings w music and locally made food.

682 No

688 Better sidewalk access outside of 89A, ie Jordan, Apple, Schnebly, etc

ResponseID Response

689 Perhaps bringing the Main Street Program back where there are a few paid individuals (residents) here in Sedona that handle events there with a budget to pull off some community events as it did in the past. The former Main Street Program had little to no funding and the director was paid very little. Paying someone a decent salary with a budget to create some wonderful events that would appeal to residents would be fabulous.

690 Less shops, focused on tourism and more emphasis on yards perhaps the theater, gallery, Museum

696 N/A

697 Access to more FREE parking

698 More music, more art, less traffic

700 As a thirty-year residents, we used to go all the time. With traffic (horrible)and tourists everywhere, haven't been in two years. Absolutely no current benefit to residents. How can we shop locally when we can't even get there?

702 The City's focus on attracting the almighty tourism dollar, has pretty well killed locals interest in what used to be a quaint community.

703 Free or reduced parking with a pass.

706 Stop creating traffic jams! Don't give small groups of people the right of way to traffic the moment they appear on the curb. The congestion on 179 often increases travel from VOC by an hour.

708 Free parking for resident and second home owners

709 Ban cars in uptown. Make it pedestrian only

710 Landscaping Public Restrooms Grocery Store/amenities Better traffic signage on Jordan - very dangerous with turning left and right from side streets - blind spots abound with Rv's parking on road etc. Can't see on coming traffic.

713 Median was a bad idea-emergency vehicles cannot go around cars on a one lane road.

715 Bring back First Fridays to the local businesses as we had it before. Implement discounts to locals.

716 Uptown is a tourist destination.

717 If the city created more accessible parking and did the spaces, discounts and music, I'd be there.

ResponseID Response

719	resident cars with special labels for parking. more discounts for locals at shops, restaurants
721	More outdoor eating resturants and wine tasting venues. Mostly street musicians and artists. ELIMINATE NOISE POLUTION LIKE SEAL BEACH CA. NO LOUD MUFFLERS
722	Cultural events, music, native american culture, festivals
728	Mitigate the traffic getting into and out of Uptown for the residents.
729	How about mid week specials..encourage us to visit outside tourist traffic days. Create a dog/kid and senior Park in Uptown. Bring back Cmas in Uptown, reasons to gather, stay and eat, shop. Prescotttown square, a center point to gather.
733	Parking and traffic are difficult to navigate making it less appealing to visit Uptown.
735	A world class art museum
742	REDUCING TRAFFIC. Get rid of artistic median and add a lane. Make it accessible for emergency services to pass through if needed without causing an entire cascading gridlock that snakes throughout town. Provide Adequate parking and hold businesses to proper zoning for their capacities that go hand in hand with appropriate parking arrangements.
751	Parking garage that has 'local' parking reserved.
753	Get rid of short term rentals and air bnb properties! This diminishes the community values of uptown. Greed, high prices and rents will eventually lead to the bottom falling out. Focus on helping the folk who actually LIVE & WORK HERE!!!
756	Stop focusing on uptown and focus on West Sedona.
757	I live in Uptown. It is a very appealing area. Too many tourists in a congested area is the problem. The crosswalk at Jordan near the roundabout is dangerous. The crosswalks on Forest align with the setting sun so someone will get hit. And why are there two crosswalks on Forest Ave? Poor pedestrian planning is the problem with Uptown. Parking should be spread out and not concentrated in one area so the parking garage is a bad idea. If it is lighted 24 hours it will be an eyesore as well.
758	Provide a Creek walk or several sites where the creek can be accessed by parking and walking a short distance.
764	Its all about getting there and finding parking isnt it? Forest road will help, but its taking forever. We still dont have our bus system anywhere close than we need. Uber and Lyft DO NOT EXIST!
766	Allow residents to park for free and STOP all the unnecessary construction. Haven't seen one improvement in past 20 years, just keep making it worse.

ResponseID Response

767	I don't think there is much chance of that with the majority of businesses and facilities oriented to tourism. A reasonably sized/priced farmers market or food store could draw local area residents and Oak Creek Canyon residents,
769	Making lessening congestion a priority. Dedicated parking for residents only.
781	Our downtown is primarily setup for visitors but could be a useful location for residents as well if weren't so trashy.
796	Night life aka bar Better parking Wait to see if new Jordan road makes it easier to get to
799	Improve traffic flow. Driving there most days is impossible
802	More frequent, low cost public transportation for residents
809	Focus activities during the extreme slow season when the competition with tourists is lowest. Maybe utilize some space for something that only residents can apply for, like love locks or other 'make your mark' installations that claim the space as locally-focussed. Prioritize infrastructure improvements that will minimize traffic congestion so residents can travel to Flagstaff again without the headache.
810	A historical center with pictures and information on what the area looked like in the 1800's and how it became what it is today.
818	Stop plans to build the ugly 3 story parking garage and get rid of overtourism
821	You know where this is headed, so just start filling in the spaces "in-between with sustainable ideas for the future. Those now complaining wont be here, so stick with a comprehensive / sustainable plan for a workable future city. Nothing ever gets cheaper, so do what NEEDS to be done for good traffic flow, maintenance and city sustainability and control.
825	Dedicated public transportation lane so moving in and out of uptown with ease is ensured.
828	Encourage high quality retailers to locate in Uptown.
829	locals discounts at restaurants
834	Fewer cars parked on street. AKA force parking into extant city lots. The one behind the arts center is hardly ever even half full.
835	Traffic seems to be the problem, moving traffic to and through uptown could be improved
837	If businesses added quality and value to what they offered residents would come
838	Dog park, priority parking, priority restaurant reservations

ResponseID Response

844 Better traffic control

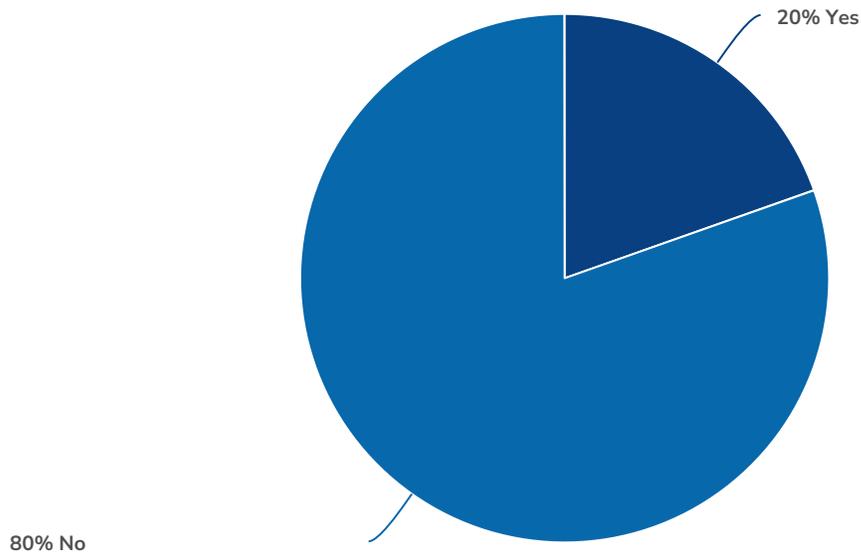
846 We used to go Uptown all the time. Never even consider it anymore.

848 Reroute traffic around Uptown and make the entire area for walkers only. Vehicles can turn up at the first roundabout north of Uptown, go down Jordan Road to last roundabout. Many towns have closed the main drag through town and made it for pedestrians.

868 Turn the parking lots into pocket parks with green space, shaded trees, playground equipment, water features.

875 Alleviate traffic congestion at the Y. Often we end up going to Flagstaff and VOC for food and recreation instead of going into town.

8. Sedona Airport The Sedona Airport sits in the middle of the City of Sedona on land owned by Yavapai County and is managed by Sedona-Oak Creek Airport Authority. Question at hand: If the Sedona Airport is financially self-supporting, do you support the City pursuing acquisition for greater local decision-making regarding the airport?

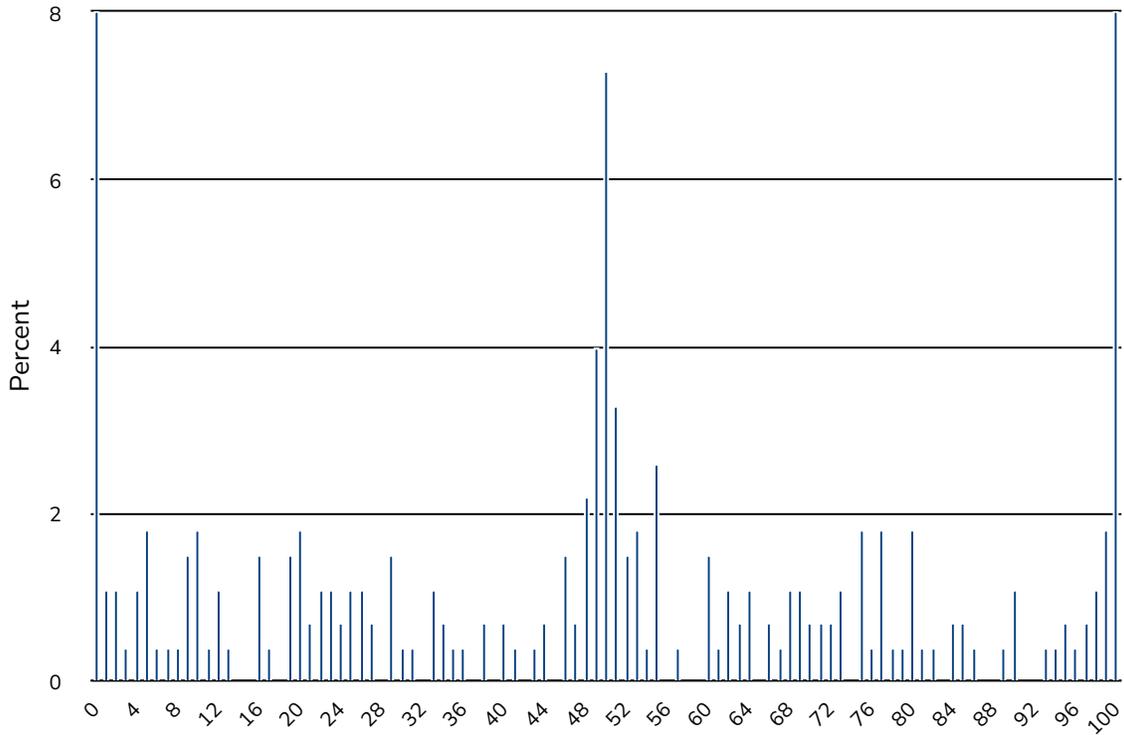


Value	Percent	Responses
Yes	19.6%	167
No	80.4%	686

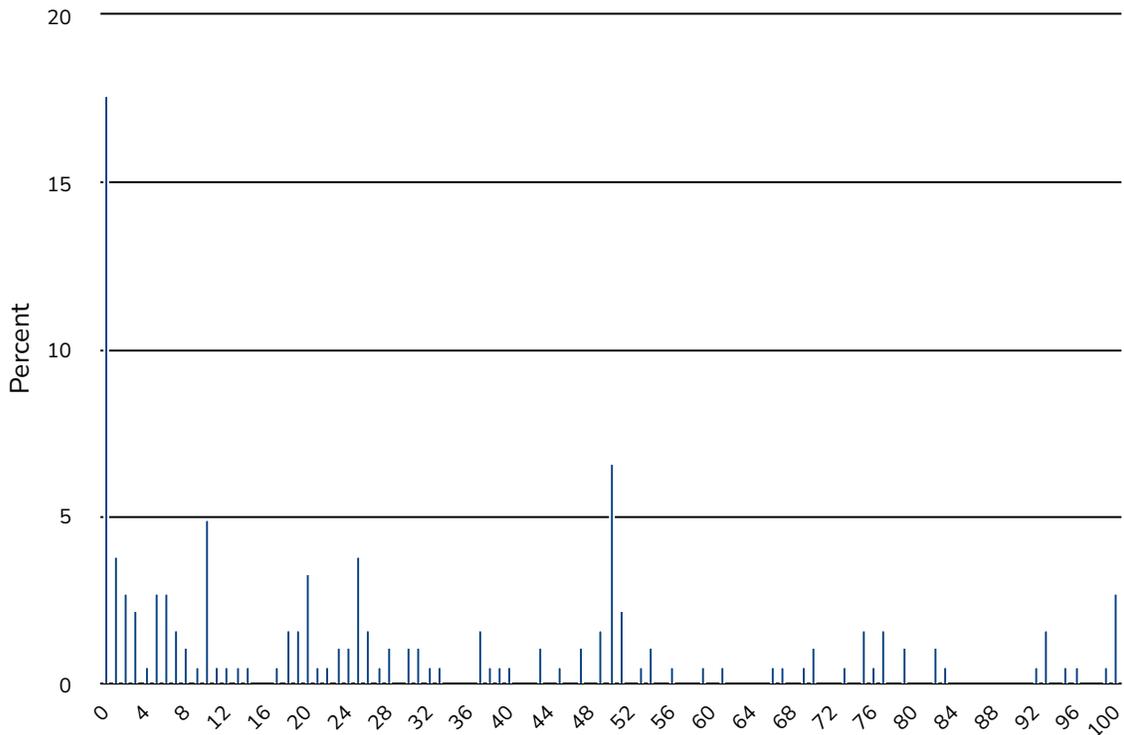
Totals: 853

9. 5b. Question at hand: To what degree are you impacted by the following Airport activities?

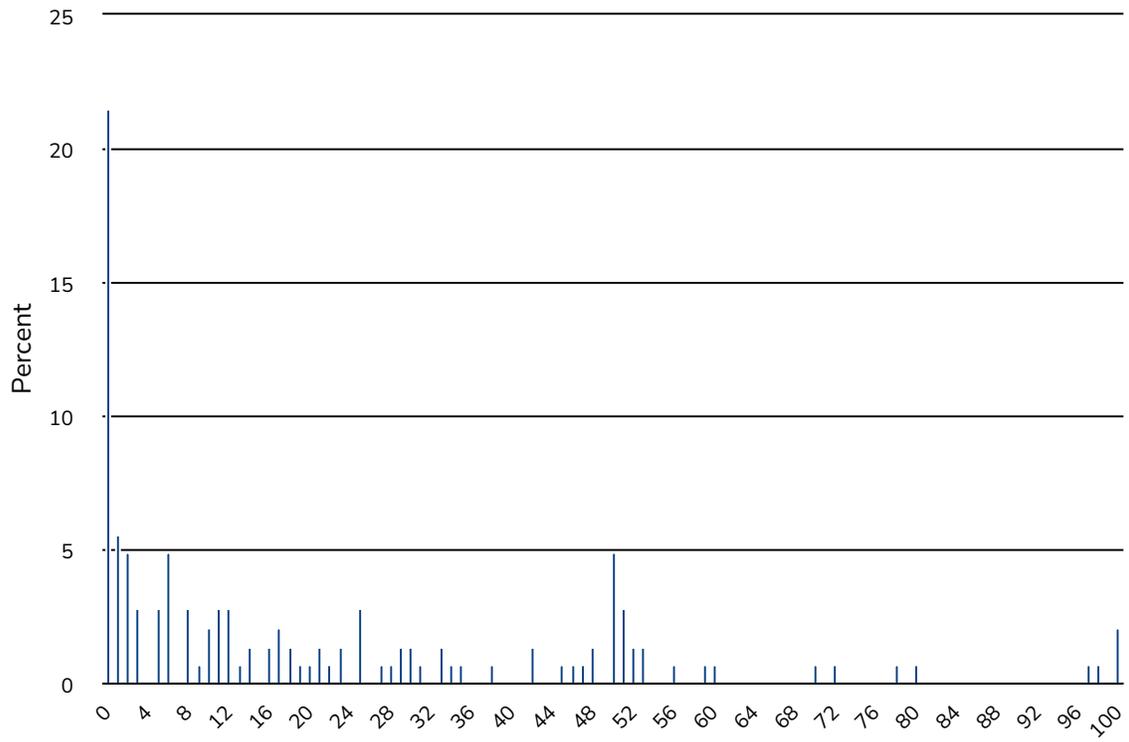
Air traffic noise



Vehicular traffic to and from the Airport



Events/weddings on Airport Mesa



Other

10. 5c. Question at hand: Are there other Sedona Airport activities that create negative impacts? Please explain.

ResponseID Response

1	Noise pollution from tour helicopters is super bothersome when hiking in remote areas.
3	None
4	Even on calm days where wind direction is not an issue planes still circle at low altitude over residences. Extremely annoying and rude. I would encourage the city to shut down jet access(except for emergencies or fire fighting planes). Some days I feel like I'm living under the LAX glide path. Was this always the intention of the powers to be to destroy the serenity of our area for wealthy travelers?
6	Allowing military aircraft use. The loudest aircraft are the military Ospreys, but all of them are incredibly loud and do not need to be here. When two of them are flying together, my house shakes. They can practice high-altitude landing in Flagstaff
7	Helicopter tours in chapel area. Getting involved in the airport is dumb. Why does the city want to take on such a large item with continuous capital needs and staffing. Take over the library, community center etc first before touching the airport.
9	The City of Sedona should not consider acquisition of the airport, it should get the projects at Cultural Park rolling.
10	No
11	I do believe that the helicopter tours over wilderness areas create a negative impact to wildlife and hikers with sound pollution. I also understand that there is little to nothing that the city can do about this FAA-regulated airspace. I don't think it's as bad as some others make it out to be. Hopefully it doesn't get worse.
12	no
13	No
14	I don't understand the benefit of the City running it. More information would be needed. It seems there are many other important things, and this feels like a distraction.
15	No
20	no
21	We live off of Airport road, and the traffic has become very heavy. We'd love to see a limit to the number of trucks, busses, and RVs able to park at the top. Additionally, many ATVs speed up and down Airport Rd and create huge noise pollution and add to the congestion issue. Would love to see them outlawed on city streets like Airport Rd.

ResponseID Response

23	The helicopter noise is heard everyday several times a day. We would that to be significantly reduced.
24	You're SIM projects have failed to mitigate traffic congestion. Now you think you're so omnipotent that you should control air traffic!! You're power hungry. STAY IN YOUR LANE.
25	Let the airport go and work for a regional location.
26	No
31	Not wild about red lights polluting skies given today's technology.
32	None. The airport has not a big impact unless you are specifically going up there.
33	Please note I do not mind the noise. I live in Les Springs, which is part of the approach path.
34	no negative impacts, in fact all the trailhead shuttles to the trails west/north of town should originate at the airport. it's easy for visitors to find parking, has great views while they wait for the shuttles and is out of the way of all the rotaries / uptown traffic
36	The plane traffic/noise is fine. The issue is still the helicopters. While there have been significant improvements due to the "gentlemen's agreement", operators are slipping back into old ways.
37	The helicopters that fly over west Sedona are very low and make our house shake. Very disturbing.
39	I live right near the airport on Shelby and have never heard a plane. There are more important things for the city to do.
43	noise and pollution
46	Parking at the mesa overlook should be free, not subject to a nuisance fee. If city ownership would provide jurisdiction, limit tourism flights, which benefit small numbers while throwing noise pollution throughout the city.
50	Helicopter noise that still impacts east and north side of Uptown.
53	I think it is a tremendous benefit to the community. I'm surprised all these questions are framed in such a negative light.
54	The Leaded general aviation fuel usage and storage is a toxin for the entire city, planes exhaust spread it over us all
55	I'm unaware.

ResponseID Response

57 Control helicopter flights over Bell Rock area. The noise pollution created by several people needing to fly over the area ruins the outdoor experience for hundreds of others on the trails.

58 Lack of proper hiking routes between the top parking area and the popular hiking path of the saddle creates an unsafe environment driving to and from the airport.

60 Helicopter tours

63 It's really the noise from all the traffic that's the worst.

64 The city should not be involved in owning an airport. Let it stay private.

65 No.

66 Helicopter tours

67 I have no idea

68 The airport is a great benefit to the city. It allows people to access our area without adding to the current traffic issues, refueling and a base for firefighting aircraft, a base for businesses and tour operators, etc. The biggest problem is that the road needs to be widened to allow better access for walkers, runners, families, and cyclists. This would alleviate congestion on the road and allow more access.

69 None

71 Helicopter tours 1 Noisy 2 invasion on our backyard privacy (we live near Cathedral rock)

72 No negative points! The airport is a great asset. Please consider how it serves as a staging point for wildfire containment. Also consider how much revenue is generated by individuals who fly into the airport. Bottom line is that the city and the city council are totally clueless about the airport and its many benefits. The city needs to stay out of business they do not understand.

73 No. I see the Airport as a tremendous asset to Sedona and the surrounding communities. It's well run now; there is no need for the City to acquire it. Traffic backups on Airport Road could be alleviated by extending public transportation to the Airport and enforcing the "No Pedestrians" signage.

74 The real issue seems to be helicopter flights - they are very loud and sometimes come in very low.

77 The City is incompetent in handling the day to day operations of quality of life issues that affect Sedona residents, and would be incompetent in running the daily operations of an airport. The City SHOULD NOT pursue the acquisition of the airport.

79 I don't like seeing all the planes and helicopters overhead all the time

ResponseID Response

82	Leave the airport alone
83	No
85	The airport location high on the mesa results in far less noise and other impacts than any other similarly close-in airport that I know of. Traffic issues on airport road are mostly related to viewpoint access and not airport operations directly. The airport is generally well run and the City should avoid getting drawn into ownership which will entangle leadership in many issues that fall under FAA jurisdiction, resulting unnecessary distraction, frustrations and a loss of focus on the City itself.
86	The questions are poorly designed and lead the reader in a particular direction. The City has no idea how to run an airport. Stay out of it! Same with the trash truck issue. Having 2 companies creates competition. With one, the costs will likely go up dramatically. Competition is important.
91	Airport owned by Yavapai is a positive. Airport is important to community!
92	Should be a free lot for parking, with ADA trail to West edge of Mesa
93	I can see it from my house and it doesn't create any issues for our family.
94	No The airport is a wonderful place an asset to the community. Currently run professionally and extremely well. And we all love that place
96	No, the airport is essential for pilots and passengers who use it.
97	No! The airport is a valuable resource to Sedona and surrounding areas.
108	N/A to me.
109	The city bureaucracy will be a negative impact.
114	No, it is a valuable asset for our community and safety for people, Fire fighting, emergency Medical, and the Love of Flight for Tourism and Aviation in the USA.
115	City is not capable for a takeover of the airport, its responsibilities, its Grant Assurances, its costs to do so. Read FAA Compliance Guidance Letter 2021-1. If the current sponsor objects to the transfer, the FAA will take no action until the issue is resolved, most likely in court. Bad idea, no benefit to the City.
116	none that i can think of
117	We often hike the loop and take visitors up for the view. Mesa Grill is a great venue. City ownership offers no benefit.
118	none

ResponseID Response

119 None. The Airport has a dedicated group of Hangar Owners and Pilots who take great pride in ensuring the Airport runs smoothly. There is no valid reason for the City to own it.

127 LEAVE THE AIRPORT AS IT IS. (SAME AS OUR GARBAGE PICKUP SERVICE) HAVEN'T YOU DONE ENOUGH DAMAGE?

128 I would say it's a net gain for the community.

130 The Sedona Airport contributes little to no impact on my family's lives. Whereas, traffic, Airbnb's, and ATV's have destroyed any semblance of our rights to peaceful enjoyment in our neighborhoods.

132 No, they have a right to be there.

133 No, it is vital to the state.

134 The airport is a self sustaining operation that requires ZERO taxpayer funds, not produces ZERO funds for the county. The city has proven that it can't run much of anything without tax dollars. Our little tourist shuttle system is a prime example of ZERO common business sense. The airport generates millions in economic benefit for the city. The best way to screw that up is let the city run it.

139 I wasn't aware that there were more than a handful of events hosted on airport property.

140 No. The airport under existing management is a well run general aviation airport that provides community benefits that far exceed any perceived negatives.

141 No

142 The airport is great. Please don't change it.

143 Too many helicopter/sightseeing planes. Reduce the frequency of takeoffs to preserve the beauty and tranquility of the area.

144 Its not a matter of the airport creating impacts. The City hasn't anybody who is experienced in managing an airport. It would just more City staff positions plus it would mean dealing with another federal bureaucracy.

148 Many other Sedona Airport activities create noise, vibrations, pollution and other hazards that have detrimental impacts on residents, visitors, wildlife (esp endangered species), forests, wilderness, the environment, sacred archaeological sites and water, waterways and wells. Most pilots disregard FAA Advisories and the local noise abatement pseudo program regarding altitudes and operations/practices, which are only recommendations anyway, not required regulations. The airport is notoriously unsafe and has a disproportionately frequent incidence of crashes and accidents than one would expect from a small airport, which makes increased activities more hazardous in a location and community with high wildfire risk. The airport became a bigger nuisance after manager Ed Rose was hired, stating publicly that he was hired with a mandate to develop the

ResponseID

Response airport. Alarming, he expanded fuel storage capacity and fueling operations that create an especially dangerous nuisance and fire hazard for the mesa and surrounding forests and neighborhoods. He extended Runway 3 that creates the biggest nuisances for surrounding neighborhoods and was previously infrequently used. He drastically increased military contracts and flights which create the biggest nuisance as military craft typically fly very low, directly over homes - causing large and strong vibrations (rattling windows and drowning out TV and conversation) and potentially long-term damage to structures, such as stucco. Airport operating hours were increased, with flights more frequently occurring before 7am or after 9pm. New obtrusive runway lights seemed to be installed, including at least one new long range strobe light that appears to operate 24/7 during inclement weather, extending light pollution far and wide across the night sky, wilderness and neighborhoods that is quite disruptive to residents and wildlife - it literally shines/strobes into my master bedroom through a window not designed and impractical for window coverings. Student flights have increased creating additional safety concerns and nuisances. The number of hangers and bathrooms has increased. Airports are among the largest sources of air pollution in the U.S. and numbers of flights and altitudes are limited/regulated over the Grand Canyon to protect wildlife and the environment. Locally, all the increased airport traffic emissions have caused significantly higher levels of local ambient air pollution and exposures of residents to hazardous and harmful contaminants in the emissions proven to adversely impact health, especially in the elderly, such as Avgas with toxic lead, jet fuel, carbon monoxide, ozone, ultrafine particles, nitrogen oxides and forever chemicals including PFAS, PFOAS and PFOS etc. Other activities that have created noise, traffic and/or lighting nuisances are music festivals, air shows etc. I feel all events other than aircraft related should be restricted to Posse Grounds so as not to spread the nuisance of events to all corners of the city. Also alarmingly, the airport leases space to, and promotes, a webcam, Sedona Red Rock Cam, that provides live views and a 24-hour playback that often includes neighborhoods below the mesa, and can be zoomed in, thus creating privacy and safety issues for properties affected since criminals can easily use it to identify and stake out vacant or unoccupied homes for illicit purposes. Upon first discovery, the owner of the webcam adjusted the view, but after some time it was reverted back and subsequent neighbor requests to exclude the neighborhood from view were ignored. This webcam is featured on both the airport and Chamber of Commerce websites, likely others as well as there don't seem to be restrictions on what can link to it. The airport and low flying, high vibration and loud aircraft disrupt local hiking and other peaceful uses of the forest, in addition to residential and commercial areas and protected areas and wildlife. The Forest Service has presented materials on the adverse impacts of aircraft tours to endangered species and sacred archaeological sites. There are thousands of such sites within the Coconino National Forest as well as four known cultural resources sites located at the Airport itself (Master Plan pg. 1-29.) The Forest Service has made specific recommendations as to the frequency and manner of helicopter tour flights in order to protect the forest, however they cannot require adherence to the recommendations which are largely ignored. Indeed even the airport manager himself typically decries there is nothing he can do about various airport nuisances, repeating the boiler plate mantra of those opposing any effort to curb airport nuisances - that the FAA has exclusive jurisdiction. But this is only partially correct. For one thing, military bases have very responsive community relations departments and logistics to address issues such as military craft flying over neighborhoods. They are mandated to be good community neighbors. I think the pilots themselves would be receptive if the airport manager asked politely that military pilots avoid flying low and over neighborhoods, especially since they are creating damage. They also regularly perform mid-runway landings and takeoffs which is supposedly discouraged by the airport. Aside from this, recourse to the FAA is an available avenue and could itself be sought to protect the environment by

ResponseID

Response

additional rule-making and flight limitations. While there are key factual differences, the National Park Service adopted a plan to restrict noise from tourist aircraft at the Grand Canyon. The FAA has the authority to modify its rules in light of such plans for quiet in the national park. The airport nuisances will only get worse and it would be wise for the City to have direct management. Yavapai County, as the current owner of the airport, developed an Airport Master Plan pursuant to FAA requirements. Documentation from preliminary drafts showed that helicopter tour traffic would almost double by 2033 and at least ten additional helicopter parking sites will be added (see Master Plan Chapter 3, pg. 3-18.) The forecast in the Master Plan is that by 2033, there will be 19,596 "air taxi" departures from the airport. If allowed to continue on this path, the adverse impact on the community and the forest/wilderness will be substantial. There needs to be a reduction in the number of tour flights as well as restrictions on the activities of the current flights in terms of altitude and flight routes. Possible remedies - many of which have been upheld by federal courts - include: 1. Ban on tour flights entirely - (case law support) 2. Curfews (daytime and weekend) - (case law support) 3. Limitation of total operations from the airport - (case law support) 4. Require compliance with FAA Advisory (not regulating a specific route) 5. Requiring flight tracking technology in all aircraft (avoids disputes on altitude) 6. Require helicopter tour companies to obtain insurance with limits of at least \$20 million per occurrence. The Airport Board cannot be relied upon to regulate and manage itself. All members are pilots and it's like the fox guarding the hen house. Indeed, whenever residents raise issues on Nextdoor, for example, the chair of the airport board and an organized group of pilots jump on and shut down any criticism. If nothing is done, the city should create a Residential Noise Abatement Fund to help residents sound proof homes near the airport, as well as a liability fund for potential accident liability litigation.

150 Visitors to Vortex and overlook.

152 Noise from helicopter tours

153 no

155 no

160 This is a horrendously biased question. Using responses to this question should be invalidated because of bias. The airport needs professional management. How on earth can the city (the same city that bought the cultural park) suggest that it can run the airport.

161 This question is so slanted towards the City acquiring and operating the Airport that it is "Leading the Witness". Shame on you! You don't address the benefits the Airport creates for Sedona, the high competency and qualifications of the SOHA Board, the complete lack of competency within the City to manage an airport, the added costs to the city if they did take on the airport. And, of course, who would benefit from an airport closure ... which one of you would change the property so that you could profit from its sale to land developers??? How about some balance? Transparency? Please identify what vehicular traffic issues you are having. Most of the traffic I see is for the Vortex Saddle and vista parking, not from the businesses and airport users. Where are your traffic studies?

ResponseID Response

162 The current Airport Manager of the Sedona Airport has undertaken and accomplished much in addressing any negative impacts and/or attitudes. The City of Sedona should recognize the importance and value of having such a dedicated, experienced and talented airport staff operating the airport, which is providing an unbelievable financial contribution to the City of Sedona, yet with zero cost to the city!

163 Noise is the primary problem, but tolerable.

164 We have planes flying over - seems like they should be directed to avoid west sedona residential areas and not fly low.

166 Low flying aircraft noise

167 No. It's a great place to go

169 Pollution from flights

170 No

177 The airport does not have any negative impacts. It attracts the type of visitor that benefits the city; i.e., people who spend money on hotels, car rentals, and restaurants.

192 The airport is a gem and currently being managed very well. City of Sedona does not need to take away any independence from the airport and in fact city involvement may negatively affect airport revenues and operation. City has MANY other pressing issues and the airport is simply a power grab.

195 None

201 No. Having City involved makes NO sense at all. To much bureaucracy and wasteful spending in City management now.

203 No, Airports are great for communities

205 No

206 The sudden rush to spend money generated, in part, by the transportation tax -- which was dishonestly extended even though it was promised to sunset -- is now prompting the city to expand staff wildly, far beyond its capacity to manage these new services. Taking over airport operations would be a huge mistake.

208 No

218 None

224 No. Our family loves aviation.

ResponseID Response

231 Cities historically do NOT do a good job running airports.. Currently the city receives all the benefits our airport offers with NO liability or costs. The airport is facing several millions of dollars in improvement. Why spend this money when you don't have to.. the potential for liability with aircraft accidents, major expenses far out weighs any perceived benefit the city could possibly receive. Please stick with that the city of Sedona does well

235 Noise and visual impact from helicopter tours is offensive.

240 Planes and helicopters are constantly flying over our houses for recreational purposes, and often the same planes circle multiple times.

242 The Helicopters! They truly decrease the enjoyment of being on most of the trails.

243 No

245 I like the fact that Sedona has a small airport and I find it positively impacts the city.

250 Airplane's especially the private jets that fly into Sedona have a huge climate change impact. There carbon emissions are unacceptable.

251 none

252 The airport is a positive for Sedona and its tourist base. Why are you looking for negatives? to give you reason to control it? The city government has no clue how to run an airport and comply with FAA requirements and potential liabilities, nor has it shown fiscal responsibility elsewhere to confirm it could maintain the airport.

253 The airport is a positive for Sedona and its tourist base. Why are you looking for negatives? to give you reason to control it? The city government has no clue how to run an airport and comply with FAA requirements and potential liabilities, nor has it shown fiscal responsibility elsewhere to confirm it could maintain the airport.

260 No.

261 I think that the Sedona Airport does a lot for the tourism of Sedona. Not only is it bringing people in planes to the area but they are able to cut down on traffic as well. I think that the balloon company does a lot for promoting people to come to Sedona on their own as well. I think that the Sedona airport does a good job at mitigating the airplane noise as well.

262 City governments do NOT manage airports well. see below report <https://airfactsjournal.com/2023/12/g-a-airports-suffer-from-costly-mismanagement/>

264 None other than ensuring that the police department and fire district are trained and prepared for aircraft disasters/emergencies.

266 no

ResponseID Response

268	Occasional noise from heavy military aircraft and Sedona Airport Family Fun Day, the Fly Friendly Voluntary Agreement concentrating air traffic and noise over the Chavez Ranch Road area by residential and recreation areas, disturbing residents and visitors
270	None to note
276	No. I regularly run the airport loop trail and live on the east side of airport mesa. Occasionally there is aircraft noise but it is not consistent or sustained.
280	None.
289	No negative impacts.
299	The sunset it gets packed at the Mesa overlook - I like when The Fiddler on the rocks plays up there though
302	The problem is; there are no commercial flights to make getting in and out of town easier. Otherwise the airport is no problem. The problem is the backup in traffic from the visitors viewing the sunset each night. I know it is difficult to change the timing of the lights due to the time of the sunset changing each night. However sensors in the road could dictate the length of the light.
303	The airport is fine. The city should leave it alone or they will screw that up too.
304	City has no experience in running airports
313	None. Up
315	Airplane and helicopter noise, the ever increasing amount of flights, and allowing them to fly over houses and circle is very disruptive
317	Low amounts of air traffic would be appreciated. I hope the airport doesn't greatly expand the number of flights.
318	NO
321	No
322	The visual seen in the skies when planes are flying.
326	Traffic which has been an issue for decades.
327	I'm not aware of any negative impacts.

ResponseID Response

329 No. But the city should not pursue ownership of the airport. The county wants to offload it for a reason. The seeming "prestige" of owning/managing an airport will quickly be overcome by the realities of liabilities and administrative headaches associated with dealing with the federal agencies. An airport like Sedona is always on the edge of NOT being financially self-supporting. Consider it an order of magnitude greater risk for required subsidies than a transit system.

334 The noise from the helicopters and airplanes is constant when hiking in Carrol Canyon and on the Airport Mesa Trail.

336 Helicopter noise

337 None that I know of. I like the way the airport is currently run and see no change to divert City of Sedona funds to manage it.

338 Airplanes allowed to depart earlier than the noise abatement recommendations. Air Traffic noise. Massive noise pollution. Air traffic runway departing over the city instead of to the southwest. Touch and go/airplane rides. Convert the noise abatement recommendations into regulations!! Move the airport to city property between Sedona and cottonwood!!!

339 for locals - get ride of that \$3 parking charge to use the viewing area. I never go up there anymore since they started charging.

342 No - leave the airport alone. It was there long before Sedona became a messed up "city!"

347 helicopter and plane tour noise

348 Helicopter traffic over west Sedona is frequent and overbearingly loud. Sometimes they fly so low we can see the pilot's and passengers' faces. They need to follow reasonable paths that are away from residential areas in the city.

352 The airport has no negative impact on the city. We have more important problems than the airport. Which they are NOT listed in this survey.

356 Kill the helicopters.

357 Helicopters flying over chapel area.

360 Helicopter tours. When they fly over neighborhoods

364 Only tourists: #1, #2, and #3

368 Low flying planes and helicopters. Touch and go airplane flights.

371 The loud white plane that flies over my house daily

373 Instagramming tourists and commercialization of the upper view point parking lot.

ResponseID Response

386	No.
389	
397	none
401	dangerous fuel storage and refueling operations and toxic impact of dangerous chemicals
410	None
411	Not any negative impacts from our perspective.
412	Not convinced that the City is the right entity to oversee the airport. Prefer to wait and see how the City handles the recently acquired tourism function from the chamber.
413	People driving up airport road to the view/lookout spot is annoying to locals
414	It's the noise of tourist rides because they fly too low.
428	No
431	Hiking access could be improved especially after precipitation when the paths can get very muddy and slippery at the mess top.
438	More for the city council to manage.
439	The airport is a very nice, well run, and currently a very positive area. It does not negatively affect the city. Keep the city out of it.
443	Tourist helicopter noise is loud and consistent over my backyard
444	Tourism helicopters buzzing around my backyard
448	No there are none. Even suggesting that the city purchase the airport shows a serious lack of fiscal responsibility! That money could be put to better use - say with a bypass around Tlaquepaque and uptown for those not going to those places and using the roads to get to points north of Sedona.
457	I do not favor helicopter flights (or OHV's for that matter, but they don't fly when driven correctly). Noise, danger, crass form of tourism.
463	no
471	None to my knowledge.

ResponseID Response

472	I live halfway up the airport mesa. I think there should be restrictions on time. I've heard loud aircraft at 5:30am when I'm hiking early in the summer. Should be 7am-10pm. I also don't think we need the military training here for helicopters. They are the noisiest and there is nothing so special about Sedona that the military HAS to train here for national defense. I'm sure they just like coming here because it's pretty. In general it's all helicopters. It has gotten better in the last few years though.
473	No. Leave the airport alone.
478	restrictions on parking and seeing the view of Sedona from the Mesa.
485	The airport seems to be doing well, and the few events I attend are worthwhile and interesting. I don't think it needs any "help" from the city.
493	Set up an air shuttle to PHX that runs multiple times a day
504	The lack of "no law enforcement" on the road up to the Mesa creates hazards for drivers due to people stopping at the saddle in the traffic lanes to wait for a parking space; or people walking-biking up/down the road creating more hazards for themselves as well as the motorists.
574	Helicopter tours
576	The overlook is packed at sunset .. but that isn't the airports fault
577	none
578	Helicopter tours flying dangerously low in the backcountry
586	I live right at bottom of airport Mesa. I have not had issues, sometimes helicopters are too many, sometimes a plane starts up early morning and weddings sometimes till 8:30p. All of those things are minimally invasive. I don't think Sedona needs to buy the Airport to have control of it. We need to spend money on congestion and road corrections to move people/visitors seamlessly around our beautiful home. We need to care/protect the open areas that are being damaged from so many people impacting by camping, driving, 4wheeling, hiking, swimming, biking with out care for the area.
588	jet traffic we are fine with prop planes
590	There is nothing negative about the airport! If anything, there should be more events on the mesa. Personally, I think the city has no business acquiring the airport.
607	fueling wildfire hazard, military aircraft
611	Loud musical events that send often loud and annoying "music" into the adjoining areas. Very annoying on warm days when we'd like to enjoy our home outside.
618	Just the noise and helicopters flying low

ResponseID Response

642	No
653	loud concerts/music festivals create negative impact
667	Military and national guard aircraft. Especially helicopters.
677	When visitor-chartered planes and helicopters fly too close to or too low over neighborhoods, it does create noise problems. Calling the airport authority when a company repeated flies outside the parameters usually solves the problem. However, some of the worst offenders are military planes and helicopters on maneuvers (especially in and over the canyon), which I understand both the airport authority and city officials have no input into or control over. Other offenders are helicopters getting water from swimming pools in town to fight wildfires, because they are flying so low. Personally, I don't think anyone should have a problem with that, considering it's keeping fires from encroaching on the city, but I have heard people complaining about the noise.
680	I don't know.
689	None
691	Tlaquepaque really needs a pedestrian bridge.
693	No, in fact I love seeing the fighter jets and helicopters from time to time
696	N/A
702	Jets in Sedona, since when? I called and authorities were like clueless. Loud tourism planes like that red biplane are quite the noise interest.
703	Stop charging residents to go to the overlook.
709	No opinion
715	It does not affect me too much where we live.
721	Military exercises are VERY LOUD and helicopter tours should NEVER fly over neighborhoods
722	Noise when hiking near crescent moon ranch... too much air traffic! Please stop chem trails
727	The helicopter noise is sometimes very intrusive. I live in Saddlerock right "below" the airport. I thought copters and planes were not to fly over dwellings.
733	No. The airport is well-managed, and it is self-supporting. The City should not interfere with the airport at all. If it ain't broke, don't try to fix it.
735	No, they bring tax dollars to Sedona

ResponseID Response

742	Sunset overlook and trailheads overloaded. Charge tourists, allow locals to come as they please.
743	Noise and air pollution.
751	No.
756	The airport runs perfectly fine at this time. Don't fix it if it's not broken.
757	Traffic backup on Cooks Hill after sunset crowd leaves.
758	No
764	Hard to get to with only one way in and out.
767	HELICOPTERS
775	NONE
777	Helicopter tourism trip noise has been a major problem, seems to be less now.
781	It should cultivate a regional presence or be shuttered.
796	Flights do not bother me and I enjoy the planes or air traffic during the forest fire season. The traffic light timer at Airport Road needs to change with the timing of vehicles exiting after watching the sunset.
797	Noise from hilicopters when they are around
818	bright lights and military helicopters
821	Treating this as a 'precious' gem is foolish for the city. The entire Airport Mesa should be looked at as an asset for the city. TWA - Jack Frye had the right idea to move the airport to the west of Sedona. It is going to get much worse and this real estate should be used for the good of the city and locals. This should NOT just be real estate, but could be a toll road and beautiful overlook and historical center and community center and art museum site.

ResponseID Response

834 Air pollution from aviation fuel. Google, "aviation fuel" and see for yourself, and note how much fuel is spent on takeoff. Additionally, when planes takeoff, this is their maximum noise. That noise reflects off thunder mountain and amplifies across west Sedona. Although the FAA limits flights over residences to 500 feet above the ground, unless they are ascending, almost all ascending, since they've just taken off. Many ascend very slowly so they can sightsee the mountains. Few planes follow the 500' rule when "the ground" is on those northernmost streets in west Sedona, those up against Coconino. One day I counted 57 airplanes flying just over West Sedona. Granted this included some planes from the flight school in Cottonwood, who were not landing and taking off, but only flying along the mountains in a big loop from Cottonwood and back. The city should take over the airport, move it to Camp Verde and give it back to the county. Then the city should convert the top into hiking trails and wildlife management. We don't have many trails around here where people with limited physical ability or small children can hike and see the views. Not every square inch of land must be monetized. Thank you so much for asking this question. The problem with the preceding question is that it assumes the airport can be fiscally self-sufficient.

835 No

837 crash and wildfire risks

838 pollution and military flights

841 The airport brings in a tremendous amount of traffic and revenue for the city. It should be supported. But research shows that cities are not very effective at running airports, see <https://airfactsjournal.com/2023/12/g-a-airports-suffer-from-costly-mismanagement/>

844 People should not have to pay to park at the summit near the airport.

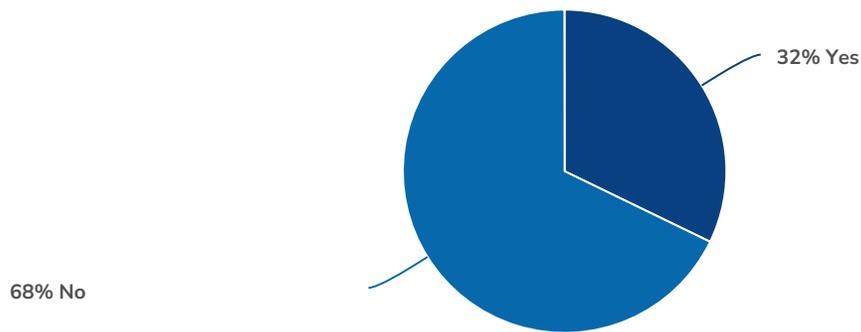
845 Your questions about the airport are biased in favor of City acquisition.

846 No; people bought near the airport and then want to complain about it. The City needs to stay out of airport business. They are out of their depth there and don't understand the running of an airport.

848 Tourist helicopter rides - too low and too loud. Thought we fixed this issue, years ago.

875 Impacts of helicopter tours

11. Water Retrofit or Rebate The Sustainability Department is considering establishing an outdoor water retrofit or rebate program to facilitate residential water-use reduction by implementing or modifying drip irrigation systems, water timers, rain barrels, etc. Question at hand: Would you modify your outdoor landscape watering system if the City provided a rebate that would pay for a portion of the cost?



Value	Percent	Responses
Yes	32.2%	273
No	67.8%	576

Totals: 849

12. 6b. Question at hand: Do you have other ideas for City-offered residential outdoor water conservation programs?

ResponseID	Response
4	Push for a reduction in lawn installation on new residences and there are ways for golf courses to reduce the amount of lawn and still have an interesting course. Golf courses are extremely high water use. As for drip irrigation, many people seem to already have these systems. Also encourage installation of "rain barrels". The issue here may really be one of City use (watering landscaped medians & government property with fresh rather than reclaimed water) and hotels & their landscaping.
6	Ban non-native grass lawns and water features/fountains. We live in the desert and why people are allowed to have green grass lawns, fountains and water features is a mystery. Make AZ Water replace all their bad pipes so they stop wasting so much water every time the pipes break--which they do often in certain areas.
9	I would consider this AFTER the city gets war declaration-style serious about fixing the traffic. 179 Needs to become four lanes!
10	No
11	I don't think the residents create much of a water conservation issue. If it's an issue, it needs to be addressed with businesses and the tourism industry.
13	No
15	No
18	The city should be concerned about managing necessary government duties, not venturing into environmental issues.
20	no
21	Maybe offer cisterns at a heavy discount for those that want to capture rainwater for their gardening needs.
22	Public education Incentives
24	You have a water re-use line from the WWTP. Use that resource to water the fields at Posse Grounds. You're supplying the fake water wheel at the Underpass with domestic water from Az Water Co. Leave me alone and take care of your own house.
25	If you're a resident and use more water than you should you pay more. It's that simple and we're not that dumb.
26	Mandatory Gray water systems on all new construction.
27	Rain barrels and better run off capture throughout the town.

ResponseID Response

29	Subsidize water runoff capture for use in gardens
31	Not a priority, UNLESS water aquifers are low, are they??? If so, why is so much growth being embraced???
32	None.
36	Offer free water collection barrels.
37	allow rain barrel collection and offer an incentive to install on our properties.
38	We already do the above made suggestions.
50	Ban turf grass like installed at properties (like at AWD on Soldiers pass). Native plantings only, not water hungry plantings.
51	Turf reduction incentives. Rain water harvesting incentives.
54	Grey water systems for laundry and sinks where it makes sense. Permeable surface rebates for removing concrete
55	Some of our plants and trees that have been introduced to our area via a transplant have taken over our subdivisions. They all need to be be watered. We can conserve water if you cut some of these plants and trees down. It's overgrown, kills our beautiful views of the Red Rocks and forces residents to water far more than we should. We can conserve our water this way.
57	Like in Phoenix, increase the rates at higher volumes of water usage during the summer. Charge more and usage will drop. Don't give rebates.
58	No
59	This should be the highest priority, it is a must, I keep the water wells and treatment plants running in Sedona and live, work and unfortunately drive there daily since 1973
63	Discourage grass.
64	When I built my house, we had a storage system designed which was 4 / 1000 gallon tanks to collect rainwater and snowmelt to put in my irrigation system. The city said that was not acceptable and I would need a water purification system which would've cost me tens of thousands of dollars. You guys screwed up in the beginning.
67	no
69	Informational website on low volume irrigation and plant information
71	Do not encourage artificial turf. It is actually very harmful to the environment. Drip irrigation with constant maintenance.

ResponseID Response

72 Offer indigenous plants at cost or for free to homeowners

73 Education and information about where to find/purchase native and adaptive low-water use plants.

74 I already use drip irrigation. What can the City do to promote effective mulching (I do not consider gravel-over-plastic effective mulching)? Studies have shown that effective mulching can reduce surface soil temperatures by 30F or more, and of course greatly improve moisture retention in the soil. How much are the Yavapai County Master Gardeners being invited to participate in this effort? Does the City have data showing the breakdown of water use for landscaping for private residences vs. commercial establishments of all kinds, including hotels and STRs, to enable effective targeting of the water conservation effort?

77 I already use timed drip irrigations systems. Impose higher water tariffs if too much water is used.

79 Incentives to get rid of ALL decorative grass. Education on rainwater capture, purification, and use. Education on toilet-to-tap to start getting people ready for the day. We don't have nearly the problem with home pools that Phx does, but still would like to see them go away.

82 No

89 Butt Out!

92 Program should include rain catchment systems (rain barrels, buried tanks, etc.)

93 I use Zero water on outdoor irrigation as I rely solely on native plants at our home.

94 Education on drought, tolerant, landscaping

108 I already have drip systems.

109 Let the free market (ie - cost of water) dictate how water is used.

116 obtain more water. that would be a good place to put city \$\$\$.

117 Prohibit new swimming pools for single family dwellings. Incentivize pool owners to replace pool with water responsible landscape alternative. Could be small lap pool.

122 At one time AZ offered a rebate to convert grass to stone. This may entice people to convert their yards to a no maintenance yard which will use less water therefore lowering water bills

123 We're already on drip, timers, etc. And our landscaping is natural. Maybe next survey should ask owners if already on conservation program to determine if rebate would help.

ResponseID Response

128 1) DO NOT grass over the dog park. My dog loves grass but it will be a maintenance nightmare and a massive water waster. 2) Ban any new installations of grass. 3) Provide a one -time tax benefit or cash benefit to remove irrigated landscapes and install xeriscaping. 4) Offer rebates on low-flow toilets and shower heads.

130 Hook-up the entire city to the main sewer system, and eliminate poorly treated sewage from aerobic and septic systems from contaminating our water table.

133 limit swimming pools and golf courses

134 People generally are cost conscious on their utilities, and there is a balance between costs, and maintaining vegetation that is fire resistant. We do not need another bureaucratic system of do gooders poking their noise into private individuals business.

140 Reduce or eliminate water used for most grassy areas such as lawns or golf courses. We are in the desert. Those places should not exist.

141 No

148 No but I would also like to see similar programs for installing solar.

152 Don't create another non value add government bureaucracy for this endeavor

153 no

156 Provision recycled water for landscaping and public toilets.

163 Rebates to fill in a pool (decommission).

164 Encourage low-water plants that are native. Would be nice to have a nursery that sold them nearby.

166 Place to report water leaking and breaks

167 Encourage rain water collection and filtration

169 More education of residents about water conservation ideas. I also would like I in formation on the state of our aquifer. Will we run out soon or not

200 No

204 I have all drought resistant plants. I think the city could encourage that and not allow lawns on new builds. Perhaps a one time fee for swimming pools. Water limits on any new hotels or resorts.

205 No. Perhaps focus on commercial water conservation

ResponseID Response

206 I have disconnected my irrigation system in favor of a natural environment in order to save water and money. What would be extremely helpful to me now are programs to help offset the cost of ensuring that my yard is more fire-safe through tree trimming, removal, fire-resistant plantings, etc.

208 No

215 Gray water solutions -

218 No

224 Rain barrel giveaway and installation. Pilot water conservation in residential areas. Demonstration projects in coordination with KSB on native plant garden conversions. Educational workshops on how to be a good steward. Programs in schools.

234 Allow grey water recycling help fund catchment systems (rain barrels)

235 these type of city programs are generally an inefficient use of funds and result in excessive administration costs and little improvement to the problem.

239 Don't do it

243 No

245 I think there are other issues that are more important to consider and some of these questions need more context. Most yards I've seen are very considerate of natural landscape, low water, or xeriscape. I'd personally rather see more incentives for solar.

250 There is a lot going on in the year 2024 with carbon sequestration. The documentary, 'kiss the ground' is an authentic political movement. There's a lot people can do to sequester carbon in their yards..

251 Outdoor water use is very limited already for myself and almost every neighbor.

259 Incentivize water conservation by offering discounts.

260 City Council is encouraging more building and apparently in the Real Estate business to back that long term plan. Then you are responsible for also building more water storage. Conservation alone is short term capacity, a Band-Aid.

261 I think the rain buckets and conservation of water is a great idea.

263 I answered No to the above simply because we have an efficient drip system currently. The city should consider rebates to assist residents install water capture systems.

264 Development of a free illustrated guide/brochure on creating water-wise residential landscaping. Incentives to replace water intensive landscape with water efficient landscaping. Free community classes on creating water-wise residential landscaping.

ResponseID Response

268	Pamphlets mailed to residents about the benefits of native, low-water landscaping with coupons for native, low-water plants at Ace Hardware, Builder's First Source, etc., and maybe a native, low-water landscape contest
270	Not at this time
276	Water reports included with water bills that would rank an individual residence or businesses water use with the average water use of other similar users on a kgal/sqf basis. Color code it so that they would strive to be in the green as a below average water user.
277	Find a way to minimize big water features, and golf course use.
280	Base sewer charge on number of persons living in a home versus a single charge for all homes, regardless of the number of occupants. Also, STR's should have a higher sewer charge than homes occupied by residents.
286	Xeriscape information
299	I think people should be able to collect rainwater from their homes
302	Code enforcement should enforce water running into the street from broken irrigation lines.
303	Encourage desert plantings so watering not needed.
313	Nope.
317	Sedona water is a big concern of mine. We don't appear to have enough water for the level of development often championed. We don't seem to have enough water for large scale firefighting, for example. If the City does help do a rebate program, I hope it is coupled with analytics about water conversation. It would be upsetting if conversation efforts are undone with unchecked development.
318	YES, QUIT WASTING THE TAX-PAYERS MONEY
321	Incentivising the act of using leftover water from cooking or cleaning vegetables and food to water outside plants instead of pouring the water down the drain.
322	Landscaping rebates to create and plant native flora and fauna that is best for our area.
326	Remove all green grass. Use low water plants only.
327	I would give a rebate to homeowners that install landscaping that does not require watering.
329	Rainwater cisterns to collect roof drainage for storage and non-potable use.

ResponseID Response

334	This is a fantastic idea and I support it 100%. Water in Arizona is a huge concern and anything that can be done to help, I support. Having any grass at all is selfish and ridiculous.
335	Some HOAs (notably Les Springs) do NOT allow residents to control their own irrigation. That needs to be addressd for this to work.
338	Offer residents incentives and rebates for eliminating the need for irrigating plants and shrubs completely.
342	NO - Sedona government is overbearing. Stop brining up controversial issues of the past (garbage hauling). Lobby the State against destruction of subdivisions - to STOP SHORT TERM RENTALS. (WE DIDN'T MOVE HERE TO LIVE ON MOTEL ROWO)
347	do not allow businesses to grow grass takes too much water. Pisa Lisa in West Sedona often sprays water all over the sidewalk when watering their grass
348	Reducing tourism would reduce water consumption to a fraction of current use. Reducing number and modifying landscaping ofgolf courses would save millions of gallons.
352	Not at this time.
356	I already have rainwater harvesting and efficient low-water use landscaping. Some help would have been nice 20 years ago when I put it in.
371	I'm not aware of any such programs, with STR's you will never get this off the ground
373	Maintain the native landscape in any new development project. Reduce grading/destruction of existing native vegetation and replacing it with non native ornamental plants.
381	Don't know how you get some residents/part-time residents to stop being so wasteful with their water usage. I don't think they care how selfish they are being.
386	Swimming pools and golf courses should pay a high rate for water.
391	This question should be accompanied by a list of options (escalating rates/surcharges, banning lawns, etc.) with an analysis by the Sustainability Department of the most impactful ones. We can't afford to just ask residents' opinions. And don't just focus on giving rebates or helping pay for upgrades: some changes just have to be mandatory.
392	The city should not get involved in anything that affects residents decision making or choice.
405	Show residents how to collect rain water.
410	None

ResponseID Response

411	Conversion of landscaping from high water use (tier 3 water use) to low water use (tier 1 water use).
412	Recycle water programs such as separating gray water from waste water. Focus on native plants and trees which use less water.
414	We already have drip system set low.
415	Less people less water use. Its as simple as that. Typical single family dwelling occupied by a single family (its intended use) use way less water than single family dwelling that facilities multi family airbnbs. You could cut water usage drastically by handling airbnb, and stop building more hotels. Its not rocket science, less people less water consumption and problem alleviated.
428	Workshops for residents to learn how to conserve water
429	I have a good irrigation system. That's not the problem for many of us. Our landscaping was put in by the builder and has a lot of plants that need regular water. If I had the means I would have it xeriscaped. Landscape projects are very expensive.
431	Promote local native plants and zero water use gardening
437	We have two water distribution entities. Az water company, and Oak Creek Domestic Water (DWID). The City is not an owner , and should not interfere in their existing tariff and conservation issues pursuant to law.
439	No
448	Reduce tourism! They utilize more of our water than the residents do.
457	Outlaw grass. Outlaw fire pits (but that's for CO2). I'm on a private provider (Oak Creek) and it's borrowing millions to replace water pipes. The City could form a municipal water system. Or give Oak Creek money to help.
463	no
471	No
472	I am afraid rebates for watering system would encourage more watering. We live in a desert and should water very little. I think the grass lawns should be outlawed like in other deserts. Maybe cap amount of water a household can use, period.
478	educational programs demonstrations and website or print materials about indoor and outdoor water conservation; native plant sale (with KSB)
485	We have been trying to find a good contractor to renovate our drip irrigation system, so far without success. Maybe offer a list of approved contractors?

ResponseID Response

495 I was shocked to see the lawn area at the new Brewer Rd park project being irrigated in January. (on a different topic)

505 Native plant certification/ rebate program

571 Cost is the only market signal necessary to manage water. Residents are capable of deciding appropriate cost to them without the city intervening.

576 7-canyons golf resort should offer reduced green fees for locals - it'll all our water and shouldn't be just for the enchantment folk

577 Tourists and vacation rentals use more water than residents. Those places with hot tubs change out their water after every stay - a waste of water.

578 N/A

593 Stop approving hotels and resorts which use substantially more water than individual residences.

594 Dead tree removal program for low income home owners..

611 Not offhand.

626 Look into PRIMARY WATER!, versus the 2ndary water we're all used to which is now contaminated. Water conservation is one thing, the QUALITY of the water is another.

640 More restrictions on new Pools, Ponds and Water Features size and capacity, for both Residential and commercial. Sedona needs to be more Water Wise. More Education on water usage to residents, tourists and businesses.

642 Someone the other day told me about the 1960 book: New Water for a Thirsty World by Michael Salzman, forward by Aldous Huxley, Science Foundation Press. The city should look into this.

675 City sponsored Rain barrel program

677 I live in a condo, so I have no control over our landscape and watering. However, if the city would work with the management of Park Place, I think it would be a great idea, since there are many ways water use by residents and conservation measures in the common areas could certainly be improved. There are ongoing issues with the fountains and landscaping irrigation that lead to a lot of wasted water.

689 None

693 We have a zeroscape lawn already (almost entirely faux pet grass for weed/dust control), zero incentive though and it was \$\$\$. Also, really frustrated that we pay a monthly sewer charge on a lot with NO SEWER. That's a bullshit clause, how do you charge for a service that's not received and get away with that. Please consider repealing that, it's only fair.

ResponseID Response

696	N/A
703	Each business should have a cistern and use that water for grass, flowers, trees, etc. Uptown businesses can use it for the median 'forest' and foliage.
708	Require zero,scaling that does not use precious processed water
709	No
715	The metering system is fine I think.
719	Put barrels around the city to collect rainwater, then use during summer for watering plants, sale to locals for their plants.
721	No
722	Help people convert to desert landscaping instead of grass
727	The previous question was not appropriate for a simple yes or no. There are too many variables.
729	Public areas,and buildings , schools, commercial businesses should have rain barrel/collection points. They can be colorful competitions for senior center, schools. Why isn't the pool covered to reduce evaporation? The Cover could be solar, and a rain collection point. Could City offer grey-water distribution service to interested residents? More recycle (stations where you can refill your water bottle), water stations, there is one at Chamber, and Pink Jeep, but none in Uptown or Tque, Hillside, VOC. Sunset or Posse park. Please keep water fountains, children, young folk might now have bottle to refill, still need access to water.
733	No.
751	Already use water-saving techniques. Really can't do any more.
756	Watering lawns?
757	Get rid of or highly tax golf courses.
758	somehow add desert landscaping plants in the rebate to encourage use.
764	We have 2 for profit water companies we cant do much but try and save.
766	Already have all of these items.
775	Why does AZ Water Co. purge millions of gallons of water out of their system on a regular basis?

ResponseID Response

777 We don't have irrigation, so we aren't affected, but I support the idea of recycled water for those that have it.

781 Other than doing similar for good citizenship, financially challenged could benefit.

796 Encourage the collection of rain water runoff. This may include preventing HOA from banning barrel.

797 The drip lines get broken by the Havalina so we need a sturdier lines or more water will be wasted. I get large water bills everytime the drip line gets broke.

809 Take a look at Clarkdale's water reduction strategies and tiered water rate pricing.

810 Providing mulch at reasonable or no cost to residents to use on their landscaping or gardens to help lessen moisture evaporation from the ground.

821 Put in a city Garden Center with Botanical Center for out door entertainment and native Po Wow gatherings. With a xeriscape plant center working with the ASU and other Ext services. Past time Sedona should have a historical indigenous Native Center on the native peoples that lived here.

825 More information/examples needed to answer question regarding outdoor watering system

828 Implement wastewater study recommendations to charge rates based on water usage.

834 I know private water companies are drilling, wells, deeper and deeper. I think the city should buy them out and impose, across-the-board, water conservation. I don't know how to cut it, perhaps indoor/outdoor or residential/commercial. Or perhaps the cost of water connected to much pollution a company causes (OHVs). We are not paying enough for water. We don't even know what our aquifers look like.

835 No

841 Charge an additional fee for each square foot of a lawn.

844 None

848 The Sedona WaterWise Alliance gave many workshops on residential water conservation. We wrote a water management plan for Sedona that was shelved, even though it was approved by the Chamber, the water companies and community groups. Bring it back and implement it. Our home is very water efficient with rainwater harvesting and xeriscaping.

13. 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
Construct Pedestrian Bridges	1		1,567	369
Develop a Water Retrofit or Rebate Program	2		1,410	357
Expand Arts and Culture Initiatives	3		1,374	358
Create More Uptown Appeal for Residents	4		1,366	353
Consolidate Trash Hauling Services	5		1,327	355
City to Acquire the Sedona Airport	6		711	327

Lowest Rank Highest Rank

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

ResponseID Response

4	More street maintenance in residential areas. Our roads are crumbling and the road right of ways are overgrown in my neighborhood.
6	Please build a pedestrian bridge over 179 and shut down the pedestrian cross walk at Tlaquepaque. No one is going to walk 200 feet to the tunnel being built now
7	Bridges don't work Airport not good idea Unlimited funds not a true statement. Major cities would be delighted with 33% of budget for capital projects. Issue is sedona spends too much solving issues caused be tourist traffic. Recommend \$1 spent on traffic issues for every \$1 spent on issues for residents. New community center I would actually go to with party room, coffee shop, pool tables etc.
10	No
11	Contrary to much of the other locals' public outcry, I think that the city of Sedona is doing a fine job managing and operating. I have attended some of the public meetings and support the city's efforts. I just hope that we can address more of the traffic issues (pedestrian included) that are not likely to go away anytime soon.
12	City desperately needs safe bike paths...this would help solve the traffic problem, the uptown parking issues and attract more people to live long term in Sedona. Sedona claims to be "green", but it's not.
13	no
14	The trails and connectivity to the trails should be a focus.
18	None of the items above are a priority. Why is creating more uptown appeal for residents on this list? Why is the City of Sedona only interested in generating revenue for the local businesses rather than improving the quality of living for local residents?
20	no
24	Quit Trying To Do More. Do What You Are Doing BETTER!!
26	Reasonably affordable housing accommodations for local employees are far more important than pedestrian bridges, or arts programs
27	Just that the tail wags the dog now here and it is probably too late to do anything about tourist accommodations and growth. Residents will continue to flee along with their tax \$ therefore more need for "bed taxes" and round and round. It's a very sad situation out of control now for a place that was once considered for a national park.
29	The city should continue to explore an alternative road between West Sedona and Hwy 179 to avoid the Y. The Priority Ranking question assumes all the items listed are important. The rankings will give a false impression of what the community desires.

ResponseID Response

30 Find ways to reduce traffic and congestion caused by over-visitation

31 Why is Sedona's health care crisis is not even mentioned? Really? Wake up people!!! A community health care system should top the Sedona Residents Wish List, no? Mammoth Lakes, CA nearly mirrors Sedona in many ways (such as population & annual visitors) yet Mammoth has a full service 24/7 hospital which is a pillar of their community...what say you city leadership?

32 Get rid of homeless at every corner and around all of our shops. We look trashy. That will increase the appeal. Tired of seeing so many out of work getting free money with no taxes while Im working 7 days a week to run this store that not any of the locals support except my friends while they sit out there and getting taxed to death for everything without seeing the tax money go to anything that helps my business.

34 stop spending money on useless projects like acquiring an airport and public art

37 I think the city needs to have more control over short term rentals. We need to develop our sense of local community and this law has decimated our Juniper Knolls neighborhood. If we went back to 30 day rentals, it would change the culture back to working families or retired folk.

38 Lack of public restrooms is a true negative in the community. You need to provide infrastructure in order to have people follow and behave accordingly.

39 Where are these affordable housing units going in Shelby?

45 Bigger issues like traffic and housing compared to these little issues.

46 Improved traffic flow is an important priority for livability, but pedestrian bridges should be a last resort and placed only where they don't detract from the scenery.

50 All public parking should be parking fee funded. Public parking should all be variable rate and closely monitored (individual parking spaces) to use during enforcement. Conservation properties should be acquired along Oak Creek, and city should fund improvements for access to Cathedral Rock on forest land and fund parking limitations and enforcement on Dry Creek. Also fund improved separated bikeways throughout the city and in particular paralleling 89A.

54 Programs like the tourist shuttle seem to serve only a few wealthy neighborhoods, and cost a fortune. They are also perpetual costs for years for maintenance and staff. All the while my neighborhood has such a poorly maintained right of way you can't walk safely or drive two cars wide without scratching your paint. Instead of big ticket programs to satisfy cathedral rock millionaires how about a real tree maintenance department that can improve the walk ability of our older neighborhoods? Also concerned about the giant contractor trucks without diesel emissions spewing black smoke and driving on neighborhood streets that are too narrow. Would like to see if the city can restrict vehicles that do not meet emissions or keep them out of our neighborhoods.

ResponseID Response

55	I have been coming to Sedona for 46 years. Why can't you see how our Uptown area is being destroyed and taken over by tourists and traffic! I know they are an integral part of our town. Do you enjoy driving in the congestion you have created? Too many in such a small area. Create an overpass from North to South at Talaquepaque.
57	Stop efforts to bring in more tourists to an already crowded town. No need to advertise. Every visitor is doing that on Social media for free. Rather than expanding services to meet demand, control the demand. Do not try to run the airport as there too many issues already on the plate that need resources.
58	No
59	You are doing a fine job in general keep up the good work keep the locals in mind please not the Chamber and tourism.
63	Thank you for the survey
64	The city needs to work with the Forest Service system to help the parking on Dry Creek Rd., Boynton Canyon Road. it's gotten to the point of extremely dangerous with cars parked on the road not even off the road and people walking 3 or 4 wide walking down the road and not moving for cars. It is truly a dangerous situation and one day there will be multiple casualties event With a group of people being hit by cars
67	yes, I believe that every parking lot in Sedona should be like the City Hall parking lot, covered in solar panels, which also provide shaded parking. The city could require this it's not a big deal for the business and the city could help the smaller ones. The large ones should bite the bullet.
69	It would be nice to redo the cultural park back into a music venue. Such potential.
72	Limit the dollars spent on tourism advertising. Traffic is horrendous during long weekends and holidays. We do not have the infrastructure to support the excessive number of tourists.
73	I'd prefer that the City attend to the responsibilities it already has - enforcing ordinances, maintaining infrastructure, developing the already approved community plan, reviewing proposed buildings and developments, and serving the residents rather than dreaming up ways to spend its already inflated budget.
74	I live in West Sedona, and Uptown feels like a different city. It would be great to have more connectedness.
77	Question #7 is a skewed question. None of these should be funded, so it is not relevant to rank their importance. The City tried to consolidate trash services which was attempted years before, which almost created a monopoly until residents put a stop to it.
79	Housing, housing, housing, housing, housing

ResponseID Response

82 No

85 Keep the focus on the basics - public safety, wastewater service, traffic improvements, constraining tax rates to at- or below inflation to fund necessary items.

86 Next time you design a survey, give pros and cons of choices.

89 Typical push-poll BS. No option for None of the Above!

90 none of the above

92 ERP system (software that runs the city) should include Open Government features so citizens can self-serve info requests, permitting and licencing, conduct virtual town halls, and make financial and other reporting more transparent.

93 Appreciated the opportunity to respond.

94 Traffic management is of prime importance Roundabouts are not effective and slow traffic movement. The Airbnb situation needs to be managed and controlled, so not to impact the quality of life of neighbors and residence.

96 I don't think any of these things are very important and I strongly oppose the city acquiring the airport.

108 Work with AZ water to replace the main supply lines to the Cibola Hills neighborhood. Fix Cooks Hill traffic mess. I'm tired of the politicians talking about it. I'm a perm resident and the traffic backups are terrible.

109 The biggest problem for the city of Sedona is TRAFFIC and the city should budget its resources exclusively to that end before addressing other concerns.

111 Change the center barrier near the cross walk at Forest RD and Van Deren - its hard to see pedestrians when you are turning on to Forest from 89a, especially at night!

112 I do not think any of them are necessary, except maybe the bridge. If no crosswalk, build the bridge, otherwise DO NOT build it. No one will use the bridge when they can use the crosswalk.

114 The Sedona Oak Creek Airport Authority has done a good job of managing this Airport for over 20 years that I have lived here. Leave the management as it is.

116 no

ResponseID Response

122 A pedestrian bridge is needed at the Tlaquepaque Mall! Traffic is continuously backed up on 89A causing a hazardous situation at the round a bout and is backed up all the way to the Chapel area. Residents from Oak Creek do not go to the West Side or Uptown Thursday thru Monday. The Mall owner and managers have too much to say about this situation. It is time to listen to the residents! They also need to provide more parking or offer a Shuttle!

123 Thanks for asking! Question, will uptown residents every be connected to city sewer? Would love to do away with septic.

124 Consolidated trash service: Although I clicked "no" on survey, I would support this if the cost was less than I am paying now and the services offered exceeded what I am now receiving

127 Yes - get rid of the previous (alleged) "temporary" sales tax increase. And you wonder why residents don't trust you?

128 I have two homes. In Sedona, I have private trash collection. Three companies compete for my business. Prices are low. In Caledon, I have city run trash collection. There is no competition. Prices are high. "How much higher could they possibly be" you may ask. 9 times. I pay 9 times as much for the same service that is run by my city than I do for a private service. PLEASE DO NOT BRING MORE SERVICES UNDER THE PUBLIC UMBRELLA. You're all doing a fine job of running Sedona. You'll never be able to do it as well as private enterprise. This is AMERICA. Please let's act American.

132 Please add a pedestrian bridge 179 at Tlaquepaque. The traffic back up there is so silly. No need for that chaos.

133 Be more attentive to residents rather than tourists

134 The city needs to start reducing costs and stay out of things that are not directly beneficial to residents. Telling us what trash service tio use, eliminates competition and interferes with the contractual relationship between citizens and a business. It is unconstitutional. We had 100 city employees in the early 2000s, and 3 to 4 million tourists, and 10,300 population. Now we have 9700 people, 3 to 4 million tourists and 180 employees. The city needs to get back to basics and stop being a playground for little myopic ideologies using tax dollars. Knock 1% off sales tax and make it more affordable for people to live here, and STOP using international building codes that just add 10s of thousands of dollars to any construction that tries to happen here.

137 Efforts to keep taxes down

140 Not sure why you think you want to acquire or operate the airport. Perhaps a hidden agenda? The existing airport management and board is doing an excellent job because they have the experience and special expertise required.

143 Cut down traffic into and out of the City by providing peripheral parking and shuttle service to visitors

I would like to see the city better preserve Sedona's rural, small-town character and become a better steward of our environment, sacred archaeological sites, wildlife and forests/wilderness and all that makes Sedona special and draws visitors. Overtourism and the damage it causes will cannibalize tourism. I am opposed to spending millions to increase capacity at the expense of quality of life and everything that makes Sedona special. Sedona has one road that runs through it that ultimately determines tourism capacity. Please find a better balance. I would like to see the city adjust its business-centric culture to prioritize full-time residents and better address issues that have reduced quality of life and caused so many residents to move. Refrain from supporting overtourism; and mitigate impacts specifically for residents. I feel more tourism revenues could go directly toward improving quality of life in the city and less to expanding city government and business. For example: Create a full-time resident vehicle permit that allows parking at shuttle-served trailheads even when shuttles are in operation, provides preferential parking and parking fee exemption (e.g., in Uptown). Build a Community Center similar to Cottonwood's with a gym and indoor walking path and year-round salt water pool. The city might find a way to implement a Permanent Fund Dividend with concrete proof of full-time residency similar to Alaska, but excluding STR properties. Please actively and proactively enforce the 'reactive' Trash Ordinance. Have any fines been assessed, even in cases of multiple violations? I think not. Rather than enforcement, the city is acting as a property manager for short-term rentals. When complaints are lodged, STR contacts are called and asked to remedy the complaint with little to no follow-up. Trash pick up in Sedona is Mondays and Tuesdays, yet code enforcement stated they only enforce after Wednesday, meaning they enforce only on Thursdays since the city is closed on Fri-Sun. Trash receptacles in some areas are left on public streets year round and yet nothing is done. A lack of complaints is not indicative of a lack of problems - the more STRs there are, the fewer residents there are to complain. Please also better protect Sedona Dark Skies and enforce Lighting Ordinance. It appears businesses all along 89A are installing non-compliant lights or replacing formerly amber bulbs with bright white LED bulbs on the blue light spectrum that is destructive to our dark skies and wildlife. Sedona is getting brighter and brighter. I would like to see the city change the Lighting Ordinance to clarify Dark Sky provisions and regulations. I would like to see Posse Grounds lighting made more Dark Sky compliant. Seek out consultation from Dr Jeffrey Hall, executive director of Lowell Observatory in Flagstaff, who is a huge Dark Sky proponent and has offered free consultation to cities to help make them more Dark Sky friendly. I would like to see more education for residents and STR owners about friendly Dark Sky products and practices. Protect the viewshed and environment at all costs. I am opposed to 3-story structures, let alone 4 or 5-stories. I am opposed to outdoor lounges, especially upstairs, that will create echoing noise nuisances and light pollution for neighboring residences including late at night. Consider passing an ordinance requiring properties to trim or maintain trees to maintain the viewshed. Sedona is losing many views as a result of the planting of very tall growing trees, many of which are not indigenous, like Italian Cypress. Help facilitate the formation of a true resident/neighborhood council that is not dominated by business owners or cronies who stand to benefit by influence for one policy or another. Consider proactively and preemptively banning or heavily regulating dockless micromobility systems/vehicles within city limits (or at the very least: making dockless scooters illegal - or banning the parking of scooters within city limits - or designating no-drop zones - and banning micromodal vehicles from sidewalks, as opposed to micromodal pathways, and designate micromobility speed limits). I am concerned about the city trying to locally solve complex and systemic nationwide problems, such as homelessness and affordable housing with programs like building shelters, the proposed parking lot for people employed in Sedona to sleep in cars, or affordable housing, which is never affordable for those who need it and could go to persons who don't even work in Sedona. I feel more favorably toward

ResponseID

Response

realistically substantial downpayment assistance grants-loans forgiven based on years of residency or workforce housing specifically for those working full-time by Sedona businesses at physical locations within the city with preference given on a point system, if legal, to safety occupations, critical care providers, teachers, grocery store workers and city staff. I am strongly opposed to urbanizing Sedona and implementing big city urban strategies for problems - we are a small rural community and I am happy with it remaining such, even if it means businesses close or city government and services must shrink. I was drawn by the small, rural character of the community. I would like to see excess city funds spent on purchasing land for the sake of preserving open space and preventing/limiting development. If possible require all new developments to pay an extra tax to offset the impact to city resources, infrastructure and adverse impacts to quality of life. Require that new developments, especially for lodging, provide housing for a minimum of 50% of their employees. Possibly even facilitate bringing together groups of employers to combine resources and share costs to provide housing? Most important, don't give away the farm just because a developer provides housing please! Implement policies that better manage panhandling and the unhoused to prevent nuisance, blight and crime where possible. There are more resources and better economies of scale for the unhoused in bigger cities with more resources and existing programs. I am opposed to the creation of programs and services that will encourage already unhoused persons to come to Sedona. Please urge Sedona's Police Chief and mental health care leaders to join the pioneering Yavapai Justice and Mental Health Coalition to improve cross-system collaboration to reduce involvement in the justice system by people with behavioral and/or mental health disorders. It is striking that its membership appears to include stakeholders from every city and town in the Verde Valley except Sedona. Consider a reevaluation of city staff wages and residence requirements. It appears the city is overweight on highly paid director or manager level positions, while other lower-level positions appear to be underpaid. Along these lines, encourage a larger percentage of city staff to live within city boundaries - especially any director/manager/exempt positions - so that they, along with residents, will live with the impact of the policy decisions they make for the city. It may be difficult at this point, but at the very least maybe candidates for city employment who live in Sedona could be given hiring preference? Or consider giving a wage differential of a minimum of \$5/hour extra to full-time, non-exempt employees who live in Sedona? Consider hiring staff or funding a forestry position for trash pick-up around the city, on roads, at trail heads or on trails themselves considering the impact of city policies that have brought ever increasing numbers of tourists. Tourism tax dollars should supplement upkeep and maintenance even if a different agency is responsible for it. We are beyond relying upon volunteers who have historically performed trash pickup and other services (many of whom have died or moved) and the forest service is underfunded to adequately address the need. To reduce the heat island effect and temperatures in Sedona, I would like to see the city implement and require cool pavement technology and materials for roads (rather than asphalt), multimodal pathways and sidewalk surfaces to reflect back the sunlight that hits surfaces rather than retaining heat - especially considering all the new roads, sidewalks and pathways being added. Also consider banning structure colors that absorb and increase heat impact in the city, such as black or dark grey.

150 Stop spending on outside studies and consultants. Reduce govt staffing. Too much expenditures.

152 Stop the excessive city government spending and headcount growth

153 no

ResponseID Response

- 154 Establish a graffiti clean up and general clean up task force to make Uptown more appealing. There is a recent proliferation of graffiti tags and graffiti stickers all over uptown signage, USPS and newspaper boxes. Sidewalks need to be pressure washed, as there is so much gum all over the sidewalks. Canyon Breeze, Sedona's Popcorn Emporium, and Black Cow especially have very dirty sidewalks, with spilled food.
- 155 Indoor pickleball courts.
- 160 How about restoring and maintaining the cemetery where our founders are buried? That place is a disgrace. if the city can't handle this, perhaps some local Scouts could work on this..
- 161 Too much of your budget goes to debt service. The size of the city budget relative to other cities of similar size is way too large -- you need to cut back and stop living beyond your means. Pay your debts
- 163 How about prioritizing the Pickle ball courts? No updates make one think it's been shelved.
- 164 Thank you for doing this survey. Would be nice to get demographic information on those that take part. I would also like to see improved caretaking of Posse Grounds park. The landscaping is not well maintained and there is often trash. Some of the sidewalks are cracked.
- 166 We need to double down on transportation for, disabled and elderly people. Get tourists out of cars and on buses. Make crosswalks in West Sedona it is ridicules now, and to much jaywalking!
- 168 Reduce the number of Sedona City employees. Lower the Sedona City Taxes by at least 1%
- 169 There are some great ideas here, especially art related. Sedona has gradually dropped the ball on being a city animated by the arts. But I don't want to rebuild this program for benefit of tourists. We have many fine artists in town who should benefit. I think connecting the creative community is a good start. For all art modes, literally as well
- 170 1. Don't go to uptown due to Y traffic congestion 2. Other than SAC and Heritage Museum, there isn't a reason to go to uptown. Shops and restaurants are aimed at tourists.
- 175 Adding a bike path from the Village of Oak Creek to Tlaquepaque and/or opening the Marg's Draw trail to biking would dramatically improve the safety and enjoyment of that trip by bike. Also, I would suggest using the budget surplus to pay off the debt! Thanks

ResponseID Response

176	There are residential streets in Sedona that are not maintained by public works because they apparently did not meet certain criteria when the city was formed. These are not necessarily private roads either. They get a lot of traffic that the residents can't control. Why not use some of the capital improvements budget to maintain these streets so that all residents can benefit from the public works street maintenance. Currently you have individuals buying bags of asphalt to fill in potholes in hopes that their street will last a little longer.
177	This is a poorly written survey that will not provide scientific data to direct the city budget.
181	This is what's called a push poll. Shame on you!
182	The emissions when 179 is bumper to bumper all the way pass Back O Beyond road has got to be horrendous. This has got to be rectified as soon as possible. Those emissions ruin our air quality thereby our quality of life. Isn't the smoke from controlled burn or fires enough?
190	Push poll!
192	Focus on balancing business and residents with fair and impartial decisions geared to enhance what we are actually working with. No more bias and personal agenda driven initiatives. Community!
193	Expand Arts/cultural/recreational budgets Develop the Cultural Park for music again
199	Put a moratorium on any new development until traffic problems are resolved.
201	City management is blotted now....reduce staffing levels! Solve traffic issues first....work with ADOT to get this done. If City is looking for projects, why not get working on Cultural Pk. ? Housing issues.
204	It appears to residents that the city spends more time and money on increasing tourism than it does for things like sidewalks for residents, or working out a purchase of the community pool which is the ONLY pool residents have for their use. The restrooms are disgusting. They stink and the school district has no money. They need to sell that facility. They can't afford it. Sunset park's basketball court is a mess. Recreation facilities for residents come last in my estimation. Look how long it took to realize pickleball was the most popular new sport in America. Park and Rec is underfunded. New parking lots for tourists are not. Give us something we can see that is just for RESIDENTS.
205	The City spends millions of dollars on improvements, but rarely actually improve anything. Very wasteful spending for the past decade or so.

ResponseID Response

206 PLEASE stop focusing on the same old tourism and traffic promotions and start thinking DEEPLY about what really can help residents. None of the ideas in this survey address our very real needs for (1) business diversification (2) utilities infrastructure and service improvements (think partnerships with the private sector) (3) grants, loans, support for safety improvements, including residential fire safety and (4) community services that are entirely focused on local desires and needs (not "festivals" that are really intended to promote tourism). Current city administrators and staff do not have the capacity to get outside the existing traffic and tourism boxes, so you need to hire outside help to begin the process to envision a future Sedona that is more focused on the needs of people who live here full-time.

208 No

209 The city should NOT acquire the airport as they have no experience in this field and there are more pressing issues and better use of tax money.

210 We need the sales tax to go down, it was supposed to be temporary and it needs to go back down - this will do the most to enhance the residents quality of life

213 Please have an option to decline paper mailing of the waste water bill - this is a huge waste of money and paper!!! Why doesn't the city focus on doing what it can to save money and preserve the environment now instead of creating more unnecessary waste and spending?

218 No

224 Thanks for this public survey! Please share results.

229 It is very seriously ridiculous that there is no public transportation from the Village in particular, but also from other local areas to and from the places where workers might need to go on a regular basis and if there were, they could leave their cars at home. Furthermore, light rail service connecting our most congested and well traveled areas would be the answer to a lot of endless debating that has gone nowhere. The main issue is that locals need to get around without their cars.

234 Thank you !

235 The city should reduce the size of their expenditures and staffing levels. It has become an inefficient behemoth. Rather than continue to spend, reduce the tax burden on residents.

243 None of these are really significant in importance. Making Sedona livable to residents and seriously addressing affordable housing should be your priorities. Get rid of the many dumb rules that making building an ADU so expensive and you'll go a long way to helping provide affordable housing opportunities

ResponseID Response

244 Above rankings are none of these are important to most residents. You are completely out of touch with what is going on in this town. All above are a complete waste of money.

245 Better parking signage could help traffic flow in uptown along with a garage. There are public parking areas that seem to never be full because visitors don't know where to go. I personally think eliminating parking directly on 89A in uptown would help with traffic and allow larger sidewalks, etc. Better and clearly designated pedestrian walking and biking paths would be a major plus. Would love to have a walking uptown home tour. Proceeds could go to uptown improvements. The Wilo district holds one annually in Phoenix and it's super successful and fun. Local artists and musicians could be showcased. An uptown farmers market would be a great draw for locals if it's actual organic produce from farmers in the area. Could be at the Heritage Museum. It is difficult to comment on the airport without more specifics on the long term vision of a city purchase.

249 Get the a loud atv problem Under control,they are a problem bigger then your items listed above, we are a green city, and the atv s need to ride in a less populated area,

250 Airbnb has a lot of support in the community from Sedona residents that use the app, to local Airbnb hosts to businesses that are recommended by Airbnb hosts, to cohosts and other who support Airbnb hosts. Airbnb had a LOT of support in the community. Please, stop hating on us.

251 Monitor the number of people who use the new walkway at Tlaquepaque vs the current crossing.

254 Reduce city government agencies and staff and reduce sales tax!

258 Solve the transportation and housing problems before working on any of these crazy ideas. These ideas are just worthless diverions.

260 Sedona is a great place to live. Many thanks to our City Council, Managers and Employees. Uptown Traffic management is a priority, Red Rock News a source of suggestions. The Opportunity Cost of spending on outside Studies, then Rejecting independent results, removes Tax dollars from alternate City efforts.

262 please read this report done by a PHD <https://airfactsjournal.com/2023/12/g-a-airports-suffer-from-costly-mismanagement/>

264 No

268 I'd prioritize topics that directly improve fundamental aspects of our everyday lives and health--reducing noise and air pollution and conserving natural resources such as water. To me, these are far more important than the other topics.

269 fix the traffic at the double round about tell adot to add the lanes their is enough room to add double lanes from schnebly hill to up town and west sedona

ResponseID Response

- 270 How much money is spent to staff a full-time gate guard at Back O' Beyond road? Do these specific residents pay more taxes? Is this permanent? I was under the impression that the gate guard would be there until work on the parking lot was completed. There isn't any ongoing work actually in process, however. We have many other residential roads that link to hiking trails around town. Are gate guards only provided to Back O Beyond due to the price of properties there? Can less wealthy areas of town expect similar special treatment by the City of Sedona in the future, if warranted? I feel if Back O Beyond residents want their community gated, they should incur the costs of doing so. With a functioning trail shuttle system now in place, the gate guard should be shelved.
- 272 i like what the city is doing
- 273 Leave the airport alone! Trash is fine. Need to focus on traffic and other ways around the problem for once in 23 years that I have lived here!
- 276 Getting pedestrians off the roadways should be a top priority as part of city's traffic mitigation and safety improvement strategies. The city's dark sky initiative is wonderful for stars but makes road crossings dangerous for pedestrians after dark.
- 277 Make the Cultural Park a viable performance space again - even if it must be enclosed
- 280 I think the budget should be decreased by 10% per year, rather than remain the same or be increased every year. 86 million budget for a town with less than 10,000 residents is ridiculous!
- 282 I don't have a strong view regarding the various priorities identified above. My biggest concern is the persistent lack of adequate medical options in Sedona. I believe that the City needs to develop a creative plan to attract medical professionals to Sedona, which could include free or subsidized housing and other incentives and that someone in City government needs to "own" this issue.
- 283 Get the 'drag and drop' to work! 1) Uptown Appeal 2) Water Retrofit 3) Pedestrian Bridges 4) Expand Arts Airport & Trash are a magnet for "mischief"
- 289 The City of Sedona needs to concentrate on traffic before spends money on frivolous items.
- 296 This is all garbage for the city to spend time on this survey. Its clearly weighted to what a far-left council wants and not to what the residents want.
- 297 Let Sedona residents garner a parking pass for all trailheads on a yearly basis. Even if it requires a greater cost. You have cut off direct use of trailhead parking in too many areas. That's not acceptable to many residents. We moved here 15yrs ago to freely use parking and trails and have purchased a "green pass" every year to do so.. Seems like you expect residents to use the shuttle like visitors. Once again this is unacceptable and will effect who we vote for in the next cycle.

ResponseID Response

299 The Cultural park is personally what I am most curious to see what the city decides to do. I truly believe that seeing a true concert venue in town would bring some much needed excitement (and youth) to town

300 Please: Stop focusing on anything in Uptown except the traffic problems created by 3 million tourists. Locals have no interest in going to Uptown and fighting for souvenirs and over-priced merchandise while there are no actual shopping facilities for every day needs without driving to Flagstaff or Cottonwood. It would be nice to limit the number of shops in a category as well. Also, why is there a postage stamp size dog park - Santa Fe has 50 acres! In addition the tourists park in the dog park parking lot designated on the city blueprint as dog park parking but there is no signage designating the lot for the dog park users only. The lot is generally full with non dog park users.

302 1) Your Traffic control folks at Tlaquepaque need to be in tune when the traffic back ups at the Y. Because of the accordion affect of cars stopping and going, pedestrians need to wait longer to cross the street. Longer run of cars is more efficient when things back up.
2) The efficiency of the traffic lights on 89a needs improvement. To many times, the lights are green for north and southbound with no traffic. Allowing NB and SB traffic to go at the same time is more efficient. Sensors in the roadway and for pedestrians would make this safe and possible

303 None needed. Don't spend the money. Use the savings and cutting the cost of advertising for tourists to cut sales taxes, then the locals might spend more money here.

307 I do not support any of the above.

310 None of the above should be in the hands of a town that can't even manage a simple budget.

313 No

315 Please budget money to discourage tourists from renting ATVs, OHVs, riding on helicopter/airplane tours that all destroy our natural environment and create a lot of noise

317 Thanks for asking.

318 YES, QUIT WASTING THE TAX-PAYER MONEY ON MORE FOOLISH PROJECTS

324 We need a bridge from Back and Beyond across the creek to 89A. It doesn't matter what the cost. It will be millions, but it will really help traffic and I would be willing to let all other projects go, so that we can have a safe & better traffic pattern.

326 The California mentality has permeated Sedona. Shave off budget expenses and lower taxes..

ResponseID Response

329 We love living in Sedona. Wonderful residents and city staff. But... The city has remained mired in a refusal to recognize the need for expanded infrastructure in the form of roads, bridges and bypasses to deal with the growth of population and visitors in our state and area. Stop trying to force the idealistic notion that everyone will get out of cars in the near future before it generates even worse impacts on our fiscal revenue, resident lifestyle and visitor experience.

334 Affordable housing continues to be a problem. Could there be incentives for Home Owners to build ADUs on their properties for long term tenants? I would do this if there was an incentive, in order to house single residents who work in the community.

338 Stop approving more commercial establishments that bring in more tourists such as resorts/hotels. Our infrastructure can't handle the current volume of tourists. Reduce the volume of tourists. We're planning to sell our home and move soon because of tourism taking over our city. It's become an undesirable to place to live because of tourists, jeep tours, UTVs. Get rid of the UTVs within city limits!

342 IMO the issues put forth represent nothing more than a means to hire more city employees. Sedona should have NEVER incorporated and many of those who pushed for it moved away AFTER the event. TOO MUCH GOVERNMENT AND CONTROL TAKEN OVER BY THE C OF C AND LODGING COUNCIL.

347 Build a bridge at Red Rock Crossing! Pave Schnebly Hill Road!

348 Focus City resources on improving Property Tax-paying residents' quality of life. We are in serious need of real, lasting, quality medical facilities. Reduce the pollution that's steadily killing the forest. Eliminate City sales tax to residents and increase it for tourists.

352 We need to address the traffic and housing issues in this town.

357 The town is dying as a community. In 2000 both Payson and Sedona were 10,000 people. Now Payson is 16,000 and Sedona is 9,900. The mass inflow of tourists is "fooling" some into thinking the town is vibrant. The numbers say otherwise. Only 60-70 single family home permits with over 80% never actually built. Please take diversification from tourism seriously. I'd love to hear local government talk about bringing in small tech companies, or a university satellite campus, or anything to bring JOBS.

360 Pedestrian bridge

364 None of the above are vital to quality of life; unless traffic is improved. You can't get to uptown to enjoy more arts or airport or hardware store to improve water reduction if you can't get out of your driveway.

371 These topics are fairly lame, they don't seem to resonate with our major issues of housing and traffic

ResponseID Response

373 Please recognize that the Council and especially City staff are working for the citizens and taxpayers of Sedona. There has been an unbelievable amount of hubris within City staff telling the citizenry what they are going to do vs. listening to them. This survey is a calculated example of that to get the results the council and staff wants to orchestrate.

375 I'd really like to see solutions for residents accessing 89A from neighborhood streets, like making connectors to streets with signals, or adding signals, etc. so it isn't a death defying and time consuming maneuver to leave the house (turning left on 89 is usually an adventure with multiple cars trying to turn left at the same time between long lines of traffic -- I've had several near collisions in the "suicide lane" because people use it like another traffic lane or don't look for other people turning, etc.).

378 Is anybody listening?

381 Thank you for your consideration.

386 None of the items mentioned should be Sedona government priorities. Stick to the fundamentals and quit wasting taxpayer money.

391 None of the above come close to the importance of fully funding efforts that will reduce our CO2e emissions. Where's the urgency? Where's the leadership on the most important issue ever in the history of our planet? It's shameful to be so self-centered and provincial in our priority setting.

392 Most of these choices are a waste of money. How about supporting the local schools?

401 Please enforce dark sky lighting protections and trash ordinance

406 Why not invest in something specifically for residents and NOT tourists like a Recreational Center, near the pool?

408 Should not think about ANYTHING ELSE until you fix the traffic/excess tourists.

411 The city engineered "speed ramps" are useless. The only vehicles they slow down are low slung sports cars. They have no affect on SUV suspension. You need multiple rapid rise bumps to slow traffic. The speed ramp on Chapel by the recently completed parking area by Mystic Hill trail head is a complete farce.

412 Pedestrian bridges could also include bridges over Oak Creek. As for water programs, is the City the right agency to intervene in water usage vs. the AZ corporate commission. How do we measure the value of water saved and can we really save enough to offset program costs ? Similar questions apply to recycling. More curbside recycling seems appealing, but at what costs ?

414 Leave it all alone for now. A good idea would be to reduce local's sales tax. Also, the number of employees has ballooned over the past 20 years with basically the same number of residents and visitors. It costs way too much to run the city government.

ResponseID Response

- 415 All of the projects your looking to fund in this study are other than possibly the pedestrian bridges, are a significant waste of funds. We already voted on the waste hauler issue, stop trying to create a monopoly, leave the people a choice and keep the market competitive, you'll hurt jobs and local businesses by having one hauler. This is complete over reach to even think about this. Whose getting paid off to be returning to this subject???? We voted, we said No.
- 427 The city should have its own trash trucks and pick-ups and make it part of the public works department. Residents do not want a monopoly trash pick up forcing us to use a certain trash service. The city might expand its own services and offerings.
- 428 Affordable housing is the most important thing we can do in Sedona
- 429 Sad that there is only one initiative here that I see, as they are stated, as important and it (consolidating trash) is minor. Really, focus on the initiatives that you are already working on. As for sustainability efforts look to helping residents replace their water thirsty plants by financial incentives and perhaps offering advice (partner with Master Gardeners?). Also, stronger incentives to install solar. As to the Airport, you did not give me enough info to be able to answer the question. How much decision making authority re the noise that affects a lot of residents would the City really have? Not sure we should add yet another layer of responsibility for the City. We have just taken on a few major projects (eg affordable housing and tourism) that added personnel, let's get that stuff right first.
- 431 Thank you for hosting this survey Please consider adding more shelter options for unhoused persons
- 432 I predict future residents will acknowledge how brave the current city counsel was in acquiring the Cultural Park property. This act is a great example of what city counsel needs to do in the future. Well done!
- 437 1. All of the above should not be implemented due to legal issues, and funding. 2. In addition, the City should not permit the use of any property at the cultural park or operate a homeless encampment for homeless workers at Sedona businesses. The next step will be to expand it to any homeless and illegal immigrants . 3. Some 23 - 25 years ago, with a population of 11,000 or so, and similar number of tourists, and traffic, the City"s employees were less than 1/3 of the current number. (Not including police) Cut staff by 2/3 . Why do we need them ?
- 438 In addition to the benefits already listed, the city can stop supporting SEDONA RECYCLES, a business with no cost of goods sold that cannot even operate without a loss. Select the trash vendor that does the best recycling. I heard they use disabled kids to sort the trash. Is that child/disabled person abuse?
- 439 City needs to be more concerned in fire safety. The maintenance of many lots, homes, and city managed areas is not sufficient. We are asking for a catastrophic fire event. The city should develop a program for tree trimming, brush removal, etc. once a year is not sufficient. One a month is more logical

ResponseID Response

440 \$3-4 million for a bridge is ridicules! Very suspect!

443 Add pedestrian bridges or underground walkways by Tlaquepaque

444 I am curious as to why they are building pedestrian bridge walkways near Tlaquepaque, and not stopping the foot traffic that crosses the street and stops the traffic flow.

448 Fix the flow of traffic on 179 northbound through Tlaquepaque and uptown for those who need to drive that road as a through road in order to get to places north of Sedona. OR put an officer at the "Y" to prevent vehicles from blocking the roundabout traffic because they can't move northbound on 89a through the one lane road in uptown.

453 create a local program where residents can ride shuttle for free and have red rock pass as part of our benefits.

457 I think the City of Sedona should lobby the state to create a "tourist zone" that would include VOC which electronic gates that requires payment of a fee for entry. Mass tourism is a major problem in many areas -- Venice, Amsterdam, etc. Venice has outlawed cruise ships (not a problem for Sedona) and charges tourists entry fees. Visitors should be required to book in advance. An electronic system some sort could be set up to admit and charge them. Maybe a huge parkinglot near I-17 with buses. Plan for 2050 when AZ will have 10 million.

463 rather limited selection of choices for how to spend our resources

471 I'm unimpressed by any of the above. I live near the Chapel and none of these proposals do anything for me.

472 I would LOVE a resident pass for parking at trailheads. This is all over the Hamptons in New York, you cannot park at the beach unless you are a resident and have a permit. Make it 1) tied to the license plate number of one private vehicle with a) proof of local utility and b) matching name on vehicle registration to someone who lives here so that it cannot be shared with airbnb guests or others. 2) Big fine to permit holder and canceling of permit if abused. 3) One per household. Then you are 95% certain only local residents are using it with their in car guests. I am mostly able to avoid traffic through timing. I do wish we had more organic grass-fed restaurants. I eat at Gerardo's and make everything else at home, buying from Farmer's Market my beef for example.

473 Leave tourism and short term rentals alone. Start prioritizing workforce housing and affordable housing. Why is this not in the budget!!! Do not create a safe parking homeless encampment at the cultural park.

478 I would like the City to help preserve native green spaces and help get rid of Tree of Heaven and other invasive plants.

479 I'd like to see ADOT pave or improve Schnebly Hill road for regular cars, or the city take it over. It would be another route into/out of the city. The Jeep tours have enough other options. Thank you for all you do.

ResponseID Response

485 I noticed a long list of benefits for trash-hauling consolidation, and agree with most of them. But we selected Waste Management for a seemingly stupid reason-they pick up on Tuesdays, thus avoiding Monday holiday disruption. Please, if you do consolidate, get a hauler who will be reliable and predictable! As for the other items, I don't think they are necessary or the bailiwick of city government.

487 I do not like the idea of constructing pedestrian bridges Uptown or consolidating trash hauling services

493 Encourage more Uber

495 The city should examine all of its current irrigated properties for conservation updates. See the note I put in under residential water ideas. Thx & thx for soliciting input.

511 NEED TO FIND WAYS TO MITIGATE IMPACT OF TOURISTS BEFORE YOU DO ANYTHING ELSE. TRAFFIC, TRASH AND INABILITY TO USE ANY SUPERMARKETS, RESTAURANTS OR TRAILS VAST MAJORITY OF TIME.

513 There should be a bridge at Tlaquepaque. The pedestrian way under the bridge will NOT be used, if the crosswalk is still available. The website to rank initiatives is not working. Highest priority is to consolidate trash hauling. The City should NOT get involved in the airport. It's okay just as it is! Promotion of tourism is still needed. Why were there no questions regarding this? Our store sales have dropped due to fewer visitors.

529 repeal sales tax

571 None of the foregoing "survey topics" should be funded. By requesting/forcing a ranking the city is merely providing cover for unnecessary expenditures. If the city is projecting a surplus, there are two logical options: 1.) cut the local sales tax and/or 2.) retire the current debt. The city is not a professional manager of airports or trash hauling or arts. The city's focus should be on reducing cost of capital improvements, public safety, "general government", and public works - areas that comprise ~ 60% of the revenue transfers. The city should be audited by an accredited professional public government accountability consultancy to verify that it is providing essential services at the lowest reasonable cost and taxes are set accordingly. Hoarding surpluses indicates that this is not the case. None of the "survey topics" listed above are free and none are fundamental to the base operations the city is responsible to the citizens for.

574 None of these truly need to be pursued. In regards to trash hauling, not everyone has room for two trash cans. Continuing to let people choose a trash company would be greatly appreciated.

576 \$\$\$ should go into fixing the cultural park back into the music venue it once was

577 Sedona residents - I am one - want you to fix the traffic problem! Please stop spending money where it has little impact.

578 I think the priority would be anything to improve traffic flow

ResponseID Response

580	For the next survey I would like to see how city could improve their health and youth services for their citizens. I would like to see city offering more services to children and youth (bring back after school services at the Hub) and utilizing pool for a year around services for us. Thank you !
586	We need affordable housing and moving visitors around efficiently (uptown walking bridge, Tlaquepaque pedestrians) before we spend money on anything on this list.
587	Sedona does not have a 'fireworks' display for July 4. What if we had one of those 'drone shows' that would 'hover' over the airport, where a lot of folks could see from their homes?
588	Preserve the cultural park as it was originally intended and put the effort behind that not uptown
593	Too bad affordable housing and STR issues didn't even make your survey. They are way more important than all but one of your issues in this survey!
599	Stop overnight parking at cultural Park. It will not benefit the residents. How much money will this cost? How will it affect the environment in that area? So many questions and the residents of Sedona are not getting the answers. Hold a citywide meeting at the high school to discuss, then take a vote of who is present at the meeting.
607	Bad precedent city is setting to run a sanctioned homeless overnight parking lot - built it and they will come.
618	The problem with consolidating the trash is people with horses rent dumpsters and Waste management is the only one who will pick it up in a dumpster.
633	I'm not sure about the pedestrian bridge. Seems it would be an eye sore, blocking skyline. I would like to include revitalizing the cultural park as a music venue. Uptown would be appealing if it had a coffee shop that was a good working space for locals (with parking avail), so not sure how realistic this is. The taco truck is currently the best part of uptown!
640	City should clean and manage Their 5'-6' areas between street and private property in residential areas, instead of adding it to property owners. This was done for years and years, then stopped 4-5 years ago with no other notice then to tell us to do it? When thinking about alternate street crossings, etc. such as bridges and underpasses, make Sure to include mobility for handicap. Example: The underpass at Tlaquepaque could use electric carts (like at the markets) to assist people to make the long path.
664	With city roads/streets in many subdivisions lacking proper maintenance, it seems to me that all of the considerations offered are wasteful. Why can't this city properly maintain their current obligations?
670	No Parking garage in Uptown!
675	City needs to acquire 89a from the State.

ResponseID Response

677 I don't believe that the city acquiring the airport is a good idea. It is run by competent people who do they best they can with the situation that exists. Having the airport in the middle of the city is the problem, not how it is being managed. If you wanted to improve the airport noise situation, I would suggest moving the airport out onto county land outside of town with free shuttles into town.

684 The improvements to Posse Grounds area have been exemplary. Kudos.

689 I would like to see the performing arts such as theatre be funded. The "animated" part of our town's mission statement seems to be missing. I LOVE the art that is featured around town and I'd love to see the actual LIVE performances be funded as well. This could mean a budget going towards Sedona Youth Theatre -a successful 16 year theatre program for kids that as of this year 2024 has a new home at Mary Fisher with the International Film Festival. With assistance for LIVE theatre, we (Dev Ross and Shondra Jepperson), could produce more LIVE theatre performances here that would be involving young actor/singers along with professionals in our community in plays, musicals, variety shows, etc. LIVE performances help with the mission statement of "animated."

693 Curbside recycling is a good idea in theory but will only invite more pests unless it's in covered bins...but then what, two bins? Patriot says they recycle but read the fine print, ONLY if things aren't bagged. Who doesn't bag their trash? So we still end up taking our own recycling.

696 N/A

697 Scale back the amount of ATVs that can be rented at a single rental location.

700 Forget trash truck consolidation. Ridiculous

702 Please seriously look at your every decision to make your efforts align with Sedona returning to a pleasant place to live, not just visit.

703 I hope I didn't waste 10 minutes of my life completing this survey.

704 Sedona needs to support more funding for the performing arts non-profits of sedona. This should not be connected to there funding sources.

706 Stop building more hotels and residential areas that increase the traffic issues.

709 No

715 Uptown can be a mess. Please continue to work towards an easier way for tourists to get around and not hold up the terrible traffic dilemma that has only increased through the years. Thanks

719 Council: DO NOT VOTE ON SEDONA BECOMING A 15 MINUTE CITY.

ResponseID Response

721 STOP NOISE POLLUTION. CREATE A CITY ORDINANCE PROHIBITING LOUD CARS/MUFFLERS. HOT ROD CARS AND LOUD MOTORCYCLES ARE HORRIFIC HERE. SEE SEAL BEACH CA AS THEY ARE VERY STRICT AND IT WORKS!! SIGNS WARNING VISITORS ENTERING CITY LIMITS THEY WILL BE TICKETED

729 Why isn't housing traffic on your priorities? Let go of Airport, let go of trash. Your council meetings are too long, inefficient time. Council needs to be better 'read' on issues, sometimes you get into the weeds on a subject that is JUST an information update, no decision is to be made. The 'what if' and out of the ozone questions waste time..understand the purpose of the item on the agenda..example last Safe to Park meeting..review the council portion..this was an update on project...what if...what if...

733 No.

736 Please build a median in highway 89 through west Sedona. That's my number one request

742 There needs to be focus on residents that live in and around the area more than a homeless park. Ignorance has lead to this last resort bandaid and it's time the city pays attention to its housing crisis because it is the LOCALS that support the tourism we thrive off of. Take care of us first, expand second. Can't have tourism without sustainable housing and development for those who fully reside here.

753 Please continue working to raise awareness of the damage caused by ATV's and outrageous rent & property prices caused by greedy short term rents and air bnb's.

756 provide monthly brush pickup. Start a Fire Safe program so that lots and cluttered homes need to be maintained. We are asking for trouble with all the unkept lots and property, when it comes to fire.

757 Uptown needs a modern fire station. Uptown is vulnerable to wildfire in the National Forest. Has the Uptown water system and pressure been modernized? Fire Prevention and Preparedness should be a major budget consideration not public statues. Residents lives before anything else.

758 Now consider adding pedestrian bridge over 179 at Tlaquepaque in addition to the walkway under the bridge ,if you don't install a highway median wall to prevent pedestrians crossing the road. Alternative idea: add pedestrian stop light at crosswalk at Tlaquepaque that allows crossing every 30 minutes (they can shop more while they are waiting or walk under the bridge.)

764 You need a whole lot more questions for public transportation.

769 so much congestion means that residents can't enjoy being here.

777 Improving vehicular traffic flow and controlling short term rentals are the most important issues.

ResponseID Response

781 Nope

787 Q #7 should have as a selection: None of the Above

788 none of the above are critical to local full time residents

796 Fix traffic lights in uptown to improve flow of traffic. Get rid of city paid workers stopping vehicle traffic to private neighborhoods along 179. Pay your employees better so they don't leave for other jobs and/or make local housing vouchers available to them as additional compensation. Stop designating over night parking locations in primo spots and subsidizing "van life". There is a trend in social media influencers to live out of a van instead of a residence which cultural park caters to. This will soon be taken over by such people and govt funding to get people in to housing will be waisted. An overnight parking lot is a good idea but place it where people can walk to get groceries and can be a safe location for domestic violence victims not worried about stalking from their abuser.

797 We need cheaper and better internet. That should be a priority. Other towns nearby have at least a choice. Optimum rips us off. I'm paying \$138 for basic internet. The same goes for APS. The add excessive fees to their bills. Also if your one trash company raises rates because of no competition that will only hurt us.

810 Would it be possible to pave Schnebly Hill road to connect with Hwy.17 at Munds Park? It would cut down on the traffic problem and give everyone an alternate to go to Flagstaff and in less time.

818 resident permits for trail parking. no homeless encampments. buy a hotel to give rooms to working homeless. enforce dark skies ordinance . to many trash cans out all week.

825 Thank you for this survey.

828 My # 1 priority is for the city to build shared use pathways to connect neighborhoods to businesses and provide safe walking and biking opportunities.

834 I think the city is doing a wonderful job, and it makes residence lives easier and happier. Perhaps the city could look into the height and intensity of the posse grounds lights. They are impossibly bright, impossibly high, and they flood our bedroom and light up the wall opposite windows. We are to darken our living space or to view dark skies, or to see a moonrise. REALLY? What a shock when we moved here because of dark skies. The Manager of parks and recreations was very helpful and gave me lots of information about the lights. He said he did not yet know the details on the pickle ball court lights. In the last few years, has the allowable volume been raised for events at posse grounds? I'm about a half a mile away, and I can clearly hear the words in song and speech over the loudspeakers. Thank you very much for reading all of this and for asking our opinions. Sending our best to the city staff.

835 No

837 residents should be able to park at trailheads when shuttles are running

ResponseID Response

838 Hold off on homeless parking lot until city lawsuit appeal has been decided. We need more services or funding to help seniors access healthcare transportation. Enforce airbnb trash laws.

844 More affordable rental housing is needed!

845 This survey is badly biased. I do not care to rank any of the items in question 7 as City priorities. The acquisition of the Cultural Park Place was a debacle and demonstrates the City's fundamental inability to govern wisely and efficiently.

846 This questionnaire is biased in it's wording. The City has proved its inability to govern wisely with a 23 million dollar purchase of property with NO plan and now they want to turn it into a homeless park...just what we need.

848 Keep up the good work. The new Community Plan should just be a slight edit of the previous Community Plan with sustainability efforts integrated into every department and community activity. Getting vehicles off the road is a much better solution to traffic than building more roadways.

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	\$ 45,810,920	\$ 1,107,600	\$ 76,200	\$ 164,620	\$ 4,905,500	\$ 620,900	\$ 224,420	\$ 4,090	\$ 334,100	\$ 7,340,700	\$ 2,696,390	\$ 63,285,440
One-Time Revenues	68,800	-	-	2,716,980	-	1,075,000	312,500	-	616,600	1,134,100	182,920	6,106,900
Contingent Revenues	-	-	-	500,000	-	-	-	-	-	-	-	500,000
Total Revenues	45,879,720	1,107,600	76,200	3,381,600	4,905,500	1,695,900	536,920	4,090	950,700	8,474,800	2,879,310	69,892,340
Expenditures												
Ongoing Expenditures	26,821,530	2,679,530	519,350	96,690	147,730	-	-	-	3,100,120	6,137,520	2,513,920	42,016,390
One-Time Expenditures	3,088,300	275,760	-	772,120	-	-	48,000	-	315,570	661,880	329,420	5,491,050
Capital Improvement Projects	-	-	-	-	-	29,915,790	5,714,360	119,000	1,901,000	8,432,120	-	46,082,270
Debt Service	2,300,600	-	-	-	341,580	-	248,570	-	-	4,334,500	-	7,225,250
Equipment Replacement Reserve Contributions	(275,380)	(73,360)	-	-	-	-	-	-	(236,710)	(219,590)	(240,440)	(1,045,480)
Major Maintenance Reserve Contributions	-	-	-	-	-	-	-	-	-	(388,800)	-	(388,800)
Contingency	300,000	-	56,850	500,000	-	-	-	-	-	100,000	-	956,850
Total Expenditures	32,235,050	2,881,930	576,200	1,368,810	489,310	29,915,790	6,010,930	119,000	5,079,980	19,057,630	2,602,900	100,337,530
Net Revenues/Expenditures	13,644,670	(1,774,330)	(500,000)	2,012,790	4,416,190	(28,219,890)	(5,474,010)	(114,910)	(4,129,280)	(10,582,830)	276,410	(30,445,190)
Transfers and Other Financing Sources (Uses)												
Transfer from other funds	-	1,938,220	500,000	-	-	10,527,180	1,311,520	41,200	4,479,990	4,911,860	35,000	23,744,970
Transfer to other funds	(8,339,060)	-	-	(1,911,860)	(12,141,330)	(1,352,720)	-	-	-	-	-	(23,744,970)
Net Transfers and Other Financing Sources (Uses)	(8,339,060)	1,938,220	500,000	(1,911,860)	(12,141,330)	9,174,460	1,311,520	41,200	4,479,990	4,911,860	35,000	-
Beginning Fund Balances	26,711,518	1,159,950	18,900,000	247,102	7,659,808	35,786,609	1,402,040	89,803	6,603,886	15,623,335	1,696,498	115,880,550
Ending Fund Balances												
Operating Reserve	8,842,430	829,640	-	-	-	-	-	-	-	1,988,720	-	11,660,790
Street Rehab/Preservation Reserve	-	300,000	-	-	-	-	-	-	-	-	-	300,000
Future Transit System Implementation	-	-	-	-	-	-	-	-	5,300,245	-	-	5,300,245
Restricted Capital Reserve	-	-	-	-	1,887,650	25,374,450	989,070	-	-	5,700,000	-	33,951,170
Equipment Replacement Reserve	2,001,478	194,200	-	-	-	-	-	-	473,420	1,430,143	1,509,328	5,608,569
Major Maintenance Reserve	-	-	-	-	-	-	-	-	-	268,680	-	268,680
Reserves for Loans	2,760,450	-	18,900,000	-	-	-	-	-	-	-	-	21,660,450
FY23 Surplus to be Allocated	4,331,633	-	-	-	-	-	-	-	-	-	-	4,331,633
Estimated FY24 Surplus to be Allocated	11,050,257	-	-	-	-	-	-	-	-	-	-	11,050,257
Remaining Available Fund Balance	3,030,880	-	-	348,032	(1,952,982)	(8,633,271)	(3,749,520)	16,093	1,180,931	564,822	498,580	(8,696,434)
Total Ending Fund Balances	\$ 32,017,128	\$ 1,323,840	\$ 18,900,000	\$ 348,032	\$ (65,332)	\$ 16,741,179	\$ (2,760,450)	\$ 16,093	\$ 6,954,596	\$ 9,952,365	\$ 2,007,908	\$ 85,435,360

SUMMARY OF OVERALL BUDGET CHANGES

All Funds

	Operating Budget	CIP Budget	Totals
Comparison to FY 2024 Adopted			
FY 2024 Adopted Budget	\$52,235,530	\$33,584,090	\$85,819,620
<u>Significant Changes:</u>			
Increases for traffic improvements including construction of the Uptown parking garage	\$0	\$10,200,830	\$10,200,830
Increases for wastewater operating and capital infrastructure needs	\$234,060	\$2,925,235	\$3,159,295
Decrease for grant contingencies	(\$1,875,320)		(\$1,875,320)
Net increases for Police Department operations and capital infrastructure needs (including addition of 1.4 FTEs)	\$607,408	\$384,200	\$991,608
Decreases for Parks & Recreation capital infrastructure needs		(\$875,000)	(\$875,000)
Decreases for Storm Drainage capital infrastructure needs		(\$780,000)	(\$780,000)
Increases for citywide business software		\$550,000	\$550,000
Increases in streets maintenance costs	\$395,900		\$395,900
Increases in facilities maintenance costs (including addition of 2.0 FTEs)	\$393,155		\$393,155
Increase in one-time additional contribution toward PSPRS unfunded	\$300,000		\$300,000
Increases in information technology costs	\$208,970		\$208,970
Increases for tourism and economic initiatives costs (including addition of 1.0 FTEs)	\$276,580		\$276,580
Decreases for debt service payments on bonds compared to placeholder in prior year	(\$197,230)		(\$197,230)
Increase in small grants program costs	\$150,000		\$150,000
Increases in other existing personnel costs for pay adjustments, other added positions, and change in insurance and pension rates	\$855,540		\$855,540
Increases in indirect cost allocations (allocations result in double counting of expenditures, not an increase in payments to employees or vendors)	\$297,350		\$297,350
Net increases in other CIP projects		\$92,915	\$92,915
Other miscellaneous changes	\$373,317		\$373,317
FY 2025 Proposed Budget	\$54,255,260	\$46,082,270	\$100,337,530
% Change	4%	37%	17%

INTER-FUND TRANSFERS

FY 2025 INTER-FUND TRANSFERS

Transfers Out	Transfers In								
	Streets Fund	Housing Fund	Capital Improvements Fund	Development Impact Fees Funds	Art in Public Places Fund	Public Transit Enterprise Fund	Waste-water Enterprise Fund	Information Technology Internal Service Fund	Totals
General Fund	\$1,938,220	\$500,000	\$2,500,000	\$ -	\$ -	\$ 365,840	\$3,000,000	\$35,000	\$8,339,060
Grants, Donations & Restricted Funds	-	-	-	-	-	-	1,911,860	-	1,911,860
Transportation Sales Tax Fund	-	-	8,027,180	-	-	4,114,150	-	-	12,141,330
Capital Improvements Fund	-	-	-	1,311,520	41,200	-	-	-	1,352,720
Totals	\$1,938,220	\$500,000	\$10,527,180	\$1,311,520	\$41,200	\$4,479,990	\$4,911,860	\$35,000	\$23,744,970

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 \$1,938,220 for fiscal year 2024-25.
- **Funding for Housing** – The annual transfer to provide funding for the Housing Fund for fiscal year 2024-25 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 2024-25 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 2024-25 budget projects a transfer of \$8,027,180 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 \$41,200 was budgeted in the Capital Improvements Program for transfer to the Art in Public Places Fund for this purpose.
- **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 2024-25 budget includes a transfer of \$365,840 from the General Fund to the Public Transit Enterprise Fund to cover the grant matching requirement.

INTER-FUND TRANSFERS

continued

- **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 2024-25 budget projects a transfer of \$2,933,750 for operating costs and \$1,180,400 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 \$3,000,000 for fiscal year 2024-25 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 \$35,000 from the General Fund has been included to cover those costs with the paid parking revenues.
- **One-Time Transfers**
 - **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 \$1,311,520 is budgeted for transfers to the Development Impact Fees Funds.
 - **Wastewater Subsidy** – The fiscal year 2024-25 budget includes a projected need of \$1,911,860 of American Rescue Plan Act (ARPA) funding to support capital improvement needs.

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 \$139 million of city sales taxes.

Since FY 1989, the Wastewater Enterprise Fund has been subsidized with over \$139 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.

INTER-FUND TRANSFERS

continued

City Sales Tax Subsidy to Wastewater Enterprise Fund (cont'd)

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 to 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 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
FY2023	145.57	4.35	2.00	1.00	1.50	17.08	6.00	177.50
FY2024	150.08	4.11	2.00	1.00	1.50	17.10	6.00	181.89
FY2025	156.01	4.11	2.00	1.00	1.50	17.10	6.00	187.72

SUMMARY OF FULL-TIME EQUIVALENTS BY DEPARTMENT

Department	FY2023	FY2024	FY2025
City Council	7.00	7.00	7.00
City Manager's Office ⁽¹⁾	14.20	7.90	5.00
Human Resources ⁽²⁾	2.00	2.17	3.00
Financial Services	11.24	11.56	11.00
Communications, Tourism & Economic Initiatives ⁽³⁾	-	-	7.00
City Attorney's Office ⁽⁴⁾	3.54	3.54	4.00
City Clerk's Office	2.92	3.88	3.88
Parks & Recreation	9.05	9.02	9.02
Community Development	14.97	15.41	15.14
Public Works ⁽⁵⁾	35.65	35.85	38.85
Tourism & Economic Initiatives ⁽³⁾	1.00	3.10	-
Sustainability	-	3.00	3.00
Police ⁽⁶⁾	47.63	48.63	50.00
Municipal Court	5.80	6.33	6.33
Housing	-	2.00	2.00
Public Transit	1.50	1.50	1.50
Wastewater	15.00	15.00	15.00
Information Technology	6.00	6.00	6.17
Total	177.50	181.89	187.72

⁽¹⁾Decrease in City Manager's Office due to establishment of a stand-alone department for Communications, Tourism & Economic Initiatives including transfer of Communications positions to the new department.

⁽²⁾Increase in Human Resources due to addition of a Human Resources Specialist position, offset by elimination of a 2-month overlap for an incoming Human Resources Manager prior to retirement of the former Human Resources Manager.

⁽³⁾Increase in Communications, Tourism & Economic Initiatives due to establishment and restructure of a stand-alone department instead of a program under the City Manager's Office with consolidation of the former Tourism & Economic Initiatives Department.

⁽⁴⁾Increase in City Attorney's Office due to reestablishment of the part-time Assistant City Attorney position to full-time with the reduction of contracted legal services, offset by a reduction of a temporary city employee position.

⁽⁵⁾Increase in Public Works due to addition of a Program Manager, Facilities Maintenance Worker, and Custodial Maintenance Worker positions.

⁽⁶⁾Increase in Police due to addition of a Victim Services Specialist/Background Investigator position, an increase in the Property & Evidence Technician position from part-time to full-time, and restructure of a portion of the part-time Community Service Aide positions to two full-time Community Service Officer positions.

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

Department/Authorized Position	FY2023	FY2024	FY2025	Change from FY2024
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	2.00	2.00	-
Assistant City Manager/Director of Public Works (GF)	0.20	-	-	-
Housing Manager (AHF)	1.00	-	-	-
Communications & Public Affairs Manager (GF)	1.00	1.00	-	(1.00)
Sustainability Manager (GF)	1.00	-	-	-
Assistant to the City Manager (GF)	1.00	-	-	-
Web Content Manager (GF)	1.00	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	-	-	-
Sustainability Coordinator (GF)	2.00	-	-	-
Short-Term Rental Specialist (GF)	1.00	-	-	-
Housing Coordinator (AHF)	1.00	-	-	-
Executive Assistant (GF)	1.00	1.00	1.00	-
City Manager's Office Total	14.20	7.90	5.00	(2.90)
Human Resources				
Human Resource Manager (GF)	1.00	1.17	1.00	(0.17)
Human Resource Specialist (GF)	1.00	1.00	2.00	1.00
Human Resources Total	2.00	2.17	3.00	0.83
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	1.00	-
Budget & Financial Analyst (GF)	1.00	1.00	1.00	-
Revenue Supervisor (GF)	1.00	1.00	1.00	-
Accountant I (GF)	1.00	1.00	1.00	-
Accounting Technician II (GF)	3.00	3.00	3.00	-
Administrative Assistant (GF)	1.00	1.00	1.00	-
Temporary City Employee (GF)	0.24	0.56	-	(0.56)
Financial Services Total	11.24	11.56	11.00	(0.56)
Communications, Tourism & Economic Initiatives				
Communications & Tourism Director (GF)	-	-	1.00	1.00
Tourism Manager (GF)	-	-	1.00	1.00
Marketing Manager (GF)	-	-	1.00	1.00
Special Initiatives Coordinator (GF)	-	-	1.00	1.00
Tourism & Economic Initiatives Coordinator (GF)	-	-	3.00	3.00
Communications, Tourism & Economic Initiatives Total	-	-	7.00	7.00

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

continued

Department/Authorized Position	FY2023	FY2024	FY2025	Change from FY2024
City Attorney's Office				
City Attorney (GF)	1.00	1.00	1.00	-
Assistant City Attorney (GF)	1.50	1.50	2.00	0.50
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	4.00	0.46
City Clerk's Office				
City Clerk (GF)	1.00	1.00	1.00	-
Deputy City Clerk (GF)	1.00	1.00	1.00	-
Short-Term Rental Specialist (GF)	-	1.00	1.00	-
Records Clerk (GF)	0.88	0.88	0.88	-
Temporary City Employee (GF)	0.04	-	-	-
City Clerk's Office Total	2.92	3.88	3.88	-
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	-
Administrative & Recreation Assistant (GF)	2.00	1.00	1.00	-
Events & Rentals Coordinator (GF)	-	1.00	1.00	-
Recreation Assistant (GF)	0.20	0.26	0.26	-
Pool Manager (GF)	0.31	0.27	0.27	-
Pool Assistant Manager (GF)	0.51	0.46	0.46	-
Lifeguard (GF)	1.37	1.15	1.15	-
Swim Instructor (GF)	1.30	1.50	1.50	-
Aqua Fitness Instructor (GF)	0.04	0.03	0.03	-
Scorekeeper/Umpire/Referee (GF)	0.32	0.35	0.35	-
Parks & Recreation Total	9.05	9.02	9.02	-
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	1.00
Associate Planner (GF)	2.00	3.00	3.00	-
Building Inspector II (GF)	1.50	1.00	1.00	-
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	2.00	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)	1.47	0.41	0.14	(0.27)
Community Development Total	14.97	15.41	15.14	(0.27)

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

continued

Department/Authorized Position	FY2023	FY2024	FY2025	Change from FY2024
Public Works				
Assistant City Manager/Director of Public Works (GF)	0.71	-	-	-
Assistant City Manager/Director of Public Works (SF)	0.05	-	-	-
Assistant City Manager/Director of Public Works (WWF)	0.04	-	-	-
Director of Public Works/City Engineer (GF)	-	0.84	0.84	-
Director of Public Works/City Engineer (SF)	-	0.10	0.10	-
Director of Public Works/City Engineer (WWF)	-	0.06	0.06	-
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	0.75	-
Engineering Supervisor (SF)	0.25	0.25	0.25	-
Associate Engineer (GF)	1.85	1.85	1.85	-
Associate Engineer (TSTF)	1.00	1.00	1.00	-
Associate Engineer (WWF)	0.15	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)	1.95	1.95	1.95	-
Assistant Engineer (WWF)	0.05	0.05	0.05	-
Grants Analyst (GF)	0.50	0.50	0.50	-
Chief Engineering Inspector (GF)	0.50	0.50	0.50	-
Chief Engineering Inspector (WWF)	0.50	0.50	0.50	-
Program Manager - Trails/Parking (GF)	-	-	1.00	1.00
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)	0.95	0.95	0.95	-
Facilities Maintenance Supervisor (SF)	0.05	0.05	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	0.97	-
Public Works Administrative Supervisor (SF)	0.03	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)	6.47	6.76	6.76	-
City Maintenance Worker II (SF)	2.20	1.91	1.91	-
City Maintenance Worker II (WWF)	0.33	0.33	0.33	-
Facilities Maintenance Worker (GF)	1.00	1.00	2.00	1.00
Administrative Assistant (GF)	0.91	0.91	0.91	-
Administrative Assistant (SF)	0.09	0.09	0.09	-
Custodial Maintenance Worker (GF)	3.00	3.00	4.00	1.00
Traffic Control Assistant II (GF)	1.00	1.00	1.00	-
Traffic Control Assistant (GF)	3.10	3.10	3.10	-
Public Works Total	35.65	35.85	38.85	3.00

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

continued

Department/Authorized Position	FY2023	FY2024	FY2025	Change from FY2024
Tourism & Economic Initiatives (previously Economic Development)				
Economic Development Director (GF)	1.00		-	-
Tourism & Economic Initiatives Manager (GF)	-	1.00	-	(1.00)
Special Initiatives Coordinator (GF)	-	0.10	-	(0.10)
Tourism & Economic Initiatives Coordinator (GF)	-	2.00	-	(2.00)
Tourism & Economic Initiatives Total	1.00	3.10	-	(3.10)
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 and Manager (GF)	1.00	2.00	2.00	-
Police Sergeant (GF)	6.00	5.00	5.00	-
Police Detective (GF)	2.00	2.00	2.00	-
Police Officer (GF)	18.00	19.00	19.00	-
Communication/Records Supervisor (GF)	1.00	1.00	1.00	-
Communications Specialist (GF)	8.00	8.00	8.00	-
Community Service Officer (GF)	2.00	2.00	4.00	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	1.00	0.27
Victim Services Specialist/Background Investigator (GF)	-	-	1.00	1.00
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	1.00	(1.90)
Police Total	47.63	48.63	50.00	1.37
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)	0.50	0.50	0.50	-
Temporary City Employee (GF)	0.25	0.78	0.78	-
Municipal Court Total	5.80	6.33	6.33	-
Housing				
Housing Manager (AHF)	-	1.00	1.00	-
Housing Coordinator (AHF)	-	1.00	1.00	-
Housing Total	-	2.00	2.00	-

POSITION LIST/FULL-TIME EQUIVALENTS

continued

POSITION LIST

continued

Department/Authorized Position	FY2023	FY2024	FY2025	Change from FY2024
Public Transit				
Transit Administrator (PTF)	1.00	1.00	1.00	-
Grants Analyst (PTF)	0.50	0.50	0.50	-
Public Transit Total	1.50	1.50	1.50	-
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)
Project Manager (WWF)	-	-	1.00	1.00
Wastewater Inspector (WWF)	1.00	1.00	1.00	-
Collections Operator III (WWF)	1.00	1.00	2.00	1.00
Lab Technician (WWF)	1.00	1.00	1.00	-
Collections Operator II (WWF)	1.00	1.00	-	(1.00)
Plant Operator II (WWF)	3.00	3.00	3.00	-
Collections/Camera Operator I (WWF)	1.00	1.00	1.00	-
Preventative Maintenance Technician (WWF)	1.00	1.00	1.00	-
Administrative Assistant (WWF)	1.00	1.00	1.00	-
Wastewater Total	15.00	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)	2.00	2.00	2.00	-
System Administrator (ITF)	1.00	1.00	1.00	-
IT Support/Help Desk Technician (ITF)	1.00	1.00	1.17	0.17
Information Technology Total	6.00	6.00	6.17	0.17
City-Wide Totals				
General Fund	145.57	150.18	156.01	5.83
Streets Fund	4.35	4.11	4.11	-
Affordable Housing Fund	2.00	2.00	2.00	-
Transportation Sales Tax Fund	1.00	1.00	1.00	-
Public Transit Fund	1.50	1.50	1.50	-
Wastewater Fund	17.08	17.10	17.10	-
Information Technology Fund	6.00	6.00	6.17	0.17
Total City Full-Time Equivalents	177.50	181.89	187.89	6.00

(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 2025 Staffing Changes

The City staffing changes were based on analyses of departmental needs and funding allocations. The fiscal year 2024-25 budget includes the following changes:

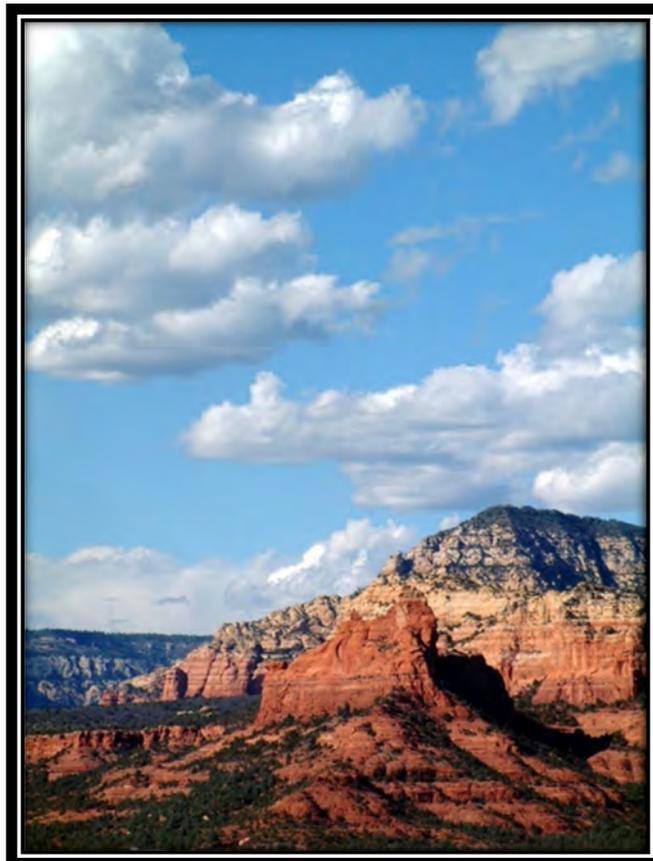
- Six full-time positions were added:
 - A Human Resources Specialist position was added to the Human Resources Department to address capacity needs and improve service levels for recruitment, retention, and workplace safety.
 - As the in-house Tourism Bureau is developed, staffing needs are being identified. Staffing levels are well below the levels previously included in the budget for the former Sedona Chamber of Commerce & Tourism Bureau (SCC&TB) contract. One additional Tourism & Economic Initiatives Coordinator position has been added for fiscal year 2024-25.
 - A Program Manager position was added to the Public Works Department for a growing need for parking and trails management.
 - A Facilities Maintenance Worker position was added to the Public Works Department for a growing need due to the City's aging facilities and the addition of the Sycamore facility (the former School District admin site). The Ranger Station Park will be completed soon, so the house and barn will also be added to the list of facilities maintained. The extra position will be important for an adequate succession and apprenticeship plan.
 - A Custodial Maintenance Worker position was added to the Public Works Department. This is contingently recommended as a placeholder pending additional analysis. An analysis of contracting out a portion of the custodial needs vs. adding another position will be performed, in addition to better definition about service level expectations. Hiring would not be authorized until the analysis is complete.
 - A Victim Services Specialist/Background Investigator position was added to the Police Department to enhance services for victims and address the growing need for background investigations.
- The following positions were added or eliminated for facilitation of retirement transitions:
 - A temporary 2-month overlap of the retiring Human Resources Manager with the incoming Human Resources Manager to assist with training and transition of the position was eliminated in the Human Resources Department.
 - TO BE ADDED: A temporary 2-month overlap of the retiring GIS Analyst with the incoming GIS Analyst will be included in the Information Technology Department to assist with training and transition of the position.
- The following positions were transferred to the new Communications, Tourism & Economic Initiatives Department:
 - The Communications & Public Affairs Manager position was transferred from the City Manager's Office and restructured as a Communications & Tourism Director position.
 - The Web Content Manager position was transferred from the City Manager's Office and restructured as a Marketing Manager position.
 - The Special Initiatives Coordinator position was transferred from the City Manager's Office.
 - The Tourism Manager and two Tourism & Economic Initiatives Coordinator positions were transferred from the former Tourism & Economic Initiatives Department.
- Six positions were increased from part-time to full-time:
 - In fiscal year 2021-22, an Assistant City Attorney position was reduced to part-time and contracted legal services were increased to fill the gap. For fiscal year 2024-25, the Assistant City Attorney position has been returned to full-time and contracted legal services were reduced.

POSITION LIST/FULL-TIME EQUIVALENTS

continued

FY 2025 Staffing Changes (cont'd)

- The Property & Evidence Technician position was increased from part-time to full-time to address the growing demands for the position.
 - The equivalent of four 19-hour-per-week part-time Community Service Aide positions have been restructured to two full-time Community Service Officer positions due to the difficulties filling the part-time Community Service Aide positions and the need for consistent staffing.
- During fiscal year 2023-24, 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. The following positions were restructured:
 - In fiscal year 2023-24, a Building Permits Technician I position was added through the temporary transfer of the authorized FTE for the Assistant to the City Manager position. Instead of returning the authorized FTE to the City Manager's Office, the authorized FTE has been permanently transferred to the Community Development Department for a Senior Planner position.
 - A Building Permits Technician I position was restructured as a Building Permits Technician II position in the Community Development Department.
 - The Mechanic/Electrician position was restructured as a Project Manager position in the Wastewater Department.
 - The Collections Operator II position was restructured as a Collections Operator III position in the Wastewater Department.
- Other adjustments included adjustments to the hours of some temporary positions.



City of Sedona
FY 2024-25 Proposed Budget
Summary of Carryover Requests - Operating Budget

Department	Program	Description	FY Approved	Status	Amount
General Fund					
Parks & Recreation	Aquatics	Pool ID Card Printer	FY2024	Not Started	\$ 1,250
Financial Services	Administration	Banking Services RFP	FY2024	On Hold	\$ 40,000
Community Developmnt.	Long Range Planning	Cultural Park Area Master Plan	FY2024	Working on contract	\$ 105,000
General Fund Total					\$ 146,250
Development Impact Fee Funds					
General Services	Administration	DIF 5-year Update Study	FY2023	In Process	\$ 48,000
Development Impact Fee Funds Total					\$ 48,000
Wastewater Enterprise Fund					
Financial Services	Revenue Management	Wastewater Rate Study	FY2023	On Hold	\$ 30,100
Wastewater	Plant Operations	Water Level Indicator	FY2024	Not Started	\$ 700
Wastewater	Plant Operations	EV UTV	FY2024	Not Started	\$ 35,000
Wastewater	Plant Operations	Chlorine skid replacements (additional appropriation of \$31,000 added)	FY2024	Not Started	\$ 30,000
Wastewater	Plant Operations	Polymer skid replacements (additional appropriation of \$48,860 added)	FY2024	Not Started	\$ 30,000
Wastewater Enterprise Fund Total					\$ 125,800
Grand Total					\$ 320,050

City of Sedona
 FY 2024-25 Proposed Budget
 Summary of Decision Package Requests

Personnel Requests

Department	Description	Priority	Requested FTEs	Existing FTEs	One-Time Costs	Ongoing Costs	Total Request	CM Recommendation	FTEs	One-Time	Ongoing	Total Recommended	CBWG Recommendation
General Fund													
City Manager's Office	Part-Time Temp	High	0.2	0.0	\$ 2,800	\$ 11,630	\$ 14,430	Not recommended		-	-	-	Not recommended 8-0
Human Resources	HR Specialist	High	1.0	1.0	5,800	85,700	91,500	Recommended	1.0	5,800	85,700	91,500	Recommended 8-0
Financial Services	Senior Tax Auditor	Med	1.0	0.0	28,800	69,030	97,830	Not recommended at this time		-	-	-	Recommended 8-0
Comm, Tourism & Econ Init.	Destination Marketing	High			-	200,000	200,000	Placeholder pending discussion with Council		-	200,000	200,000	Recommended 8-0
Comm, Tourism & Econ Init.	Two Tourism Coordinators	High	2.0	2.0	13,100	210,340	223,440	Recommended as one position at this time with continuation of consultant at \$20k increase	1.0	6,550	125,170	131,720	Recommended at no more than 2 positions (2 Coord. or 1 Coord./1 consultant) 8-0
Parks & Recreation	Autism & Sensory Awareness Guides and Training	Med			7,600	3,200	10,800	Recommended		7,600	3,200	10,800	Recommended 8-0
Parks & Recreation	Hub Kitchen New Countertops	Med			18,500		18,500	Not recommended as budget addition - complete as annual facilities plan allows					Recommended - supportive of prioritizing with other annual facilities plan projects 8-0
Parks & Recreation	Skate Park Lighting in Posse Grounds	High			68,500		68,500	Recommended		68,500	-	68,500	Recommended 8-0
Public Works	Program Manager (Parking/Trails)	High	1.0	0.0	5,870	141,790	147,660	Recommended	1.0	5,870	141,790	147,660	Not enough information submitted at the time to obtain a positive recommendation. After more substantiaion, will support the CM recommendation. 8-0
Public Works	Public Works Inspector I	High	1.0	1.0	5,900	115,160	121,060	Not recommended at this time		-	-	-	Not enough information submitted at the time to obtain a positive recommendation. After more substantiaion, will support the CM recommendation. 8-0
Public Works	Custodial Maintenance Worker/EV Work Truck	High	1.0	3.0	-	88,140	88,140	Placeholder pending further analysis of contracted vs. in-house and analysis of EV costs/vehicle selection	1.0	-	88,140	88,140	Not enough information submitted at the time to obtain a positive recommendation. After more substantiaion, will support the CM recommendation. 8-0
Public Works	Facilities Maintenance Worker/EV Van	High	1.0	1.0	5,870	102,220	108,090	Recommended with further analysis of EV costs/vehicle selection	1.0	5,870	102,220	108,090	Not enough information submitted at the time to obtain a positive recommendation. After more substantiaion, will support the CM recommendation. 8-0
Public Works	Maintenance Worker I / Work-Plow Truck	High	1.0	9.0	22,870	94,570	117,440	Not recommended at this time		-	-	-	Not enough information submitted at the time to obtain a positive recommendation. After more substantiaion, will support the CM recommendation. 8-0
Police	Evidence Technician PT to FT	High	0.3	0.7	-	43,810	43,810	Recommended	0.3	-	43,810	43,810	Recommended 8-0
Police	Victim Services Specialist/Background Investigator	Med	1.0	0.0	2,900	79,970	82,870	Recommended	1.0	2,900	79,970	82,870	Recommended 8-0
Police	Reallocation of 4 Part-Time CSAs to 2 FT CSOs (comparison to existing FTEs is current total CSOs and CSAs)	Med	0.1	4.9	10,680	95,370	106,050	Recommended	0.1	10,680	95,370	106,050	Recommended 8-0
Police	PSPRS One-Time Contribution	High			1,500,000	-	1,500,000	Recommended		1,500,000	-	1,500,000	Recommended 8-0
Municipal Court	Ongoing Temporary Court Clerk (comparison to existing FTEs is current one-time temp position)	High	0.8	0.8	-	58,250	58,250	Recommended	0.8	-	58,250	58,250	Recommended 8-0
Municipal Court	New Court Clerk Position - Post-Adjudicated Cases (comparison to existing FTEs represents none of the 3 Court Clerk positions are currently dedicated to post-adjudicated cases)	High	1.0	0.0	-	77,300	77,300	Not recommended at this time		-	-	-	Recommended 8-0 with caveat that after caught up remaining available time use to support other Court Clerk functions based on re-evaluation of staffing level need at that time
Municipal Court	New Court Clerk	High	1.0	3.0	-	77,300	77,300	Not recommended at this time		-	-	-	Not recommended 8-0
General Fund Total			13.3		\$ 1,699,190	\$ 1,553,780	\$ 3,252,970		7.1	\$ 1,613,770	\$ 1,023,620	\$ 2,637,390	
Streets Fund													
Public Works	Snowplow/Supervisor Truck	High			\$ 22,000	\$ 22,800	\$ 44,800	Recommended		\$ 22,000	\$ 22,800	\$ 44,800	Not enough information submitted at the time to obtain a positive recommendation. After more substantiaion, will support the CM recommendation. 8-0
Streets Fund Total			0.0		\$ 22,000	\$ 22,800	\$ 44,800		0.0	\$ 22,000	\$ 22,800	\$ 44,800	
Information Technology Fund													
Information Technology	WW Wi-Fi	High			\$ 35,000	\$ -	\$ 35,000	Recommended		\$ 35,000	\$ -	\$ 35,000	Recommended 8-0
Information Technology Fund Total					\$ 35,000	\$ -	\$ 35,000			\$ 35,000	\$ -	\$ 35,000	
Grand Total			13.3		\$ 1,756,190	\$ 1,576,580	\$ 3,332,770		7.1	\$ 1,670,770	\$ 1,046,420	\$ 2,717,190	

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INTERNAL CHARGES

The fiscal year 2024-25 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 2024-25 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

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
City Sales Taxes	\$ 28,450,000	\$ 26,052,000	9%	\$ 28,123,000	1%	\$ 2,071,000	\$ 27,307,205	\$ 28,156,541	\$ 23,972,811
Bed Taxes	9,261,000	8,025,000	15%	9,079,000	2%	1,054,000	8,587,989	8,942,766	7,150,999
In Lieu Fees	570,000	552,340	3%	1,100,000	-48%	547,660	-	527,178	515,335
Franchise Fees	848,000	906,500	-6%	862,800	-2%	(43,700)	913,691	883,545	883,456
State Shared Sales Taxes	1,505,000	1,454,000	4%	1,490,000	1%	36,000	1,443,176	1,374,160	1,199,926
Urban Revenue Sharing	1,946,000	2,618,000	-26%	2,594,000	-25%	(24,000)	1,852,056	1,289,131	1,477,587
Vehicle License Taxes	748,000	677,000	10%	748,000	0%	71,000	730,999	772,588	795,420
Other Intergovernmental	24,100	56,800	-58%	24,100	0%	(32,700)	19,831	65,131	62,163
Licenses and Permits	579,420	644,580	-10%	563,420	3%	(81,160)	598,810	469,114	385,953
Charges for Services	858,730	926,180	-7%	871,680	-1%	(54,500)	924,956	986,918	667,167
Fines and Forfeitures	372,050	332,350	12%	355,800	5%	23,450	410,428	244,155	360,370
Other Revenues	648,620	660,140	-2%	648,620	0%	(11,520)	360,537	(787,004)	153,818
Total Ongoing Revenues	45,810,920	42,904,890	7%	46,460,420	-1%	3,555,530	43,149,678	42,924,223	37,625,005
Ongoing Expenditures									
General Government	8,705,850	7,512,630	16%	7,147,170	22%	365,460	6,334,415	5,519,153	4,930,744
Public Safety	8,254,950	7,554,540	9%	7,343,360	12%	211,180	6,751,479	6,363,570	5,335,626
Public Works & Streets	2,424,880	2,152,340	13%	2,180,600	11%	(28,260)	1,999,602	1,675,181	1,826,544
Culture & Recreation	3,268,890	3,018,600	8%	2,985,940	9%	32,660	2,299,201	2,006,837	1,566,298
Tourism & Economic Initiatives	1,820,710	849,650	114%	711,410	156%	138,240	-	-	-
Economic Development	-	-	N/A	-	N/A	-	1,657,385	2,117,925	2,636,155
Health & Welfare	1,666,100	1,593,910	5%	1,507,990	10%	85,920	1,318,307	1,031,491	716,945
Public Transportation	82,880	80,000	4%	80,000	4%	-	65,224	60,900	60,000
Indirect Cost Allocations	597,270	509,270	17%	565,520	6%	(56,250)	412,790	612,700	671,640
Contingencies	300,000	867,720	-65%	-	∞	867,720	-	-	-
Total Ongoing Expenditures	27,121,530	24,138,660	12%	22,521,990	20%	1,616,670	20,838,403	19,387,757	17,743,952
Net Ongoing	18,689,390	18,766,230	0%	23,938,430	-22%	1,938,860	22,311,275	23,536,466	\$19,881,053
Other									
One-Time Revenues:									
In Lieu Fees	-	-	N/A	-	N/A	-	-	18,000	-
Intergovernmental	-	-	N/A	108,200	-100%	108,200	183,480	6,987	11,832
Charges for Services	-	10	-100%	-	N/A	(10)	30	4,933	10
Fines and Forfeitures	500	500	0%	500	0%	-	204	-	-
Other Revenues	68,300	49,000	39%	113,300	-40%	64,300	168,000	756,200	190,899

FUND SUMMARIES

continued

General Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
One-Time Expenditures:									
General Government	(638,830)	(796,710)	-20%	(620,490)	3%	176,220	(807,943)	(635,447)	(189,844)
Public Safety	(1,903,510)	(1,619,570)	18%	(1,493,030)	27%	126,540	(1,571,534)	(197,198)	(112,893)
Public Works & Streets	(70,360)	(53,790)	31%	(61,490)	14%	(7,700)	(168,164)	(74,573)	(90,110)
Culture & Recreation	(285,940)	(177,980)	61%	(162,550)	76%	15,430	(151,215)	(137,822)	(112,915)
Tourism & Economic Initiatives	(110,000)	(110,000)	0%	(359,000)	-69%	(249,000)	-	-	-
Economic Development	-	-	N/A	-	N/A	-	(7,824)	(7,981)	(291,443)
Health & Welfare	(9,660)	(129,710)	-93%	(171,660)	-94%	(41,950)	(160,734)	(48,002)	(45,457)
Debt Service	(2,300,600)	(2,292,620)	0%	(2,290,590)	0%	2,030	(2,545,823)	(1,242,221)	(1,032,801)
Net One-Time Revenues/Expenditures	(5,250,100)	(5,130,870)	2%	(4,936,810)	6%	194,060	(5,061,523)	(1,557,124)	(1,672,722)
Transfers:									
Transfer from Capital Improvements Fund	-	-	N/A	-	N/A	-	484,963	-	-
Transfer from Development Impact Fee Funds	-	-	N/A	-	N/A	-	-	194	-
Transfer to Streets Fund	(1,938,220)	(2,298,349)	-16%	(1,473,870)	32%	824,479	(2,037,201)	(195,564)	(272,840)
Transfer to Housing Fund	(500,000)	(14,835,500)	-97%	(14,980,210)	-97%	(144,710)	(1,804,627)	(2,296,321)	(200,000)
Transfer to Grants, Donations & Restricted Funds	-	-	N/A	-	N/A	-	(7,643)	-	-
Transfer to Capital Improvements Fund	(2,500,000)	(2,500,000)	0%	(2,500,000)	0%	-	(10,897,170)	(4,354,921)	(4,145,079)
Transfer to Public Transit Fund	(365,840)	(358,520)	2%	(481,640)	-24%	(123,120)	(5,247,756)	(170,147)	-
Transfer to Wastewater Fund	(3,000,000)	(3,100,000)	-3%	(3,100,000)	-3%	-	(3,200,000)	(3,300,000)	(3,400,000)
Transfer to Information Technology Fund	(35,000)	(44,450)	-21%	(34,000)	3%	10,450	(34,210)	(26,899)	(92,401)
Net Transfers	(8,339,060)	(23,136,819)	-64%	(22,569,720)	-63%	567,099	(22,743,644)	(10,343,658)	(8,110,320)
Beginning Fund Balance	26,711,518	29,419,918	-9%	30,059,698	-11%	639,780	\$35,312,200	23,296,116	13,245,531
Equipment Replacement Reserve									
Reserve Contributions	275,380	265,420	4%	265,420	4%	-	241,390	380,400	-
Equipment Purchases	(70,000)	(47,660)	47%	(45,500)	54%	2,160	-	-	(47,426)
Net Contribution to Equipment Replacement Reserve	205,380	217,760	-6%	219,920	-7%	2,160	241,390	\$380,400	(\$47,426)

FUND SUMMARIES

continued

General Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ending Fund Balances									
Operating Reserve ⁽¹⁾	8,842,430	7,961,169	11%	7,887,280	12%	(73,889)	7,659,183	6,714,698	6,158,134
Equipment Replacement Reserve	2,001,478	1,818,729	10%	1,796,098	11%	(22,631)	1,576,178	1,348,009	967,609
Pledged to Capital Projects	-	-	N/A	-	N/A	-	-	11,024,110	-
Pledged to Affordable Housing	-	-	N/A	-	N/A	-	12,000,000	750,000	-
Pledged to PSPRS Unfunded Liability	-	-	N/A	1,500,000	-100%	1,500,000	1,200,000	1,000,000	-
Pledged to Public Transit	-	-	N/A	-	N/A	-	-	5,000,000	-
FY19 Surplus to be Allocated	-	-	N/A	-	N/A	-	-	-	165,599
FY20 Surplus to be Allocated	-	-	N/A	-	N/A	-	-	-	3,485,642
FY23 Surplus to be Allocated	4,331,633	6,905,779	-37%	4,331,633	0%	(2,574,146)	-	-	-
Reserve for Loans ⁽²⁾	2,760,450	1,439,682	92%	-	∞	(1,439,682)	1,439,682	-	-
FY24 Estimated Surplus to be Allocated	11,050,257	-	∞	-	∞	-	-	-	-
Prepaid Balance	-	-	N/A	-	N/A	-	22,515	67,053	14,857
STEP Program Balance	-	-	N/A	-	N/A	-	38	-	-
Financed Purchases Escrow Accounts	-	-	N/A	-	N/A	-	88,469	370,339	-
Parking Revenues Pledged to Uptown Improvements	-	-	N/A	-	N/A	-	-	260,053	138,379
Budget Carryovers	-	-	N/A	146,250	-100%	146,250	242,000	143,660	169,300
Remaining Available Fund Balance	3,030,880	2,010,860	51%	11,050,257	-73%	9,039,397	5,831,633	8,634,278	12,196,596
Total Ending Fund Balances	\$ 32,017,128	\$ 20,136,219	59%	\$ 26,711,518	20%	\$ 6,575,299	\$ 30,059,698	\$ 35,312,200	\$ 23,296,116

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

⁽²⁾The reserve for loans represents the amount expected to be needed to cover the projected deficit for the Development Impact Fees Funds for fiscal year 2024-25.

FUND SUMMARIES
continued

Streets Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
Intergovernmental	\$ 1,078,000	\$ 994,000	8%	\$ 1,078,000	0%	\$ 84,000	\$ 1,037,382	\$ 1,110,757	\$ 1,069,912
Other Revenues	29,600	29,560	0%	29,600	0%	40	11,955	(41,226)	8,290
Total Ongoing Revenues	1,107,600	1,023,560	8%	1,107,600	0%	84,040	1,049,337	1,069,531	1,078,202
Ongoing Expenditures									
Streets Rehabilitation/Pavement Preservation	1,430,000	1,300,000	10%	1,300,000	10%	-	1,258,965	1,566,095	974,236
Other Streets Maintenance	578,890	514,370	13%	508,630	14%	5,740	382,431	362,535	-
Storm Clean-Up	124,310	117,810	6%	104,640	19%	13,170	94,960	211,410	-
Traffic Control	298,400	268,430	11%	249,720	19%	18,710	220,230	164,442	-
Internal Charges	247,930	228,780	8%	220,360	13%	8,420	239,080	70,220	50,740
Total Ongoing Expenditures	2,679,530	2,429,390	10%	2,383,350	12%	46,040	2,195,666	2,374,702	1,024,976
Net Ongoing	(1,571,930)	(1,405,830)	12%	(1,275,750)	23%	54,460	(1,146,329)	(1,305,171)	53,226
Other									
One-Time Revenues:									
Intergovernmental	-	-	N/A	-	N/A	-	-	2	(26)
Other	-	-	N/A	-	N/A	-	3	13	36
One-Time Expenditures:									
Other Streets Maintenance	(253,380)	(150,370)	69%	(154,370)	64%	(4,000)	(179,313)	(173,226)	-
Storm Clean-Up	(22,380)	-	∞	-	∞	-	(16,202)	-	-
Net One-Time Revenues/Expenditures	(275,760)	(150,370)	83%	(154,370)	79%	(4,000)	(195,512)	(173,211)	10
Transfer from General Fund	1,938,220	2,298,349	-16%	1,473,870	32%	(824,479)	2,037,201	195,564	272,840
Beginning Fund Balance	1,159,950	360,920	221%	1,056,280	10%	695,360	300,000	1,582,818	1,256,742
Equipment Replacement Reserve									
Reserve Contributions	73,360	60,920	20%	60,920	20%	-	60,920	-	-
Equipment Purchases	-	-	N/A	(1,000)	-100%	(1,000)	-	-	-
Net Contribution to Equipment Replacement Reserve	73,360	60,920	20%	\$59,920	22%	(1,000)	60,920	-	-
Ending Fund Balances									
Prior Reserve Policy - 10% of expenditures	-	-	N/A	-	N/A	-	-	-	102,498
Operating Reserve ⁽¹⁾	829,640	742,149	12%	739,110	12%	(3,039)	694,360	-	-
Street Rehab/Preservation Reserve Policy ⁽²⁾	300,000	300,000	0%	300,000	0%	-	300,000	300,000	-
Equipment Replacement Reserve	194,200	121,840	59%	120,840	61%	(1,000)	60,920	-	-
Prepaid Items	-	-	N/A	-	N/A	-	1,000	-	-
Remaining Available Fund Balance	-	-	N/A	-	N/A	-	-	-	1,480,320
Total Ending Fund Balances	\$ 1,323,840	\$ 1,163,989	14%	\$ 1,159,950	14%	\$ 729,360	\$ 1,056,280	\$ 300,000	\$ 1,582,818

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

⁽²⁾The average streets rehabilitation/pavement preservation costs are 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 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.

FUND SUMMARIES
continued

Housing Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
Intergovernmental	\$ -	\$ 60,330	-100%	\$ 60,000	-100%	\$ (330)	\$ 58,694	\$ 42,603	\$ -
Other Revenues	76,200	61,520	24%	61,600	24%	80	32,326	(91,054)	10,439
Total Ongoing Revenues	76,200	121,850	-37%	121,600	-37%	(250)	91,020	(48,451)	10,439
Ongoing Expenditures									
City Manager's Office	-	-	N/A	-	N/A	-	292,316	135,356	-
Housing	519,350	503,350	3%	398,990	30%	(104,360)	-	-	-
Total Ongoing Expenditures	519,350	503,350	3%	398,990	30%	(104,360)	292,316	\$135,356	\$0
Net Ongoing	(443,150)	(381,500)	16%	(277,390)	60%	104,110	(201,296)	(\$183,807)	\$10,439
Other									
One-Time Revenues:									
In Lieu Fees	-	-	N/A	-	N/A	-	-	-	199,000
One-Time Expenditures:									
City Manager's Office	-	-	N/A	-	N/A	-	(11,526)	(2,240)	-
Community Development	-	-	N/A	-	N/A	-	-	-	(64,865)
Contingency	(56,850)	-	∞	-	∞	-	-	-	-
Housing	-	(454,000)	-100%	(254,000)	-100%	200,000	-	-	-
Capital Improvement Projects	-	-	N/A	(148,820)	-100%	(148,820)	(1,511,640)	-	-
Net One-Time Revenues/Expenditures	(56,850)	(454,000)	-87%	(402,820)	-86%	51,180	(1,523,166)	(2,240)	134,135
Transfer from General Fund	500,000	14,835,500	-97%	14,980,210	-97%	144,710	1,804,627	2,296,321	200,000
Beginning Fund Balance	18,900,000	4,900,000	286%	4,600,000	311%	(300,000)	4,519,835	2,409,561	2,064,987
Ending Fund Balances									
Nonspendable portion for Sunset Lofts Loan ⁽¹⁾	1,982,123	1,929,330	3%	1,982,123	0%	52,793	1,979,954	1,739,794	-
Reserve for Sunset Lofts Loan ⁽²⁾	4,217,877	4,270,670	-1%	4,217,877	0%	(52,793)	2,220,046	2,460,206	-
Reserve for 2250 Shelby Drive Development Loan ⁽³⁾	2,250,000	300,000	650%	2,250,000	0%	1,950,000	-	-	-
Nonspendable portion for Down Payment Assistance Loans ⁽⁴⁾	116,864	25,000	367%	116,864	0%	91,864	36,684	25,000	-
Reserve for Down Payment Assistance Loans ⁽⁵⁾	283,136	375,000	-24%	283,136	0%	(91,864)	363,316	375,000	-
Reserve for Future Affordable Housing Project Loans	10,050,000	12,000,000	-16%	10,050,000	0%	(1,950,000)	-	-	-
Remaining Available Fund Balance	-	-	N/A	-	N/A	-	-	(80,165)	2,409,561
Total Ending Fund Balances	\$ 18,900,000	\$ 18,900,000	0%	\$ 18,900,000	0%	\$ -	\$ 4,600,000	\$ 4,519,835	\$ 2,409,561

⁽¹⁾The nonspendable portion for the Sunset Lofts loan represents the amount already loaned as of 3/28/24.

⁽²⁾The reserve for the Sunset Lofts loan represents the remaining balance of the \$4.2 million to be loaned, plus the additional \$2 million added in the FY24 budget process for the increased costs related to the project in case Council approves the increase.

⁽³⁾The reserve for the 2250 Shelby Drive development loan represents the \$2.25 million approved by Council in December 2023.

⁽⁴⁾The nonspendable portion for the down payment assistance loans represents the amount already loaned as of 3/28/24.

⁽⁵⁾The reserve for down payment assistance loans represents the remaining balance of the \$400,000 approved by Council to be loaned.

FUND SUMMARIES

continued

Grants, Donations & Restricted Funds

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
Intergovernmental	\$ 73,000	\$ 89,800	-19%	\$ 73,000	0%	\$ (16,800)	\$ 75,844	\$ 58,839	\$ 41,909
Charges for Services	-	-	N/A	-	N/A	-	-	94	790
Fines & Forfeitures	34,900	27,700	26%	33,500	4%	5,800	32,745	28,209	25,947
Contributions & Donations	10,400	70,150	-85%	11,800	-12%	(58,350)	20,039	20,828	8,508
Other Revenues	46,320	9,020	414%	46,320	0%	37,300	(8,034)	(12,672)	1,843
Total Grants & Donations Funds Revenues	164,620	196,670	-16%	164,620	0%	(32,050)	120,594	95,298	78,997
Ongoing Expenditures									
Parks & Recreation	13,200	13,750	-4%	16,980	-22%	(3,230)	18,994	12,061	3,806
General Services	-	53,480	-100%	1,480	-100%	52,000	1,522	-	-
Public Works	1,500	1,500	0%	1,300	15%	200	2,257	5,897	-
Police	81,990	85,200	-4%	75,570	8%	9,630	70,235	43,522	4,279
Municipal Court	-	-	N/A	-	N/A	-	624	1,192	2,802
Total Ongoing Expenditures	96,690	153,930	-37%	95,330	1%	58,600	93,632	62,672	10,887
Net Ongoing	67,930	42,740	21%	69,290	-2%	(90,650)	26,962	32,626	68,110
Other									
One-Time Revenues:									
Intergovernmental ⁽¹⁾	2,716,980	2,479,240	10%	309,430	778%	(2,169,810)	1,674,676	220,944	35,342
Contributions & Donations	-	-	N/A	-	N/A	-	7,500	15,000	-
Other Revenues	-	-	N/A	-	N/A	-	-	39,583	-
Contingency Placeholder	500,000	500,000	0%	-	∞	(500,000)	-	-	-
One-Time Expenditures:									
Community Development	-	-	N/A	-	N/A	-	-	(178,430)	(5,262)
Tourism & Economic Initiatives	-	(10,000)	-100%	-	N/A	10,000	(5,647)	-	-
Housing	(772,120)	(406,100)	90%	(62,350)	1138%	343,750	-	-	-
Police	-	(35,390)	-100%	(72,720)	-100%	(37,330)	(161,925)	(72,676)	(48,290)
Information Technology	-	(48,300)	-100%	(48,300)	-100%	-	-	-	-
Capital Improvement Projects	-	(78,700)	-100%	(223,230)	-100%	(144,530)	(224,494)	(42,136)	(25,000)
Contingency Placeholder	(500,000)	(2,363,330)	-79%	-	∞	2,363,330	-	-	-
Net One-Time Revenues/Expenditures	1,944,860	37,420	5097%	(97,170)	-2102%	(134,590)	1,290,110	(17,715)	(43,210)

FUND SUMMARIES

continued

Grants, Donations & Restricted Funds

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Transfers:									
Transfer from General Fund	-	-	N/A	-	N/A	-	7,643	-	-
Transfer to Wastewater Fund	(1,911,860)	(184,400)	937%	-	∞	184,400	(1,464,372)	-	-
Net Transfers	(1,911,860)	(184,400)	937%	-	∞	184,400	(1,456,729)	-	-
Beginning Fund Balance	247,102	339,108	-27%	274,982	-10%	(64,126)	414,639	399,728	374,828
Ending Fund Balances									
Budget Carryovers	-	-	N/A	-	N/A	-	70,800	-	-
Remaining Available Fund Balance	348,032	234,868	48%	247,102	41%	12,234	204,182	414,639	399,728
Total Ending Fund Balances	\$ 348,032	\$ 234,868	48%	\$ 247,102	41%	\$ 12,234	\$ 274,982	\$ 414,639	\$ 399,728

⁽¹⁾Fiscal year 2024-25 amount includes \$1.9 million of previously unspent American Rescue Plan Act (ARPA) funding.

FUND SUMMARIES

continued

Transportation Sales Tax Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
City Sales Taxes	\$ 4,737,000	\$ 4,332,000	9%	\$ 4,686,000	1%	\$ 354,000	\$ 4,464,666	\$ 4,595,750	\$ 3,845,977
Other Revenues	168,500	168,540	0%	168,500	0%	(40)	145,755	(259,733)	34,227
Total Ongoing Revenues	4,905,500	4,500,540	9%	4,854,500	1%	353,960	4,610,421	4,336,017	3,880,204
Ongoing Expenditures									
Public Works & Streets	147,730	158,760	-7%	109,640	35%	49,120	107,787	112,949	46,214
Total Ongoing Expenditures	147,730	158,760	-7%	109,640	35%	49,120	107,787	112,949	46,214
Net Ongoing	4,757,770	4,341,780	10%	4,744,860	0%	304,840	4,502,634	4,223,068	3,833,990
Other									
One-Time Expenditures:									
Public Works & Streets	-	-	N/A	-	N/A	-	-	-	(2,100)
Debt Service	(341,580)	(340,590)	0%	(340,590)	0%	-	(223,478)	-	-
Net One-Time Revenues/Expenditures	(341,580)	(340,590)	0%	(340,590)	0%	-	(223,478)	-	(2,100)
Transfers:									
Transfer to Capital Improvements Fund	(8,027,180)	(4,267,760)	88%	(2,233,950)	259%	2,033,810	(492,378)	(1,683,646)	(3,987,229)
Transfer to Public Transit Fund	(4,114,150)	(3,049,080)	35%	(2,305,440)	78%	743,640	(4,489,995)	(806,838)	(20,194)
Net Transfers	(12,141,330)	(7,316,840)	66%	(4,539,390)	167%	2,777,450	(4,982,373)	(2,490,484)	(4,007,423)
Beginning Fund Balance	7,659,808	9,510,690	-19%	7,794,928	-2%	(1,715,762)	8,498,145	6,765,561	6,941,094
Ending Fund Balances									
Capital Reserves	1,887,650	7,390,580	-74%	9,207,580	-79%	1,817,000	2,757,810	8,816,830	2,763,936
Remaining Available Fund Balance ⁽¹⁾	(1,952,982)	(1,195,540)	63%	(1,547,772)	26%	(352,232)	5,037,118	(318,685)	4,001,625
Total Ending Fund Balances	\$ (65,332)	\$ 6,195,040	-101%	\$ 7,659,808	-101%	\$ 1,464,768	\$ 7,794,928	\$ 8,498,145	\$ 6,765,561

⁽¹⁾Fiscal year 2024-25 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

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
Intergovernmental	\$ 150,000	\$ 350,000	-57%	\$ 300,000	-50%	\$ (50,000)	\$ 387,000	\$213,439	\$85,000
Other Revenues	470,900	471,330	0%	470,900	0%	(430)	714,805	(374,534)	52,475
Total Ongoing Revenues	620,900	821,330	-24%	770,900	-19%	(50,430)	1,101,805	(161,095)	137,475
Other									
One-Time Revenues:									
Intergovernmental	1,075,000	425,000	153%	122,000	781%	(303,000)	197,113	679,386	212,072
Contributions & Donations	-	-	N/A	-	N/A	-	75,000	45,727	50,000
Other Revenues	-	-	N/A	-	N/A	-	6	24	69
One-Time Expenditures:									
Court Project	-	-	N/A	-	N/A	-	(101,432)	(49,740)	-
Information Technology Project	(1,150,000)	(600,000)	92%	(50,000)	2200%	550,000	-	-	-
Parks Projects	(826,920)	(1,177,550)	-30%	(912,290)	-9%	265,260	(254,869)	(323,096)	(47,954)
Police Projects	(600,000)	(215,800)	178%	(3,380)	17651%	212,420	(180,144)	(1,172,582)	(58,466)
Public Works Projects	(430,000)	-	∞	-	∞	-	(20,168,198)	-	(63,604)
Sedona in Motion Projects	(26,678,870)	(14,301,600)	87%	(13,602,700)	96%	698,900	(3,188,560)	(5,121,554)	(3,071,352)
Streets & Transportation Projects	-	(450,000)	-100%	(280,000)	-100%	170,000	(100,748)	(1,407,569)	(1,660,362)
Storm Drainage Projects	(150,000)	(788,160)	-81%	(910,430)	-84%	(122,270)	(458,656)	(213,439)	(1,133,937)
Sustainability Projects	(80,000)	(330,000)	-76%	(255,000)	-69%	75,000	-	-	-
Bond Issuance Costs	-	-	N/A	-	N/A	-	(147,855)	(420,824)	-
Net One-Time Revenues/Expenditures	(28,840,790)	(17,438,110)	65%	(15,891,800)	81%	1,849,310	(24,328,343)	(7,983,667)	(8,871,552)
Transfers and Other Financing Sources (Uses):									
Transfer from General Fund	2,500,000	2,500,000	0%	2,500,000	0%	-	10,897,170	4,354,921	4,208,683
Transfer from Transportation Sales Tax Fund	8,027,180	4,267,760	88%	2,233,950	259%	(2,033,810)	492,378	1,683,645	3,987,229
Transfer from Development Impact Fee Funds	-	-	N/A	-	N/A	-	-	1,026	-
Transfer to General Fund	-	-	N/A	-	N/A	-	(484,963)	-	-
Transfer to Development Impact Fee Funds	(1,311,520)	(4,507,280)	-71%	(4,782,700)	-73%	(275,420)	(372,959)	(1,588,140)	-
Transfer to Art in Public Places Fund	(41,200)	(19,130)	115%	(18,020)	129%	1,110	(7,308)	(26,950)	(21,082)
Transfer to Public Transit Fund	-	-	N/A	-	N/A	-	(179,178)	(336,566)	-
Bonds Issued	-	-	N/A	23,000,000	-100%	23,000,000	10,148,000	25,423,903	-
Net Transfers and Other Financing Sources (Uses)	9,174,460	2,241,350	309%	22,933,230	-60%	20,691,880	20,493,140	\$29,511,839	\$8,174,830
Beginning Fund Balance	35,786,609	27,444,277	30%	27,974,279	28%	530,002	30,707,677	\$9,340,600	\$9,899,847
Ending Fund Balances									
Capital Reserve	25,374,450	17,310,550	47%	31,616,330	-20%	14,305,780	22,355,491	32,526,206	2,763,936
Remaining Available Fund Balance	(8,633,271)	(4,241,703)	104%	4,170,279	-307%	8,411,982	5,618,788	(1,818,529)	6,576,664
Total Ending Fund Balances	\$ 16,741,179	\$ 13,068,847	28%	\$ 35,786,609	-53%	\$ 22,717,762	\$ 27,974,279	\$ 30,707,677	\$9,340,600

FUND SUMMARIES

continued

Development Impact Fees Funds

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
Development Impact Fees	\$ 153,400	\$ 385,800	-60%	\$ 153,400	0%	\$ (232,400)	\$ 393,472	\$396,256	\$384,693
Other Revenues	71,020	71,100	0%	71,020	0%	(80)	43,975	(105,705)	14,153
Total Ongoing Revenues	224,420	456,900	-51%	224,420	0%	(232,480)	437,447	290,551	398,846
Other									
One-Time Revenues:									
Development Impact Fees	312,500	607,700	-49%	350,200	-11%	(257,500)	177,726	-	274,860
Other Revenues	-	-	N/A	-	N/A	-	2	12	34
One-Time Expenditures:									
Professional Services	(48,000)	(78,000)	-38%	(30,000)	60%	48,000	-	-	-
Parks Projects	(1,708,080)	(2,257,460)	-24%	(970,850)	76%	1,286,610	(95,028)	(156,311)	(24,747)
Police Projects	-	-	N/A	-	N/A	-	(253,454)	(621,561)	(112,322)
Sedona in Motion Projects	(4,006,280)	(6,714,560)	-40%	(5,016,210)	-20%	1,698,350	(482,041)	(1,737,318)	(267,626)
Storm Drainage Projects	-	-	N/A	-	N/A	-	-	-	(1,775)
Debt Service	(248,570)	(248,570)	0%	(248,570)	0%	-	(115,754)	(84,570)	-
Net One-Time Revenues/Expenditures	(5,698,430)	(8,690,890)	-34%	(5,915,430)	-4%	-	(768,549)	(2,599,748)	(131,576)
Transfers and Other Financing Sources (Uses):									
Transfer from Capital Improvements Fund	1,311,520	4,507,280	-71%	4,782,700	-73%	275,420	372,959	1,588,140	-
Transfer to General Fund	-	-	N/A	-	N/A	-	-	(194)	-
Transfer to Capital Improvements Fund	-	-	N/A	-	N/A	-	-	(1,026)	-
Net Transfers and Other Financing Sources (Uses)	1,311,520	4,507,280	-71%	4,782,700	-73%	275,420	372,959	1,586,920	-
Beginning Fund Balance	1,402,040	2,133,493	-34%	2,310,350	-39%	176,857	2,268,493	2,990,770	2,723,500
Ending Fund Balances									
Capital Reserve	989,070	2,757,770	-64%	6,010,930	-84%	3,253,160	9,298,590	2,764,240	2,482,041
Budget Carryovers	-	-	N/A	48,000	-100%	48,000	45,000	-	-
Remaining Available Fund Balance ⁽¹⁾	(3,749,520)	(4,350,987)	137%	(4,656,890)	-113%	(3,356,783)	(7,033,240)	(495,747)	508,729
Total Ending Fund Balances	\$ (2,760,450)	\$ (1,593,217)	73%	\$ 1,402,040	-297%	\$ (55,623)	\$ 2,310,350	\$2,268,493	\$2,990,770

⁽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. For example, the FY 2024 budget projected a negative ending balance of \$1.6M; however, the FY 2024 estimates show a positive ending balance of \$1.4M.

FUND SUMMARIES

continued

Art in Public Places Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2020 Incr. over FY2019 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
Other Revenues	\$ 4,090	\$ 4,090	0%	\$ 4,090	0%	\$ -	\$ 2,433	\$ (6,259)	\$ 735
Total Ongoing Revenues	4,090	4,090	0%	4,090	0%	-	2,433	(6,259)	\$735
Other									
One-Time Revenues:									
In Lieu Fees	-	-	N/A	-	N/A	-	46,507	-	-
Other Revenues	-	-	N/A	-	N/A	-	65,000	2	5
One-Time Expenditures:									
Capital Improvement Projects	(119,000)	(232,000)	-49%	(115,000)	3%	117,000	(130,000)	(3,675)	-
Net One-Time Revenues/Expenditures	(119,000)	(232,000)	-49%	(115,000)	3%	117,000	(18,493)	(3,673)	\$5
Transfers:									
Transfers from Capital Projects Funds	41,200	19,130	115%	18,020	129%	(1,110)	7,308	26,950	21,082
Beginning Fund Balance	89,803	139,315	-36%	182,693	-51%	43,378	191,445	\$174,427	\$152,605
Ending Fund Balances									
Capital Reserves	-	-	N/A	119,000	-100%	119,000	232,000	295,650	-
Remaining Available Fund Balance	16,093	(69,465)	-123%	(29,197)	-155%	40,268	(49,307)	(104,205)	174,427
Total Ending Fund Balances	\$ 16,093	\$ (69,465)	-123%	\$ 89,803	-82%	\$ 159,268	\$ 182,693	\$191,445	\$174,427

FUND SUMMARIES
continued

Public Transit Enterprise Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
Intergovernmental	\$ 183,600	\$ 322,600	-43%	\$ 237,700	-23%	\$ (84,900)	\$ 51,874	\$ 49,490	\$ 46,400
Charges for Services	36,500	115,300	-68%	7,600	380%	(107,700)	1,433	660	-
Other Revenues	114,000	-	∞	114,000	0%	114,000	81,212	80	-
Total Ongoing Revenues	334,100	437,900	-24%	359,300	-7%	(78,600)	134,519	50,230	46,400
Ongoing Expenditures									
Administration	231,520	175,330	32%	162,660	42%	12,670	155,064	104,309	44,178
Operations	2,509,210	2,129,210	18%	1,854,660	35%	274,550	1,463,634	590,918	6,000
Capital Projects Management	41,900	38,710	8%	38,690	8%	20	36,931	33,223	14,468
Indirect Cost Allocations/Departmental Allocations	317,490	309,560	3%	216,240	47%	93,320	152,975	79,885	-
Total Ongoing Expenditures	3,100,120	2,652,810	17%	2,272,250	36%	380,560	1,808,604	808,335	64,646
Net Ongoing	(2,766,020)	(2,214,910)	25%	(1,912,950)	45%	473,900	(1,674,085)	(758,105)	(18,246)
Other									
One-Time Revenues:									
Intergovernmental	616,600	1,064,690	-42%	514,880	20%	(549,810)	-	-	-
One-Time Expenditures:									
Administration	(3,000)	(3,000)	0%	(3,000)	0%	-	(1,500)	-	(1,948)
Operations	(297,570)	(435,510)	-32%	(435,510)	-32%	-	(173,147)	(47,960)	-
Departmental Allocations	(15,000)	(5,000)	200%	(9,000)	67%	(4,000)	-	-	-
Capital Improvement Projects	(1,901,000)	(1,326,370)	43%	(827,500)	130%	498,870	(1,961,846)	(360,661)	-
Net One-Time Revenues/Expenditures	(1,599,970)	(705,190)	127%	(760,130)	110%	(54,940)	(2,136,493)	(408,621)	(1,948)
Transfers:									
Transfer from General Fund	365,840	358,520	2%	481,640	-24%	123,120	5,247,756	170,147	-
Transfer from Capital Improvements Fund	-	-	N/A	-	N/A	-	179,178	336,566	-
Transfer from Transportation Sales Tax Fund	4,114,150	3,049,080	35%	2,305,440	78%	(743,640)	4,489,995	806,838	20,194
Net Transfers	4,479,990	3,407,600	31%	2,787,080	61%	(730,400)	9,916,929	1,313,551	20,194
Beginning Fund Balance	6,603,886	5,000,000	32%	6,253,176	6%	1,253,176	146,825	-	-
Equipment Replacement Reserve									
Reserve Contributions	236,710	236,710	0%	236,710	0%	-	-	-	-
Equipment Purchases	-	-	N/A	-	N/A	-	-	-	-
Net Contribution to Equipment Replacement Reserve	236,710	236,710	0%	236,710	0%	-	-	-	-
Ending Fund Balances									
Future System Implementation Reserve	5,300,245	5,000,000	6%	5,186,245	2%	(186,245)	5,072,245	-	-
Equipment Replacement Reserve	473,420	236,710	100%	236,710	100%	-	-	-	-
Remaining Available Fund Balance	1,180,931	487,500	142%	1,180,931	0%	(693,431)	1,180,931	146,825	-
Total Ending Fund Balances	\$ 6,954,596	\$ 5,724,210	21%	\$ 6,603,886	5%	\$ 739,076	\$ 6,253,176	\$ 146,825	\$ -

FUND SUMMARIES

continued

Wastewater Enterprise Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
Charges for Services	\$ 6,250,000	\$ 6,270,370	0%	\$ 6,258,000	0%	\$ (12,370)	\$ 6,284,071	\$ 6,245,944	\$ 5,991,385
Fines and Forfeitures	37,900	43,600	-13%	37,900	0%	(5,700)	41,648	34,934	35,959
Capacity Fees	644,000	725,100	-11%	416,300	55%	(308,800)	850,775	626,266	686,366
Other Revenues	408,800	409,060	0%	408,800	0%	(260)	316,462	(553,380)	95,681
Total Ongoing Revenues	7,340,700	7,448,130	-1%	7,121,000	3%	(327,130)	7,492,956	6,353,764	6,809,391
Ongoing Expenditures									
Wastewater Administration	260,200	240,240	8%	226,630	15%	13,610	220,322	227,158	218,822
Wastewater Operations	3,285,880	3,289,040	0%	2,956,690	11%	332,350	2,851,869	2,895,528	2,025,272
Public Works Engineering Services	258,360	246,810	5%	230,320	12%	16,490	210,968	205,586	254,440
Capital Projects Management	190,850	94,560	102%	124,800	53%	(30,240)	80,112	125,080	117,736
Contingencies	100,000	100,000	0%	-	∞	100,000	-	-	-
Indirect Cost Allocations/Departmental Allocations:									
Information Technology	353,560	296,220	19%	286,040	24%	10,180	273,836	191,269	188,459
Human Resources	67,880	56,620	20%	59,620	14%	(3,000)	44,140	43,610	41,660
Financial Services	292,170	286,770	2%	215,340	36%	71,430	250,950	171,036	168,160
Utility Billing	692,940	690,540	0%	704,040	-2%	(13,500)	677,556	349,068	318,086
General Services	120,580	106,430	13%	106,080	14%	350	111,310	80,260	74,540
City Manager	101,850	92,110	11%	72,310	41%	19,800	68,070	78,950	64,590
City Clerk	8,720	7,100	23%	7,120	22%	(20)	11,650	2,920	10,280
City Attorney	159,750	156,690	2%	55,680	187%	101,010	50,413	61,629	45,275
Facilities Maintenance	29,780	23,320	28%	25,930	15%	(2,610)	21,480	31,580	28,870
Total Ongoing Expenditures	5,922,520	5,686,450	4%	5,070,600	17%	615,850	4,872,676	4,463,674	3,556,190
Net Ongoing	1,418,180	1,761,680	-19%	2,050,400	-31%	885,740	2,620,280	1,890,090	3,253,201
Other									
One-Time Revenues:									
Charges for Services	1,100	-	∞	1,100	0%	1,100	-	-	-
Capacity Fees	1,073,000	950,470	13%	678,000	58%	(272,470)	305,857	-	739,463
Other	60,000	50,000	20%	-	∞	(50,000)	6,637	66	191
One-Time Expenditures:									
Wastewater Administration	-	-	N/A	-	N/A	-	(9,425)	(10,791)	-
Wastewater Operations	(330,600)	(366,730)	-10%	(267,730)	23%	99,000	(245,815)	(140,176)	(171,964)
Public Works Engineering Services	(17,200)	(18,500)	-7%	(18,500)	-7%	-	(10,087)	(18)	-
Utility Billing	(30,100)	(30,100)	0%	-	∞	30,100	-	(11,629)	(2,731)
Information Technology	(50,120)	(39,350)	27%	(37,930)	32%	1,420	(1,508)	(1,508)	(2,143)
Capital Improvement Projects	(8,011,100)	(4,525,890)	77%	(2,593,900)	209%	1,931,990	(2,785,181)	(1,754,689)	(1,797,745)
Debt Service	(4,334,500)	(4,540,700)	-5%	(4,540,700)	-5%	-	(4,541,291)	(4,658,820)	(4,690,796)
Net One-Time Revenues/Expenditures	(11,639,520)	(8,520,800)	37%	(6,779,660)	72%	1,741,140	(7,280,813)	(6,577,565)	(5,925,725)

FUND SUMMARIES

continued

Wastewater Enterprise Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Transfers and Other Financing Sources (Uses):									
Transfer from General Fund	3,000,000	3,100,000	-3%	3,100,000	-3%	-	3,200,000	3,300,000	3,400,000
Transfer from Grants & Donations Funds	1,911,860	184,400	937%	-	∞	(184,400)	1,464,372	-	-
Refunding Bonds Issued	-	-	N/A	-	N/A	-	-	8,890,000	-
Payment to Refunded Bond Escrow Agent	-	-	N/A	-	N/A	-	-	(8,769,995)	-
Net Transfers and Other Financing Sources (Uses)	4,911,860	3,284,400	50%	3,100,000	58%	3,297,880	4,664,372	3,420,005	3,400,000
Beginning Fund Balance	15,623,335	17,380,955	-10%	17,193,765	-9%	(187,190)	16,788,394	17,442,859	16,774,952
Equipment Replacement Reserve									
Reserve Contributions	219,590	226,780	-3%	226,780	-3%	-	219,590	612,505	-
Equipment Purchases	(173,860)	(102,170)	70%	(10,000)	1639%	92,170	-	-	(59,569)
Capital Improvement Projects	(421,020)	(631,000)	-33%	(210,000)	100%	421,000	-	-	-
Net Contribution to Equipment Replacement Reserve	(375,290)	(506,390)	-26%	6,780	-5635%	513,170	219,590	612,505	(59,569)
Major Maintenance Reserve									
Reserve Contributions	388,800	362,970	7%	362,970	7%	-	181,942	500	-
Major Maintenance Costs	(375,000)	(197,200)	90%	(310,920)	21%	(113,720)	-	-	-
Net Contribution to Major Maintenance Reserve	13,800	165,770	-92%	52,050	-73%	(113,720)	181,942	500	-
Ending Fund Balances									
Operating Reserve ⁽¹⁾	1,988,720	1,890,840	5%	1,873,870	6%	16,970	1,992,230	1,762,952	1,506,162
Capital Improvements Reserve	5,700,000	4,044,635	41%	8,432,120	-32%	(4,387,485)	4,735,890	4,935,000	3,163,000
Equipment Replacement Reserve	1,430,143	1,194,613	20%	1,805,433	-21%	(610,820)	1,798,653	1,579,063	1,579,463
Major Maintenance Reserve	268,680	385,697	-30%	254,880	5%	130,817	202,830	20,887	89,436
Budget Carryovers	-	-	N/A	125,800	-100%	(125,800)	75,000	167,500	80,000
Remaining Available Fund Balance	564,822	6,049,830	-91%	3,131,232	-82%	2,918,598	8,389,162	8,322,992	11,024,798
Total Ending Fund Balances	\$ 9,952,365	\$ 13,565,615	-27%	\$ 15,623,335	-36%	\$ 610,970	\$ 17,193,765	\$ 16,788,394	\$ 17,442,859

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

FUND SUMMARIES
continued

Information Technology Internal Service Fund

	FY2025 Budget	FY2024 Budget	FY2025 Incr. over FY2024 Budget	FY2024 Est. Actuals	FY2025 Incr. over FY2024 Est.	FY2024 Est. over/ (under) budget	FY2023 Actuals	FY2022 Actuals	FY2021 Actuals
Ongoing Revenues									
Internal Cost Charges	\$ 2,676,190	\$ 2,329,890	15%	\$ 2,301,650	16%	\$ (28,240)	\$ 2,163,280	\$ 1,638,894	\$ 1,566,079
Charges for Services	600	500	20%	580	3%	80	401	1,003	555
Other Revenue	19,600	19,600	0%	19,690	0%	90	17,255	(30,334)	3,144
Total Ongoing Revenues	2,696,390	2,349,990	15%	2,321,920	16%	(28,070)	2,180,936	1,609,563	1,569,778
Ongoing Expenditures									
Information Technology Services	2,308,940	2,066,140	12%	1,896,350	22%	169,790	1,830,351	1,410,294	1,143,246
Departmental Direct Allocations	78,280	94,090	-17%	82,780	-5%	11,310	214,266	126,187	124,145
Indirect Cost Allocations	126,700	160,650	-21%	149,800	-15%	10,850	116,410	129,980	112,660
Total Ongoing Expenditures	2,513,920	2,320,880	8%	2,128,930	18%	191,950	2,161,027	1,666,461	1,380,051
Net Ongoing	182,470	29,110	527%	192,990	-5%	214,110	19,909	(56,898)	189,727
Other									
One-Time Revenues:									
Internal Cost Charges	182,920	231,870	-21%	213,900	-14%	(17,970)	138,680	96,756	98,791
One-Time Expenditures:									
Information Technology Services	(182,920)	(231,870)	-21%	(213,900)	-14%	17,970	(138,680)	(96,365)	(98,791)
Departmental Direct Allocations	-	-	N/A	-	N/A	-	-	(391)	-
Net One-Time Revenues/Expenditures	-	-	N/A	-	N/A	-	-	-	-
Transfer from General Fund	35,000	44,450	-21%	34,000	3%	(10,450)	34,210	26,899	28,797
Beginning Fund Balance	1,696,498	1,435,548	18%	1,420,608	19%	(14,940)	933,156	915,296	696,772
Equipment Replacement Reserve									
Reserve Contributions	240,440	209,300	15%	209,300	15%	-	433,333	47,859	-
Equipment Purchases	(146,500)	(175,580)	-17%	(160,400)	-9%	15,180	-	-	-
Net Use of Operating Revenues	93,940	33,720	179%	48,900	92%	15,180	433,333	47,859	-
Ending Fund Balances									
Equipment Replacement Reserve	1,509,328	1,039,055	45%	1,415,388	7%	(376,333)	1,366,488	933,155	885,296
Budget Carryovers	-	-	N/A	-	N/A	-	9,600	23,600	30,000
Remaining Available Fund Balance ⁽¹⁾	498,580	503,773	-1%	281,110	77%	(222,663)	44,520	(23,599)	-
Total Ending Fund Balances	\$ 2,007,908	\$ 1,542,828	30%	\$ 1,696,498	18%	\$ 153,670	\$ 1,420,608	\$ 933,156	\$ 915,296

⁽¹⁾The remaining available fund balance will be added to the equipment replacement reserve.

SUMMARY OF CAPITAL PROJECTS

continued

FY 2025 - FY 2034 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	FY2025	FY2026	FY2027	Future Years	Totals (excluding Prior Years Estimate)
AC - Arts & Culture									
Art in the Roundabouts	Restricted	Important (Could-Do)	AC-02	\$248,675	\$119,000	\$0	\$0	\$0	\$119,000
IT - Information Technology									
Citywide Business Software	Capital Reserves	Imperative (Must-Do)	IT-01	\$50,000	\$1,150,000	\$1,150,000	\$0	\$0	\$2,300,000
PR - Parks & Recreation									
Concession Stand/Restrooms Building - Renovation and Redesign	Restricted	Important (Could-Do)	PR-01	\$0	\$0	\$0	\$90,000	\$982,000	\$1,072,000
Improvements at Ranger Station / Interior Restoration of House and Barn	Restricted & Capital Reserves	Important (Could-Do)	PR-03B	\$94,166	\$1,063,660	\$0	\$0	\$0	\$1,063,660
Build-Out of Ranger Station Park	Restricted & Capital Reserves	Essential (Should-Do)	PR-03C	\$1,790,762	\$502,880	\$0	\$0	\$0	\$502,880
Posse Grounds Park Pickleball Courts	Restricted	Essential (Should-Do)	PR-09	\$394,085	\$1,100,000	\$0	\$0	\$0	\$1,100,000
Creekside Preservation/Walking Path (ESP)	Restricted & Capital Reserves	Important (Could-Do)	PR-10	\$0	\$0	\$0	\$0	\$5,553,170	\$5,553,170
Sunset Park Playground Structure	Capital Reserves	Important (Could-Do)	PR-11	\$0	\$0	\$285,000	\$0	\$0	\$285,000
PR - Parks & Recreation Subtotal				\$2,279,013	\$2,666,540	\$285,000	\$90,000	\$6,535,170	\$9,576,710
PD - Police									
Radio Infrastructure	Capital Reserves	Imperative (Must-Do)	PD-02	\$286,755	\$100,000	\$150,000	\$500,000	\$0	\$750,000
Body-Worn Camera Upgrade	Capital Reserves	Imperative (Must-Do)	PD-07	\$0	\$500,000	\$125,000	\$125,000	\$250,000	\$1,000,000
PD - Police Subtotal				\$286,755	\$600,000	\$275,000	\$625,000	\$250,000	\$1,750,000
PT - Public Transit (SIM subcategory)									
Transit Maintenance/Operations Center (ESP)	Restricted	Essential (Should-Do)	PT-01	\$286,576	\$520,000	\$600,000	\$10,090,000	\$13,860,000	\$25,070,000
Transit RIDE Exchange (ESP)	Restricted	Essential (Should-Do)	PT-02	\$1,057,881	\$0	\$0	\$0	\$3,430,000	\$3,430,000
Transit Bus Acquisition - Grant-Funded (ESP)	Restricted	Essential (Should-Do)	PT-03	\$417,500	\$236,000	\$0	\$829,000	\$5,700,000	\$6,765,000
Bus Stop Improvements (ESP)	Restricted	Essential (Should-Do)	PT-04	\$14,927	\$75,000	\$225,000	\$175,000	\$400,000	\$875,000
The Y Property Development (ESP)	Restricted	Essential (Should-Do)	PT-04a	\$194,500	\$20,000	\$0	\$0	\$330,000	\$350,000
North SR 179 Park and Ride (ESP)	Restricted	Essential (Should-Do)	PT-04b	\$1,918,524	\$650,000	\$0	\$0	\$0	\$650,000
West Sedona Intercept Lot (ESP)	Unidentified	Essential (Should-Do)	PT-05	\$2,338,822	\$0	\$0	\$0	<i>\$20,700,000</i>	\$20,700,000
South SR 179 Park and Ride (ESP)	Restricted	Essential (Should-Do)	PT-06	\$0	\$0	\$0	\$0	\$300,000	\$300,000
Intersection Improvements - 7500 West SR 89A	Restricted & Capital Reserves	Essential (Should-Do)	PT-08	\$0	\$400,000	\$5,050,000	\$0	\$0	\$5,450,000
PT - Public Transit (SIM subcategory) Subtotal				\$6,228,730	\$1,901,000	\$5,875,000	\$11,094,000	\$24,020,000	\$42,890,000
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	<i>\$645,000</i>	\$645,000
Facilities Study	Capital Reserves	Desirable (Other Year)	PW-04	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Real Estate/Land Acquisition	Unidentified	Essential (Should-Do)	PW-05	\$20,017,663	\$0	\$0	\$0	<i>\$8,000,000</i>	\$8,000,000
City Hall Window and Door Replacement (ESP)	Capital Reserves	Important (Could-Do)	PW-06	\$0	\$252,500	\$252,500	\$454,500	\$454,500	\$1,414,000
Cultural Park Improvements	Capital Reserves	Important (Could-Do)	PW-08	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$4,000,000
Solar PV and Battery Storage at City Hall and Contractors Road (Decarbonization) (ESP)	Capital Reserves	Essential (Should-Do)	PW-09	\$0	\$181,800	\$303,000	\$303,000	\$0	\$787,800
PW - Public Works Subtotal				\$20,213,519	\$434,300	\$555,500	\$2,757,500	\$2,504,500	\$6,251,800
Projects Not Funded								\$8,645,000	\$8,645,000

ESP = Environmental Sustainability Project

SUMMARY OF CAPITAL PROJECTS

continued

FY 2025 - FY 2034 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	FY2025	FY2026	FY2027	Future Years	Totals (excluding Prior Years Estimate)
SIM - Sedona in Motion									
Uptown Northbound Improvements (ESP)	Restricted	Essential (Should-Do)	SIM-01b	\$4,814,667	\$250,000	\$0	\$0	\$0	\$250,000
Uptown Pedestrian Improvements (ESP)	Restricted & Unidentified	Desirable (Other Year)	SIM-02	\$0	\$0	\$0	\$0	\$6,250,000	\$6,250,000
Uptown Parking Garage	Restricted	Imperative (Must-Do)	SIM-03a	\$3,406,058	\$13,893,610	\$8,700,000	\$0	\$0	\$22,593,610
Uptown Residential Parking Improvements	Restricted	Essential (Should-Do)	SIM-03b	\$0	\$15,000	\$130,000	\$0	\$0	\$145,000
Forest Rd Improvements associated with new Parking Garage	Restricted & Capital Reserves	Essential (Should-Do)	SIM-03d	\$0	\$80,000	\$1,010,000	\$0	\$0	\$1,090,000
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	Imperative (Must-Do)	SIM-04c	\$4,844,937	\$300,000	\$1,313,000	\$0	\$0	\$1,613,000
Ranger/SR 179 Intersection Improvements (ESP)	Restricted & Capital Reserves	Essential (Should-Do)	SIM-04e	\$0	\$0	\$97,500	\$984,170	\$0	\$1,081,670
Y Roundabout Adaptive Signals	Restricted	Important (Could-Do)	SIM-04f	\$0	\$0	\$30,000	\$50,000	\$350,000	\$430,000
Portal Lane to Brewer Road Connection	Restricted & Capital Reserves	Essential (Should-Do)	SIM-05a	\$75,977	\$516,200	\$1,508,310	\$0	\$0	\$2,024,510
Forest Road Connection	Restricted	Imperative (Must-Do)	SIM-05b	\$12,787,561	\$8,215,340	\$0	\$0	\$0	\$8,215,340
Ranger Road / Brewer Road RAB Intersection & Ranger Ext Improvements (ESP)	Restricted & Capital Reserves	Imperative (Must-Do)	SIM-05d	\$974,993	\$2,594,160	\$2,755,660	\$0	\$0	\$5,349,820
Forest/Ranger/SR 89A Intersection Improvements	Restricted & Capital Reserves	Essential (Should-Do)	SIM-05e	\$325,258	\$105,000	\$0	\$4,915,000	\$0	\$5,020,000
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
Traffic Calming and SUP - White Bear Rd to Pinon Dr (ESP)	Restricted	Essential (Should-Do)	SIM-10a	\$0	\$370,000	\$0	\$0	\$0	\$370,000
Rodeo Road to Dry Creek Road - Shared-Use Path (ESP)	Restricted	Essential (Should-Do)	SIM-11a	\$0	\$0	\$200,000	\$400,000	\$600,000	\$1,200,000
Dry Creek Road Pathway, White Bear to Two Fences (ESP)	Restricted	Essential (Should-Do)	SIM-11m	\$1,009,410	\$1,370,000	\$0	\$0	\$0	\$1,370,000
Andante Shared-Use Path and Drainage Improvements (ESP)	Restricted & Capital Reserves	Essential (Should-Do)	SIM-11n	\$185,547	\$1,545,400	\$1,515,000	\$0	\$0	\$3,060,400
Brewer Road Shared-Use Path (ESP)	Restricted	Important (Could-Do)	SIM-11p	\$167,190	\$750,000	\$200,000	\$0	\$0	\$950,000
Shelby II Shared-Use Path (ESP)	Restricted	Essential (Should-Do)	SIM-11q	\$100,000	\$675,000	\$725,000	\$0	\$0	\$1,400,000
Rodeo Shared-Use Path (ESP)	Restricted	Essential (Should-Do)	SIM-11r	\$0	\$0	\$70,000	\$300,000	\$0	\$370,000
Little Horse Shared-Use Path (ESP)	Restricted	Important (Could-Do)	SIM-11s	\$0	\$115,000	\$0	\$0	\$0	\$115,000
Coffee Pot Shared-Use Path (ESP)	Restricted	Essential (Should-Do)	SIM-11t	\$0	\$100,000	\$600,000	\$0	\$0	\$700,000
Navoti Dr to Upper Red Rock Loop Rd Shared-Use Path (ESP)	Restricted & Capital Reserves	Essential (Should-Do)	SIM-11v	\$0	\$120,000	\$808,000	\$707,000	\$0	\$1,635,000
Tranquil-Madole Shared-Use Path (ESP)	Restricted & Capital Reserves	Important (Could-Do)	SIM-11w	\$0	\$0	\$120,000	\$707,000	\$0	\$827,000
Zane Grey Shared-Use Path (ESP)	Restricted & Capital Reserves	Important (Could-Do)	SIM-11x	\$0	\$0	\$75,000	\$606,000	\$0	\$681,000
Thunder Mountain II Shared-Use Path (ESP)	Restricted	Important (Could-Do)	SIM-11y	\$0	\$0	\$0	\$150,000	\$800,000	\$950,000
Gun Fury Shared-Use Path (ESP)	Restricted & Capital Reserves	Essential (Should-Do)	SIM-11z	\$0	\$0	\$100,000	\$707,000	\$0	\$807,000
Travel Information System	Restricted & Unidentified	Important (Could-Do)	SIM-12a	\$99,301	\$0	\$0	\$0	\$312,500	\$312,500
Traffic Video Cameras	Restricted	Important (Could-Do)	SIM-12b	\$71,492	\$50,000	\$0	\$0	\$0	\$50,000
SIM - Sedona in Motion Subtotal (excluding projects not funded)				\$28,862,391	\$31,064,710	\$19,957,470	\$9,526,170	\$1,750,000	\$62,298,350
Projects Not Funded				\$0	\$0	\$0	\$0	\$16,607,910	\$16,607,910

ESP = Environmental Sustainability Project

SUMMARY OF CAPITAL PROJECTS

continued

FY 2025 - FY 2034 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	FY2025	FY2026	FY2027	Future Years	Totals (excluding Prior Years Estimate)
SD - Storm Drainage									
View Drive Area Drainage Improvements (Yavapai County) (ESP)	Restricted & Capital Reserves	Important (Could-Do)	SD-04	\$0	\$0	\$0	\$150,000	\$1,461,500	\$1,611,500
Saddlerock Area Drainage Improvements (Yavapai County) (ESP)	Restricted & Capital Reserves	Important (Could-Do)	SD-05	\$0	\$150,000	\$503,500	\$0	\$0	\$653,500
Mystic Hills Lift Station Access Improvements (Coconino County) (ESP)	Restricted & Capital Reserves	Important (Could-Do)	SD-08	\$0	\$0	\$40,000	\$402,000	\$0	\$442,000
SD - Storm Drainage Subtotal (excluding projects not funded)				\$0	\$150,000	\$543,500	\$552,000	\$0	\$1,245,500
Projects Not Funded				\$0	\$0	\$0	\$0	\$1,461,500	\$1,461,500
ST - Streets & Transportation									
Back O' Beyond Road & Trailhead Safety Improvements	Restricted & Capital Reserves	Essential (Should-Do)	ST-07	\$0	\$0	\$121,200	\$3,006,000	\$0	\$3,127,200
Citywide Safety Analysis Corridor Studies	Restricted & Capital Reserves	Essential (Should-Do)	ST-11	\$0	\$0	\$250,000	\$0	\$0	\$250,000
ST - Streets & Transportation Subtotal				\$0	\$0	\$371,200	\$3,006,000	\$0	\$3,377,200
SUS - Sustainability									
Streetlights LED Retrofit (ESP)	Capital Reserves	Essential (Should-Do)	SUS-05	\$120,000	\$80,800	\$0	\$0	\$0	\$80,800
DC Fast EV Chargers (Decarbonization) (ESP)	Capital Reserves	Essential (Should-Do)	SUS-06	\$0	\$0	\$0	\$404,000	\$0	\$404,000
Building Retrofit of Natural Gas Systems (Decarbonization) (ESP)	Capital Reserves	Essential (Should-Do)	SUS-07	\$0	\$0	\$0	\$0	\$505,000	\$505,000
Decarbonization Roadmap Projects	Capital Reserves	Essential (Should-Do)	SUS-09	\$0	\$0	\$757,500	\$707,000	\$1,565,500	\$3,030,000
SUS - Sustainability Subtotal				\$120,000	\$80,800	\$757,500	\$1,111,000	\$2,070,500	\$4,019,800
Subtotal Non-Wastewater Projects (excluding projects not funded)				\$58,579,433	\$38,166,350	\$29,770,170	\$28,761,670	\$37,130,170	\$133,828,360

ESP = Environmental Sustainability Project

SUMMARY OF CAPITAL PROJECTS

continued

FY 2025 - FY 2034 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	FY2025	FY2026	FY2027	Future Years	Totals (excluding Prior Years Estimate)
WW - Wastewater									
WW Collection System Improvements - Misc. Rehabs/Replacements (ESP)	WW Revenues	Essential (Should-Do)	WW-01D	\$240,000	\$401,000	\$0	\$0	\$0	\$401,000
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	\$3,736,240	\$3,460,620	\$0	\$0	\$0	\$3,460,620
SCADA System Master Plan	WW Revenues	Important (Could-Do)	WW-04	\$0	\$0	\$0	\$310,000	\$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 (ESP)	WW Revenues	Essential (Should-Do)	WW-06	\$5,477,699	\$0	\$971,820	\$4,621,780	\$15,600,000	\$21,193,600
WWRP Area 4 Irrigation Improvements	WW Revenues	Important (Could-Do)	WW-06A	\$0	\$0	\$0	\$0	\$0	\$0
WWRP Reservoir Liner Replacement	WW Revenues	Important (Could-Do)	WW-07	\$0	\$0	\$0	\$0	\$0	\$0
WWRP Drying Beds Replacement (ESP)	WW Revenues	Important (Could-Do)	WW-08	\$0	\$0	\$150,000	\$1,500,000	\$0	\$1,650,000
WWRP Treatment Process Upgrades (ESP)	WW Revenues	Essential (Should-Do)	WW-09	\$219,500	\$3,515,500	\$0	\$50,000	\$1,820,000	\$5,385,500
Wastewater Master Plan Update	WW Revenues	Important (Could-Do)	WW-10	\$0	\$0	\$100,000	\$0	\$100,000	\$200,000
WWRP Paving	WW Revenues	Desirable (Other Year)	WW-11	\$0	\$0	\$0	\$0	\$420,000	\$420,000
WWRP Area 4 Pump Station Valve Upgrade	WW Revenues	Essential (Should-Do)	WW-14	\$0	\$0	\$0	\$0	\$0	\$0
WWRP Secondary Clarifier Rehabilitation (ESP)	WW Revenues	Imperative (Must-Do)	WW-16	\$155,000	\$155,000	\$0	\$0	\$255,000	\$410,000
WWRP Laboratory Remodel	WW Revenues	Desirable (Other Year)	WW-17	\$0	\$0	\$0	\$0	\$500,000	\$500,000
WWRP Recharge Well Filter Backwash System (ESP)	WW Revenues	Essential (Should-Do)	WW-18	\$83,000	\$300,000	\$0	\$0	\$0	\$300,000
WWRP Facility Plan	WW Revenues	Essential (Should-Do)	WW-19	\$0	\$250,000	\$0	\$0	\$0	\$250,000
WW - Wastewater Subtotal				\$9,936,099	\$8,082,120	\$1,271,820	\$6,981,780	\$20,390,000	\$36,725,720
TOTAL ALL PROJECTS (excluding projects not funded)				\$68,515,532	\$46,248,470	\$31,041,990	\$35,743,450	\$57,520,170	\$170,554,080
Total Projects Not Funded				\$0	\$0	\$0	\$0	\$47,414,410	\$47,414,410
Grand Totals Funded and Unfunded				\$68,515,532	\$46,248,470	\$31,041,990	\$35,743,450	\$104,934,580	\$217,968,490
Funding Sources Summary									
1% for Arts					\$119,000	\$0	\$115,000	\$50,000	\$284,000
Capital Reserves					\$6,083,920	\$16,674,450	\$9,914,170	\$9,187,860	\$41,860,400
Coconino County Flood Control					\$0	\$40,000	\$200,000	\$0	\$240,000
Debt Financing					\$16,936,410	\$10,127,820	\$6,135,280	\$18,508,000	\$51,707,510
Development Impact Fees - Post 7/2014					\$3,302,840	\$839,070	\$58,500	\$2,888,240	\$7,088,650
Development Impact Fees - Pre 8/2014					\$1,100,000	\$150,000	\$240,000	\$120,000	\$1,610,000
Equipment Replacement Reserve					\$421,020	\$0	\$0	\$0	\$421,020
Fairfield CFD					\$65,000	\$0	\$90,000	\$522,000	\$677,000
Grant					\$2,736,460	\$873,000	\$15,701,150	\$20,091,000	\$39,401,610
Outside Participation					\$0	\$0	\$0	\$1,250,000	\$1,250,000
Summit CFD					\$60,000	\$0	\$0	\$460,000	\$520,000
Transportation Sales Tax					\$9,207,580	\$1,887,650	\$779,350	\$2,651,000	\$14,525,580
Unidentified					\$0	\$0	\$0	\$44,116,480	\$44,116,480
Wastewater Revenues					\$6,066,240	\$300,000	\$2,360,000	\$4,790,000	\$13,516,240
Yavapai County Flood Control					\$150,000	\$150,000	\$150,000	\$300,000	\$750,000
TOTAL FUNDING SOURCES					\$46,248,470	\$31,041,990	\$35,743,450	\$104,934,580	\$217,968,490

ESP = Environmental Sustainability Project

SUMMARY OF CAPITAL PROJECTS
continued

FY 2025 - FY 2034 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	FY2025	FY2026	FY2027	Future Years	Totals (excluding Prior Years Estimate)
Project Funding Status Summary									
Carry Over					\$36,426,376	\$12,687,477	\$22,586,852	\$14,456,918	\$86,157,623
New Appropriation					\$9,822,094	\$14,022,813	\$1,348,688	\$3,667,582	\$28,861,177
Future Estimate					\$0	\$4,331,700	\$11,807,910	\$65,350,340	\$81,489,950
Unfunded					\$0	\$0	\$0	\$21,459,740	\$21,459,740
TOTALS BY FUNDING STATUS					\$46,248,470	\$31,041,990	\$35,743,450	\$104,934,580	\$217,968,490

Category Summary

Arts Transfer					\$41,200	\$147,670	\$62,670	\$96,080	\$347,620
Construction - Contracted					\$38,539,660	\$26,295,000	\$30,095,720	\$53,217,100	\$148,147,480
Construction - In-House					\$75,000	\$0	\$0	\$500,000	\$575,000
Contingency					\$680,000	\$0	\$1,116,060	\$600,000	\$2,396,060
Design - Contracted					\$3,200,590	\$2,636,320	\$590,000	\$3,741,400	\$10,168,310
Environmental					\$40,000	\$138,000	\$0	\$250,000	\$428,000
Equipment Purchase					\$1,321,020	\$0	\$0	\$3,320,000	\$4,641,020
Future Estimate Placeholder					\$0	\$275,000	\$2,625,000	\$31,350,000	\$34,250,000
Land Acquisition					\$650,000	\$50,000	\$0	\$6,060,000	\$6,760,000
Master Plan					\$0	\$100,000	\$310,000	\$0	\$410,000
Project Management - Contracted					\$150,000	\$150,000	\$0	\$0	\$300,000
Public Art Purchase					\$65,000	\$0	\$115,000	\$50,000	\$230,000
Study					\$250,000	\$250,000	\$0	\$50,000	\$550,000
Technology					\$1,000,000	\$1,000,000	\$0	\$0	\$2,000,000
Vehicle Purchase					\$236,000	\$0	\$829,000	\$5,700,000	\$6,765,000
TOTALS BY CATEGORY					\$46,248,470	\$31,041,990	\$35,743,450	\$104,934,580	\$217,968,490

Summary of Project Costs Managed by Public Works PMs

Total Project Costs					\$46,248,470	\$31,041,990	\$35,743,450		
Projects not managed by Public Works project managers:									
AC-02 Art in Roundabouts					(\$119,000)	\$0	\$0		
IT-01 ERP System					(\$1,150,000)	(\$1,150,000)	\$0		
PD-02 Radio Infrastructure					(\$100,000)	(\$150,000)	(\$500,000)		
PD-07 Body Worn Camera System					(\$500,000)	(\$125,000)	(\$125,000)		
PT-03 Transit Bus Acquisition					(\$236,000)	\$0	(\$829,000)		
All Land Acquisitions					(\$650,000)	(\$50,000)	\$0		
All Sustainability Projects (managed by Bryce)					(\$80,800)	(\$757,500)	(\$1,111,000)		
All Wastewater Projects (managed by Roxanne)					(\$8,082,120)	(\$1,271,820)	(\$6,981,780)		
Net Project Costs Manager by Public Works PMs					\$35,330,550	\$27,537,670	\$26,196,670		

SUMMARY OF CIP PROJECT BUDGET CHANGES

(excludes projects with 1st appropriation in FY2025, only includes appropriations requests - i.e., excludes future estimates not yet requested for appropriation)

Project Name	Project #	Project Budget as of FY2025	Original Project Budget	Change	% Change	Project Budget as of FY2024	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	\$367,675	\$300,000	\$67,675	23%	\$367,675	\$0	0%	The budget was increased for the exclusion of a donated sculpture that was originally anticipated to be used. Instead, all four sculptures will be installed from the selected finalists in the RFP process.	June 2020	October 2024	4.3	Design and ADOT approvals are nearing completion with the exception of 1 roundabout. There is a chance the installation/construction will carry over to the next fiscal year.
IT - Information Technology													
Citywide Business Software	IT-01	\$2,350,000	\$1,000,000	\$1,350,000	135%	\$2,300,000	\$50,000	2%	The placeholder amounts had not been updated since FY 2019. More current estimates have been provided.	June 2021	June 2026	5.0	Due to workloads with other significant projects in process, the timeline for this project was delayed.
PR - Parks & Recreation													
Improvements at Ranger Station / Interior Restoration of House and Barn	PR-03B	\$1,157,826	\$325,000	\$832,826	256%	\$636,556	\$521,270	82%	Increased budget to reflect current environment of increased cost of construction. Equipment (i.e., chairs, tables, lighting, etc.) is needed in the newly completed structures to make them useable.	June 2023	June 2025	2.0	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	\$2,293,642	\$1,746,350	\$547,292	31%	\$2,115,884	\$177,758	8%	Cost increases for playground equipment and other amenities.	June 2025	June 2025	0.0	Council accelerated the priority for this project.
Posse Grounds Park Pickleball Courts	PR-09	\$1,494,085	\$1,540,000	(\$45,915)	-3%	\$1,494,085	\$0	0%	Reduction in design costs compared to initial estimate.	June 2024	June 2025	1.0	Extensive community outreach and presentation to HOA and Council.
PD - Police													
Radio Infrastructure	PD-02	\$386,755	\$155,000	\$231,755	150%	\$286,755	\$100,000	35%	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	\$25,356,576	\$16,870,000	\$8,486,576	50%	\$22,163,745	\$3,192,831	14%	Increased estimated costs due to project delays and inflationary factors. Future "Zero Emissions" goals and funding requirements moved to FY 2027.	June 2025	June 2028	3.0	Study delayed and funding delayed due to ADOT funding process.
Transit Bus Acquisition - Grant-Funded	PT-03	\$653,500	\$1,350,000	(\$696,500)	-52%	\$536,300	\$117,200	22%	Budget adjusted for trailhead and micro-transit vehicles acquired through lease-purchase agreements, as well as increases in costs for micro-transit vehicles.	June 2025	June 2028	3.0	Delayed due to delays in construction of necessary facilities.
Bus Stop Improvements	PT-04	\$89,927	\$20,000	\$69,927	350%	\$14,927	\$75,000	502%	Adding design costs for future bus stop improvements.	June 2026	June 2028	2.0	Time line is contingent on emerging needs as the transit system develops and available Federal Funding.
The Y Property Development	PT-04a	\$544,500	\$584,500	(\$40,000)	-7%	\$544,500	\$0	0%	The budget was decreased based on changes to the vision of how the property would be used.	June 2025	June 2028	3.0	Delayed due to other priorities.
North SR 179 Park and Ride	PT-04b	\$2,568,524	\$2,073,342	\$495,182	24%	\$2,108,777	\$459,747	22%	Costs for land purchase was somewhat underestimated; and final design is going to require more extensive effort as a bus egress ramp is being designed with a connection directly to SR 179.	July 2023	June 2025	2.0	Time line extended due to the additional improvements.

SUMMARY OF CIP PROJECT BUDGET CHANGES

(excludes projects with 1st appropriation in FY2025, only includes appropriations requests - i.e., excludes future estimates not yet requested for appropriation)

Project Name	Project #	Project Budget as of FY2025	Original Project Budget	Change	% Change	Project Budget as of FY2024	Change	% Change	Explanation of Revised Budget	Original Estimated Completion Date	Revised Estimated Completion Date	Delay in Years	Explanation of Revised Timeline
SIM - Sedona in Motion													
Uptown Northbound Improvements	SIM-01b	\$5,064,667	\$535,000	\$4,529,667	847%	\$4,814,667	\$250,000	5%	Budget revised to include construction costs of recommended alternatives that resulted from the bidding process, as well as the design revision to include shared-use path grade separation and southbound left-hand turn into L'Auberge Lane.	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	\$25,999,668	\$14,356,700	\$11,642,968	81%	\$24,564,456	\$1,435,212	6%	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	June 2026	2.0	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 Residential Parking Improvements	SIM-03b	\$145,000	\$111,100	\$33,900	31%	\$145,000	\$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 2026	8.5	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	\$5,157,937	\$2,261,135	\$2,896,802	128%	\$5,059,364	\$98,573	2%	The Phase 1 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. Phase 2 costs for an at-grade warrant analysis have been added.	June 2026	N/A	0.0	N/A
Portal Lane to Brewer Road Connection	SIM-05a	\$2,100,487	\$763,600	\$1,336,887	175%	\$1,075,977	\$1,024,510	95%	The 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 are 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 another consultant.	June 2020	June 2026	6.0	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	\$21,002,901	\$1,321,200	\$19,681,701	1490%	\$20,400,576	\$602,325	3%	The 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 the consideration of one full parcel acquisition by the City. Additional costs for utility relocations and costs incurred for delays associated with utility relocations.	June 2020	March 2025	4.7	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	\$6,324,813	\$2,949,300	\$3,375,513	114%	\$5,111,193	\$1,213,620	24%	Cost increases due to inflationary increases in construction costs and possible land acquisition.	June 2023	June 2026	3.0	Extended construction due to length of retaining walls with working within Soldiers Wash.
Forest/Ranger/SR 89A Intersection Improvements	SIM-05e	\$5,345,258	\$5,066,500	\$278,758	6%	\$5,158,070	\$187,188	4%	The requested budget amount increased due to higher estimated costs for the study and design.	June 2024	June 2027	3.0	Projecting out for design and construction completion. The CLOMR will be completed by SIM-05d with a Letter of Map Revision (LOMR) for this project.
Dry Creek Road Pathway, White Bear to Two Fences	SIM-11m	\$2,379,410	\$1,400,000	\$979,410	70%	\$1,909,770	\$469,640	25%	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.
Andante Shared-Use Path and Drainage Improvements	SIM-11n	\$3,245,947	\$1,369,000	\$1,876,947	137%	\$1,385,547	\$1,860,400	134%	Cost increases due to inflationary increases in construction costs.	December 2024	June 2026	1.5	Extensive bilingual public outreach has slowed progress.
Brewer Road Shared-Use Path	SIM-11p	\$1,117,190	\$870,000	\$247,190	28%	\$870,000	\$247,190	28%	Cost increases due to inflationary increases in construction costs.	June 2025	June 2026	1.0	Recently informed that we were awarded grant funding, which will delay the project a bit.
Shelby II Shared-Use Path	SIM-11q	\$1,500,000	\$1,125,000	\$375,000	33%	\$1,150,000	\$350,000	30%	Cost increases due to inflationary increases in construction costs.	June 2025	September 2025	0.3	Delayed due to grant funding process.
Traffic Video Cameras	SIM-12b	\$121,492	\$47,470	\$74,022	156%	\$121,492	\$0	0%	The budget was increased to allow for additional cameras.	June 2021	June 2025	4.0	Project completion extended to account for added cameras.
SUS - Sustainability													
Streetslights LED Retrofit	SUS-05	\$200,800	\$181,800	\$19,000	10%	\$181,800	\$19,000	10%	Timelines and estimated costs shifted slightly upward and installation was moved into FY 2025.	June 2024	December 2024	0.5	Procurement timelines shifted, which is moving anticipated installation into early FY 2025.
WW - Wastewater													
WW Collection System Improvements - Misc. Rehabs/Replacements	WW-01D	\$641,000	\$390,000	\$251,000	64%	\$460,000	\$181,000	39%	Additional budget added in FY 2025, based off of Engineering Cost Estimates for construction.	June 2022	June 2025	3.0	Construction delayed due to need for additional funding.
WW Collection System Improvements - Major Lift Station Upgrades	WW-01F	\$7,196,860	\$960,000	\$6,236,860	650%	\$6,883,529	\$313,331	5%	Cost increases for increases in material pricing and for additional scope of work.	June 2022	December 2024	2.5	Supply chain issues have resulted in a delay to the start of construction.
WWRP Treatment Process Upgrades	WW-09	\$3,735,000	\$1,060,000	\$2,675,000	252%	\$1,060,000	\$2,675,000	252%	Increased budget to account for higher than anticipated design costs, revised construction cost estimates, and for costs associated with permit amendments.	June 2027	June 2028	1.0	Upgrades to sludge digester and aeration basin moved out further because there has not been an increase in average daily flows.
WWRP Secondary Clarifier Rehabilitation	WW-16	\$310,000	\$155,000	\$155,000	100%	\$155,000	\$155,000	100%	Cost increases are for the addition of Phase 2.	June 2025	N/A	0.0	N/A
WWRP Recharge Well Filter Backwash System	WW-18	\$383,000	\$130,000	\$253,000	195%	\$130,000	\$253,000	195%	Design costs came in significantly higher than expected. Additional funds have been added to account for that, as well as anticipated higher construction	June 2024	June 2025	1.0	Design started 6 months into FY 2024 and therefore construction has been moved to FY 2025.
TOTALS		\$129,234,440	\$61,016,997	\$68,217,443	112%	\$113,205,645	\$16,028,795	14%			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

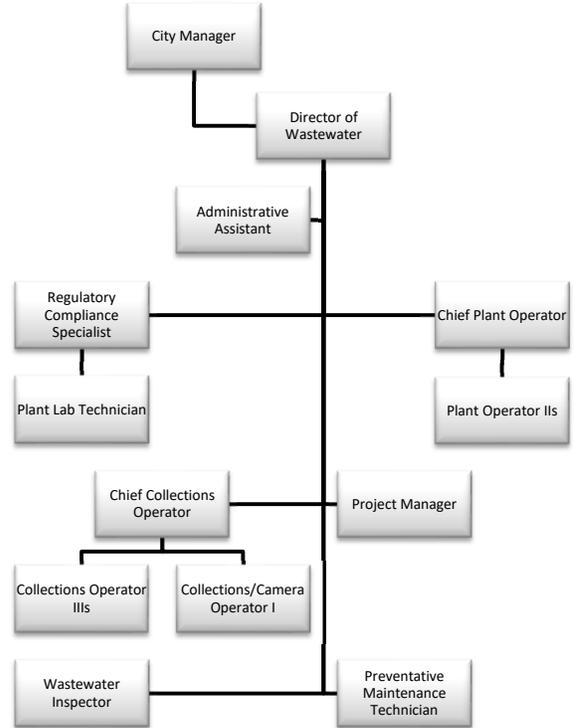
The Wastewater Department is responsible for the day-to-day operations of the wastewater collection system and treatment facility and the disposal of A+ quality treated effluent. The Wastewater Department works collaboratively with several City departments who assist in the administration, operation, 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:

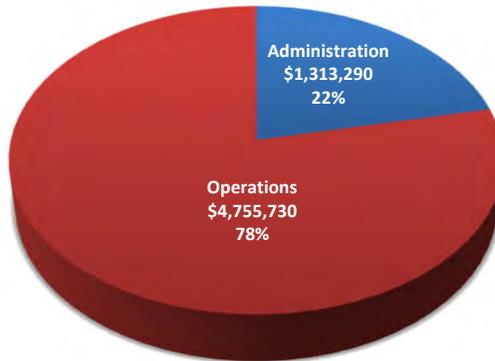
- * Administration, including capital projects management and inspection
- * Operations, including collection system, wastewater treatment, and laboratory service

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.

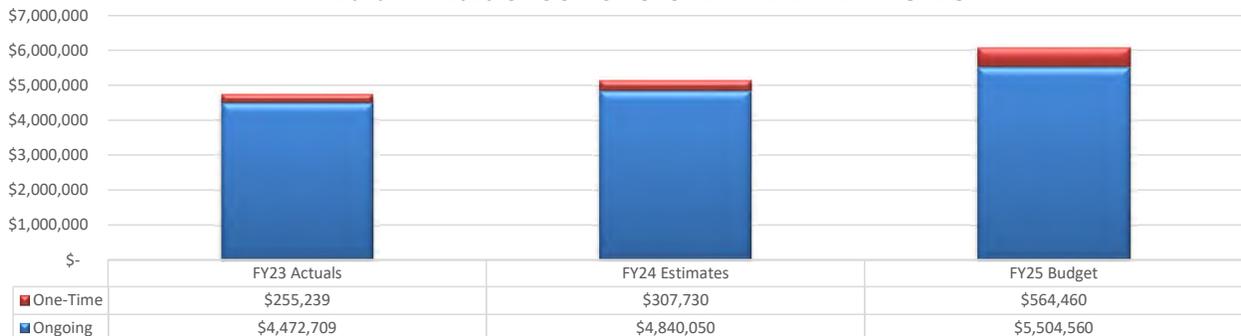
DEPARTMENT ORGANIZATION CHART



FY 2025 PROGRAM EXPENDITURES: \$6,069,020



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



WASTEWATER – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 372,270	28%	\$ 261,690	\$ 293,570	\$ 240,421
Supplies & Services	57,850	4%	53,020	38,800	41,387
Capital & Debt Service	-	0%	-	-	9,425
Subtotal Direct Costs	\$ 430,120	33%	\$ 314,710	\$ 332,370	\$ 291,232
Internal Charges	883,170	67%	862,390	824,470	866,340
Total Expenditures	\$ 1,313,290	100%	\$ 1,177,100	\$ 1,156,840	\$ 1,157,572
Expenditures by Fund					
Wastewater Fund Portion	\$ 1,313,290	100%	\$ 1,177,100	\$ 1,156,840	\$ 1,157,572
Funding Sources					
Program Revenues	\$ 1,313,290	100%	\$ 1,177,100	\$ 1,156,840	\$ 1,157,572
Employee Time Allocation (FTEs) (Budgeted)	3.15		2.35		2.10

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; long-range planning; and project management for infrastructure improvements.

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 2024 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 design for 3 sewer main rehabilitation projects in Northview Road, Foothills South, and Lazy Bear Estates.
- * Completed design and permitting for the WWRP UV upgrades project.

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 20+ 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 2025 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	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Total amount of construction contract change orders	< \$380,000	< \$160,000	\$0	\$0	\$410,400
Regulatory compliance reports submitted	13	12	13	13	11
Tours given	15	15	10	11	11
Total CIP Projects	7	9	8	6	3
Total Amount of CIP Projects	\$8,082,120	\$5,663,500	\$1,753,900	\$2,785,811	\$1,258,100

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Average percentage of change orders to original contract amount for construction phase		< 5%	< 5%	0%	0%	47%
Single family residential monthly sewer rate for high flows (Benchmark = average monthly sewer bill of 13 participating municipalities in the Valley Cities Consortium for FY21/average monthly water and sewer bill for FY22)	\$50.61 / \$124.00	\$61.11	\$61.11	\$61.11	\$61.11	\$61.11
Single family residential monthly sewer rate for low flows (Benchmark = average monthly low flow sewer bill low flow of 13 participating municipalities in the Valley Cities Consortium for FY21/average monthly water and sewer bill for FY22)	\$37.38 / \$69.87	\$47.52	\$47.52	\$47.52	\$47.52	\$47.52

WASTEWATER – Operations

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 1,362,650	29%	\$ 1,379,390	\$ 1,201,940	\$ 1,063,022
Supplies & Services	1,713,330	36%	1,616,000	1,520,880	1,451,376
Capital & Debt Service	486,660	10%	375,690	238,460	187,445
Subtotal Direct Costs	\$ 3,562,640	75%	\$ 3,371,080	\$ 2,961,280	\$ 2,701,844
Internal Charges	1,193,090	25%	1,060,540	1,029,660	868,532
Total Expenditures	\$ 4,755,730	100%	\$ 4,431,620	\$ 3,990,940	\$ 3,570,376
Expenditures by Fund					
Wastewater Fund Portion	\$ 4,755,730	100%	\$ 4,431,620	\$ 3,990,940	\$ 3,570,376
Funding Sources					
Program Revenues	\$ 4,755,730	100%	\$ 4,431,620	\$ 3,990,940	\$ 3,570,376
Employee Time Allocation (FTEs) (Budgeted)	11.85		12.65		12.90

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 6,900 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 2024 Accomplishments

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

- * Rehabilitated Aeration Basin #1, including the replacement of diffusers.
- * Performed all scheduled preventative maintenance at each of the 17 lift stations and on WWRP equipment.
- * Achieved 100% 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.
- * Completed 100% of required daily, monthly, quarterly, and semi-annual samples and tests.
- * Accurately reported results of all lab tests required by ADEQ.

FY 2025 Objectives

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.

WASTEWATER – Wastewater Plant Operations

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Average daily influent flow (million gallons per day)	1.20	1.20	1.16	1.16	1.20
Volume of treated effluent sent to wetlands (million gallons)	80	80	74	56	62
Volume of treated effluent sent to aquifer recharge (million gallons)	120	120	72	105	115
Volume of treated effluent sent to irrigation (million gallons)	220	200	220	221	226
Amount of biosolids disposed (dry tons)	300	300	300	272	329
Grease trap inspections	355	365	320	279	45
Collections service calls (odor complaints, broken manhole covers, etc.)	30	30	30	28	35
Sewer hotline calls (out of collections services calls and collections emergency callouts, this is the number that were reported through the sewer hotline)	15	18	5	7	24
Number of samples collected & tested in wastewater laboratory for required compliance testing	1,007	0	943	933	943
Number of samples collected & tested in wastewater laboratory for process control (to help make operational decisions for best quality effluent)	5,894	0	5,612	5,596	6,008
Amount spent for wetlands maintenance	\$31,000	\$31,000	\$23,000	\$31,000	\$3,080
Amount spent for recharge well maintenance	\$87,300	\$69,700	\$68,000	\$67,700	\$69,950
Amount spent for irrigation maintenance	\$68,000	\$61,000	\$35,000	\$76,000	\$22,400
Collections emergency callouts (sewer is actively spilling into the environment)	<5	<5	7	3	8

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Percentage of collections service calls that are the City of Sedona responsibility (problem exists in the City sewer lines or is a result of operator error)		<40%	<40%	45%	11%	14%
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%	100%	89%	100%

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Cost per million gallons for wetlands		\$388	\$388	\$311	\$554	49
Cost per million gallons for aquifer recharge		\$728	\$581	\$944	\$645	\$609
Cost per million gallons for irrigation		\$309	\$305	\$159	\$344	\$99
Cost per laboratory test (compliance & process control)		\$45.18	\$40.87	\$45.03	\$37.96	\$31.30

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 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%	42%	50%	0%

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

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
ADEQ reportable Aquifer Protection Permit Violations (violations that occur at the WWRP)		<5	<5	14	13	4
ADEQ reportable collection system incidents (sewer spills over 50 gallons)		<5	<5	5	2	4
AZDHS annual laboratory inspection deficiencies		<2	<5	0	1	2

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 #:**
(If Applicable)

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

Ranking:

Environmental Sustainability Project?

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, 2024:
 Design of all 3 areas will be complete. Construction on Northview Road will be approximately 30% complete.

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	\$181,000
Requested Total Project Budget	\$641,000
Estimated Expenditures through June 30, 2024	\$240,000
Budget Balance Remaining	\$401,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
 Additional budget added in FY 2025, based off of Engineering Cost Estimates for construction. Construction delayed due to need for additional funding.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$52,000					\$52,000
New	Design - Contracted		\$19,000				\$19,000
Carry Over	Construction - Contracted	\$188,000	\$220,000				\$408,000
New	Construction - Contracted		\$162,000				\$162,000
Totals		\$240,000	\$401,000	\$0	\$0	\$0	\$641,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Wastewater Revenues	\$240,000	\$401,000				\$641,000
Totals		\$240,000	\$401,000	\$0	\$0	\$641,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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:
TBD

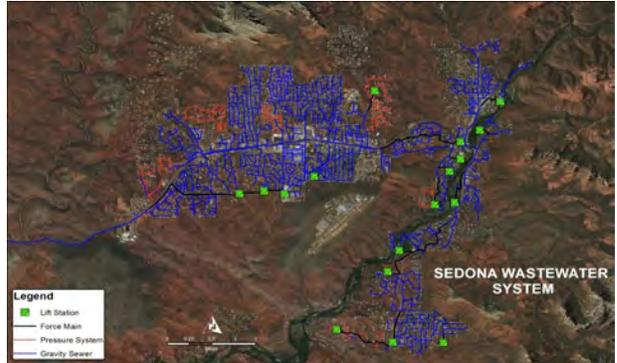
Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2022	July 2025
Estimated Completion Date	June 2023	June 2028

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, 2024:

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, 2024	\$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	FY2025	FY2026	FY2027	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	FY2025	FY2026	FY2027	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:

	FY2025	FY2026	FY2027	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:
Major Lift Stations

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

	Original	Revised (if applicable)
Start Date	July 2020	July 2020
Estimated Completion Date	June 2022	December 2024

Ranking:

Environmental Sustainability Project?

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.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Construction is underway and approximately 30% complete.

Project Balance	
Original Approved Project Budget	\$960,000
Approved Budget Increases/Decreases	\$5,923,529
Current Approved Total Project Budget	\$6,883,529
Requested Budget Increase/Decrease	\$313,331
Requested Total Project Budget	\$7,196,860
Estimated Expenditures through June 30, 2024	\$3,736,240
Budget Balance Remaining	\$3,460,620

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

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$375,173	\$76,600				\$451,773
Carry Over	Construction - Contracted	\$1,686,695	\$2,649,669				\$4,336,364
New Appropriation	Construction - Contracted		\$313,331				\$313,331
Carry Over	Equipment Purchase	\$1,674,372	\$421,020				\$2,095,392
	Totals	\$3,736,240	\$3,460,620	\$0	\$0	\$0	\$7,196,860

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Grant	\$1,464,372	\$1,944,860				\$3,409,232
Equipment Replacement Reserve	\$210,000	\$421,020				\$631,020
Wastewater Revenues	\$2,061,868	\$1,094,740				\$3,156,608
	Totals	\$3,736,240	\$3,460,620	\$0	\$0	\$7,196,860

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
American Rescue Plan Act (ARPA) funding will be used toward this project.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 Master Plan

Location:
N/A

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

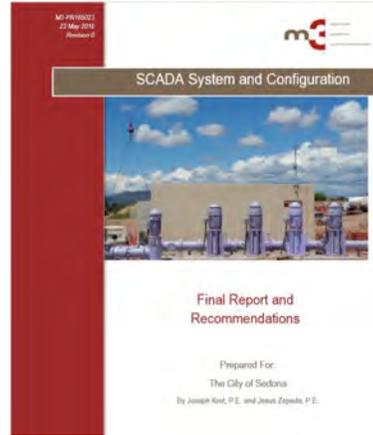
Ranking:

Environmental Sustainability Project?

	Original	Revised (if applicable)
Start Date	July 2017	July 2026
Estimated Completion Date	June 2019	June 2027

Project Description:

This project will re-evaluate the recommendations of the 2016 study and update it to include current needs of the WWRP, technological advances in the field of Supervisory Control and Data Acquisition (SCADA), and future additions needed as the WWRP continues to grow.



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 the time since the study was completed, many changes have occurred to the SCADA system, including some upgrades and improvements that were identified in the study. Rather than implementing additional recommendations from this outdated study, a new study should be completed with updated technological advances and current needs of the WWRP.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Not yet started.

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Project delayed to allow for higher priority projects to be completed first.

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, 2024	\$0
Budget Balance Remaining	\$310,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Master Plan				\$310,000		\$310,000
Totals		\$0	\$0	\$0	\$310,000	\$0	\$310,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Wastewater Revenues				\$310,000		\$310,000
Totals		\$0	\$0	\$0	\$310,000	\$310,000

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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: 3 of 4 **Project #:** WW-06
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2009	July 2025
Estimated Completion Date	June 2020	June 2028

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

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. 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.

Note: The amount shown for prior years under the category "demolition/site prep" represent the costs associated with the design and construction of 27 acres of wetlands.



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).

For Continuing Projects

Estimated Project Status as of June 30, 2024:

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 (See project WW-06A). 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 2027 and FY 2028. 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 the next phase have been moved up to FYs 2026-2028.

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	\$450,000
Requested Total Project Budget	\$11,071,299
Estimated Expenditures through June 30, 2024	\$5,477,699
Budget Balance Remaining	\$5,593,600

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	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
New Appropriation	Design - Contracted			\$450,000			\$450,000
Future Estimate	Design - Contracted					\$750,000	\$750,000
Carry Over	Construction - Contracted	\$4,093,708			\$4,405,720		\$8,499,428
Future Estimate	Construction - Contracted					\$14,400,000	\$14,400,000
Carry Over	Environmental	\$109,779		\$138,000			\$247,779
Future Estimate	Environmental					\$250,000	\$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	\$971,820	\$4,621,780	\$15,600,000	\$26,671,299

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Wastewater Revenues	\$5,477,699					\$5,477,699
Debt Financing			\$971,820	\$4,621,780	\$15,600,000	\$21,193,600
Totals	\$5,477,699	\$0	\$971,820	\$4,621,780	\$15,600,000	\$26,671,299

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

Possible grant opportunities will be sought.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				\$120,000
Contractual Services				
Debt Service			\$1,080,000	\$1,080,000
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$1,080,000	\$1,200,000

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. Until a final design on wells 3 and 4 are complete, an accurate estimate of the operating impacts cannot be assessed.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: WWRP Area 4 Irrigation Improvements

Location: Wastewater Reclamation Plant

Phase: of **Project #:** WW-06A
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2025	
Estimated Completion Date	June 2026	

Ranking: Important (Could-Do)

Environmental Sustainability Project? No

Project Description:
This project will replace the irrigation system on 200 acres of land.

Note: This project will not be required if additional recharge wells are constructed.



Project Justification:
The WWRP disposes of its treated effluent through spray irrigation, wetlands, and two recharge wells. In 2013, the City completed an Effluent Management Optimization Plan, which identified 6 total recharge wells, 27 acres of wetlands and a reduction of irrigation from 300 acres to 100 acres as the optimum combination of effluent disposal methods. Inflow flows at the WWRP have not increased at the rate anticipated and alternative use of the Dells land (200 acres of irrigation to be abandoned) has been on hold, thus it has delayed the construction of additional recharge wells. The irrigation system of the 200 acres at the Dells land was originally installed in 1993. Failures and repairs to the irrigation system have increasingly been needed in recent years. If additional recharge wells are not constructed, major improvements will be needed on the irrigation system to provide reliable infrastructure for effluent disposal.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Not 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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Alternate Option	Design - Contracted			\$100,000			\$100,000
Alternate Option	Construction - Contracted			\$1,500,000			\$1,500,000
Alternate Option	Contingency			\$200,000			\$200,000
Totals		\$0	\$0	\$1,800,000	\$0	\$0	\$1,800,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 significant changes to operational impacts will result from this project.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
WWRP Reservoir Liner Replacement

Location:
Wastewater Reclamation Plant

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

	Original	Revised (if applicable)
Start Date	July 2020	July 2026
Estimated Completion Date	June 2021	June 2026

Ranking:

Environmental Sustainability Project?

Project Description:
This project will replace the liner in the 70-million gallon water reservoir used for irrigation of effluent.

Note: This project will not be required if additional recharge wells are constructed.



Project Justification:
The reservoir liner in reservoir 1 is used to prevent seepage in a 70 million gallon earthen reservoir. The reservoir holds treated effluent prior to it being irrigated for disposal. Each year, the liner is inspected for holes, tears, or other damage and repair. The liner is original to the construction of the reservoir and is necessary to maintain compliance with the Arizona Department of Environmental Quality.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

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, 2024		\$0
Budget Balance Remaining		\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Project has moved to future years as additional recharge wells are constructed this project may not be needed.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Alternate Option	Design - Contracted			\$50,000			\$50,000
Alternate Option	Construction - Contracted			\$1,000,000			\$1,000,000
Totals		\$0	\$0	\$1,050,000	\$0	\$0	\$1,050,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 Drying Beds Replacement

Location:
 Wastewater Reclamation Plant

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

	Original	Revised (if applicable)
Start Date	July 2021	July 2025
Estimated Completion Date	June 2022	June 2027

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, 2024:
 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, 2024		\$0
Budget Balance Remaining		\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):
 Design remained the same; moved construction to FY 2027.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted			\$150,000			\$150,000
Future Estimate	Construction - Contracted				\$1,500,000		\$1,500,000
Totals		\$0	\$0	\$150,000	\$1,500,000	\$0	\$1,650,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals	
Wastewater Revenues			\$150,000	\$1,500,000		\$1,650,000	
Totals		\$0	\$0	\$150,000	\$1,500,000	\$0	\$1,650,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 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. The UV disinfection system has experienced failing parts and increasingly higher operating costs. An upgrade to the UV disinfection system is therefore underway. The sizing of the UV disinfection system will meet future needs for capacity.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Design will be complete in May 2024. Permitting is estimated to be complete in June 2024 and construction ready to begin in July 2024.

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	\$2,675,000
Requested Total Project Budget	\$3,735,000
Estimated Expenditures through June 30, 2024	\$219,500
Budget Balance Remaining	\$3,515,500

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Increased budget to account for higher than anticipated design costs, revised construction cost estimates, and for costs associated with permit amendments. 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	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$214,500					\$214,500
New	Appropriation		\$85,000				\$85,000
Future Estimate	Design - Contracted				\$50,000	\$120,000	\$170,000
Carry Over	Construction - Contracted		\$840,500				\$840,500
New	Appropriation		\$2,590,000				\$2,590,000
Future Estimate	Construction - Contracted					\$1,700,000	\$1,700,000
Carry Over	Environmental	\$5,000					\$5,000
Totals		\$219,500	\$3,515,500	\$0	\$50,000	\$1,820,000	\$5,605,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals	
Wastewater Revenues	\$219,500	\$3,515,500		\$50,000	\$1,820,000	\$5,605,000	
Totals		\$219,500	\$3,515,500	\$0	\$50,000	\$1,820,000	\$5,605,000

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies		-\$100,000		
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	-\$100,000	\$0	\$0

Explanation of Operating Impacts:

UV operating impacts are anticipated to decrease. Future operating impacts after upgrades to the sludge digester and aeration basins are yet to be determined.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Wastewater Master Plan Update

Location:
Citywide

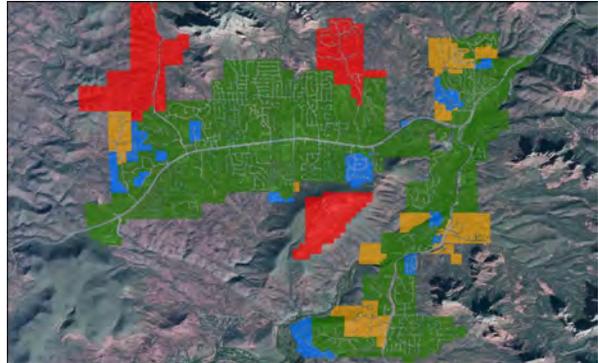
Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2022	July 2025
Estimated Completion Date	June 2023	June 2026

Ranking:

Environmental Sustainability Project?

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, 2024:
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, 2024	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Moved to FY 2026 to meet operating and maintenance reserve requirements.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Master Plan			\$100,000			\$100,000
Future Estimate	Placeholder					\$100,000	\$100,000
Totals		\$0	\$0	\$100,000	\$0	\$100,000	\$200,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Wastewater Revenues			\$100,000		\$100,000	\$200,000
Totals		\$0	\$0	\$100,000	\$0	\$200,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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:
WWRP Area 4 Pump Station Valve Upgrade

Location:
Area 4

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

Ranking:

Environmental Sustainability Project?

	Original	Revised (if applicable)
Start Date	July 2021	July 2025
Estimated Completion Date	June 2022	June 2026

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 and tie its operation into SCADA so that it can be automated.

Note: This project will not be required if additional recharge wells are installed.



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 does not modulate correctly and 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, 2024:

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, 2024		\$0
Budget Balance Remaining		\$0

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

Costs for design came in significantly higher than expected. Construction costs are also anticipated to be significantly higher than originally budgeted. The project has been moved to FY 2026 to allow for higher priority projects to be complete and to evaluate the need for this project if irrigation is to be reduced. Project delayed and dependent upon continued irrigation of area 4.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Alternate Option	Design - Contracted			\$95,000			\$95,000
Alternate Option	Construction - Contracted			\$250,000			\$250,000
	Totals	\$0	\$0	\$345,000	\$0	\$0	\$345,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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: WWRP Secondary Clarifier Rehabilitation

Location: Wastewater Reclamation Plant

Phase: 2 of 3 **Project #:** WW-16
(If Applicable)

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

Ranking: Imperative (Must-Do)

Environmental Sustainability Project? Yes

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, 2024:

Clarifier #2 (Phase 1) is anticipated to be complete.

Project Balance	
Original Approved Project Budget	\$155,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$155,000
Requested Budget Increase/Decrease	\$155,000
Requested Total Project Budget	\$310,000
Estimated Expenditures through June 30, 2024	\$155,000
Budget Balance Remaining	\$155,000

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

Cost increases are for the addition of Phase 2.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$5,000					\$5,000
New Appropriation	Design - Contracted		\$5,000				\$5,000
Future Estimate	Design - Contracted					\$5,000	\$5,000
Carry Over	Construction - Contracted	\$150,000					\$150,000
New Appropriation	Construction - Contracted		\$150,000				\$150,000
Future Estimate	Construction - Contracted					\$250,000	\$250,000
Totals		\$155,000	\$155,000	\$0	\$0	\$255,000	\$565,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Wastewater Revenues	\$155,000	\$155,000			\$255,000	\$565,000
Totals		\$155,000	\$155,000	\$0	\$0	\$565,000

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 Filter Backwash System

Location:
 Wastewater Reclamation Plant

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

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

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.



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, 2024:
 Design should be complete and the project ready to bid for construction.

Project Balance	
Original Approved Project Budget	\$130,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$130,000
Requested Budget Increase/Decrease	\$253,000
Requested Total Project Budget	\$383,000
Estimated Expenditures through June 30, 2024	\$83,000
Budget Balance Remaining	\$300,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
 Design costs came in significantly higher than expected. Additional funds have been added to account for that, as well as anticipated higher construction costs, than was estimated by the ASU study. Design started 6 months into FY 2024 and therefore construction has been moved to FY 2025.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$83,000					\$83,000
Carry Over	Construction - Contracted		\$47,000				\$47,000
New Appropriation	Construction - Contracted		\$253,000				\$253,000
Totals		\$83,000	\$300,000	\$0	\$0	\$0	\$383,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Wastewater Revenues	\$83,000	\$300,000				\$383,000
Totals	\$83,000	\$300,000	\$0	\$0	\$0	\$383,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
 The possibility for grant funding will be explored.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		-\$40,000	-\$40,000	-\$40,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	-\$40,000	-\$40,000	-\$40,000

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

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: WWRP Facility Plan

Location: Wastewater Reclamation Plant

Phase: of **Project #:** WW-19
(If Applicable)

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

Ranking: Essential (Should-Do)

Environmental Sustainability Project?

Project Description:

This study will evaluate potential treatment options and associated planning level cost estimates for per- and polyfluoroalkyl substances (PFAS) removal to meet proposed Maximum Contaminate Levels (MCLs). In addition, the study will re-evaluate capacity of the reclamation plant and identify any additional capacity increases needed for the treatment process. Lastly, the study will evaluate the feasibility of Advanced Water Purification (AWP) - previously known as Direct Potable Reuse (DPR) - as a method of effluent disposal and source for drinking water supply, compared to additional recharge



Project Justification:

The Arizona Department of Environmental Quality (ADEQ) is proposing new regulations for six PFASs in both drinking water and wastewater effluent and biosolids. It is expected the final rule for MCLs will be finalized by Winter 2024. The rulemaking is likely to result in additional wastewater and biosolids treatment for the Sedona WWRP, as recent testing of treated effluent indicated exceedances in 2 of the 6 proposed MCLs for PFAS substances.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

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	\$250,000
Requested Total Project Budget	\$250,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$250,000

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

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New							
Appropriation	Study		\$250,000				\$250,000
	Totals	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Wastewater Revenues		\$250,000				\$250,000
Totals	\$0	\$250,000	\$0	\$0	\$0	\$250,000

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 will be identified based on the results of the plan.

PARKS & RECREATION

Mission Statement

It is the mission of the Sedona Parks and Recreation Department to provide a diverse range of opportunities for community enjoyment and enrichment for citizens, visitors, and future generations of Sedona.

The City of Sedona Parks and Recreation is your community connection for outdoor recreation, swimming lessons, youth and adult sports, programs, concerts, special events, city parks, dog park, and much more. Spend your free time with us at one of our many amenities!

We have something for everyone with our Parks and Recreation facilities, events, and activities that are offered throughout the year. We also have a variety of facilities available for rentals for your event or gathering. Between our city parks we have tennis courts, city pool, basketball courts, sports fields, concert venues, indoor meeting spaces, a world class bike park, skate park, disc-golf course, fitness trail, playgrounds, splash pad, and much more!

Description

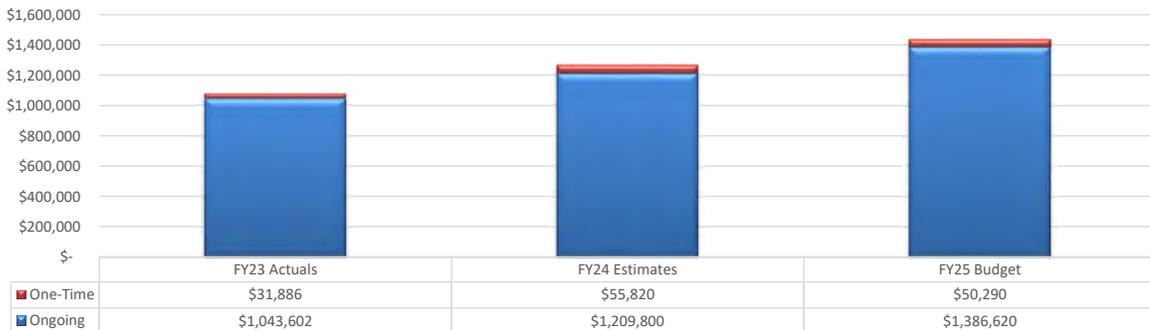
The Parks and Recreation Department is responsible for the following program areas:

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

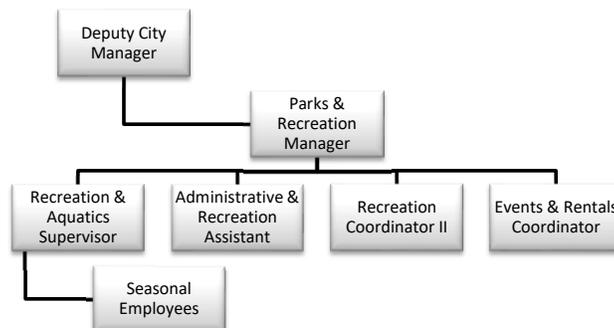
FY 2025 PROGRAM EXPENDITURES: \$1,436,910



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



PARKS & RECREATION – Recreation Programs

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 161,210	50%	\$ 139,270	\$ 141,130	\$ 106,608
Supplies & Services	75,810	24%	65,160	65,440	53,474
Capital & Debt Service	2,100	1%	25,500	22,000	8,862
Subtotal Direct Costs	\$ 239,120	75%	\$ 229,930	\$ 228,570	\$ 168,944
Internal Charges	81,250	25%	89,510	81,740	102,100
Total Expenditures	\$ 320,370	100%	\$ 319,440	\$ 310,310	\$ 271,044
Expenditures by Fund					
General Fund Portion	\$ 318,370	99%	\$ 318,440	\$ 308,810	\$ 262,442
Other Funds Portion	\$ 2,000	1%	\$ 1,000	\$ 1,500	\$ 8,602
Funding Sources					
Program Revenues	\$ 39,900	12%	\$ 48,820	\$ 38,900	\$ 36,109
Funding from General Revenues:					
Estimated Resident Generated	\$ 98,160	31%	\$ 94,720	\$ 94,990	\$ 82,227
Estimated Visitor Generated	\$ 182,310	57%	\$ 175,900	\$ 176,420	\$ 152,708
Employee Time Allocation (FTEs) (Budgeted)	2.16		1.86		1.72

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 2024 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 expanded youth sports offerings: 7th/8th grade basketball division, flag football camp, youth basketball camp.
- * Full offering of 12 different summer camp opportunities.
- * Expanded park offerings and added a disc golf program and permanent course.
- * Added 2 bocce courts to Posse Grounds Park.
- * Resurfaced basketball court in Posse Grounds Park.

FY 2025 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.
- * Increase quality and variety of summer camp offerings.
- * Explore ways to offer scholarship programs and camps to participants who may not be able to afford to participate, to ensure cost is not a barrier to entry.

PARKS & RECREATION – Parks & Recreation

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Recreation programs	28	22	22	13	13
Youth basketball registrants	125	N/A	118	99	N/A
Parks and recreation class/program/facility registrants (only programs that take registrations)	18,850	14,124	18,500	17,658	13,762
Organized sports programs offered	23	N/A	17	15	N/A

**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	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Parks and recreation class/program/facility registrants per 1,000 population (ICMA Benchmark 2017-2022)	1,946 (all) / 4,079 (cities under 30,000 pop.)	1,884	1,443	1,869	1,804	1,431

PARKS & RECREATION – Special Events

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 181,880	35%	\$ 157,780	\$ 174,480	\$ 139,042
Supplies & Services	256,750	49%	259,180	238,630	196,095
Subtotal Direct Costs	\$ 438,630	84%	\$ 416,960	\$ 413,110	\$ 335,138
Internal Charges	81,720	16%	55,500	53,470	44,480
Total Expenditures	\$ 520,350	100%	\$ 472,460	\$ 466,580	\$ 379,618
Expenditures by Fund					
General Fund Portion	\$ 513,350	99%	\$ 462,460	\$ 454,380	\$ 364,781
Other Funds Portion	\$ 7,000	1%	\$ 10,000	\$ 12,200	\$ 14,837
Funding Sources					
Program Revenues	\$ 13,600	3%	\$ 17,300	\$ 18,800	\$ 30,313
Funding from General Revenues:					
Estimated Resident Generated	\$ 177,360	34%	\$ 159,310	\$ 156,720	\$ 122,257
Estimated Visitor Generated	\$ 329,390	63%	\$ 295,850	\$ 291,060	\$ 227,048
Employee Time Allocation (FTEs) (Budgeted)	1.90		1.55		1.60

Sedona Parks and Recreation Department provides a wide range of special events to serve the interests and provide outlets for community gatherings and celebrations. The diversity of events is reflective of community interests and requests, and they are widely acclaimed by the public as being high quality, and 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 Concert Series (9 total events annually)
- * Movies in the Park (4 total events)
- * 4th of July Celebration
- * Wagfest and Fair
- * Pumpkin Splash
- * Trick or Treat Uptown
- * Turkey Trot
- * Breakfast with Santa
- * Winter Formal
- * Holiday Central
- * Annual Tree Lighting
- * Winter Play Day

Our event costs range from \$2,000 to \$35,000.

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

FY 2024 Accomplishments

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

- * Implemented Event Survey solicitation at events with signage, announcements and accessibility improvements to increase the quantity and quality of community feedback.
- * Refinement and additions to numerous signature events to improve the efficiency and experience for both staff and community attendees, including more cohesive event layouts and setups.
- * Overall event refinements and improvements including additional attractions and experiences (Celebration of Spring, Movies in the Park) and extended times (Red Dirt Concerts).

FY 2025 Objectives

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

- * Adding a new Winter Formal Event and additional Red Dirt Concert Series hours in May and September.

PARKS & RECREATION – Special Events

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Days of City-run special events	27	26	26	26	13
Event attendance	15,355	15,355	15,455	12,400	12,400
Major facility rentals - days rented between Hub, Rec Room, and Pavilion combined	370	N/A	350	326	N/A

**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	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Revenue from event sponsors		\$6,650	\$5,000	\$6,250	\$5,400	\$5,800
Customer Satisfaction Survey: Celebration of Spring (% responses favorable)		100%	100%	100%	100%	100%
Customer Satisfaction Survey: Breakfast with Santa (% responses favorable)		100%	100%	N/A	N/A	N/A

PARKS & RECREATION – Parks Facilities & Maintenance

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 344,460	58%	\$ 390,230	\$ 278,480	\$ 266,644
Supplies & Services	68,110	11%	42,630	43,310	32,327
Capital & Debt Service	23,460	4%	23,460	23,460	21,505
Subtotal Direct Costs	\$ 436,030	73%	\$ 456,320	\$ 345,250	\$ 320,476
Internal Charges	160,160	27%	153,120	143,480	104,350
Total Expenditures	\$ 596,190	100%	\$ 609,440	\$ 488,730	\$ 424,826
Expenditures by Fund					
General Fund Portion	\$ 591,990	99%	\$ 606,690	\$ 485,450	\$ 420,793
Other Funds Portion	\$ 4,200	1%	\$ 2,750	\$ 3,280	\$ 4,033
Funding Sources					
Program Revenues	\$ 98,350	16%	\$ 101,980	\$ 95,880	\$ 96,086
Funding from General Revenues:					
Estimated Resident Generated	\$ 174,240	29%	\$ 177,610	\$ 137,500	\$ 115,059
Estimated Visitor Generated	\$ 323,600	54%	\$ 329,850	\$ 255,350	\$ 213,681
Employee Time Allocation (FTEs) (Budgeted)	4.96		5.61		5.73

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.

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 2024 Accomplishments

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

- * Streamlined rentals fee structure and refined protocols and procedures for ease of use by community.
- * Equipment upgrade at Pavilion.
- * Improved park facilities including disc golf course, bocce courts, Ranger Station Park, Posse Grounds Park basketball court resurfacing.

PARKS & RECREATION – Parks Facilities & Maintenance

continued

FY 2025 Objectives

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

Facilities:

- * Promote and improve existing facilities.
- * Work collaboratively with the Public Works Department to maintain parks and facilities.
- * Improve the rentals process to continue streamlining and ease of community use and increased accessibility for various user groups to our facilities.

Aquatics:

- * 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	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Facility rentals processed (Hub + Pavilion + Rec Room + Athletic Fields)	475	210	440	360	360
Does not include year-round pool rentals					
Aquatics: Staff hired and trained for the season	25	25	25	22	22
Aquatics: Hours spent on staff development	90	70	85	81	81
Aquatics: Days pool in use	351	339	351	339	365
Aquatics: Days pool open under City operations (non-rental)	100	81	89	72	72
Aquatics: Swim lessons taught	240	240	226	188	188
Aquatics: Attendance at lap swim and recreational swim	8,500	7,200	7,900	6,898	6,900

**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	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Customer Satisfaction Survey: Overall facilities (% responses favorable)		95%	95%	90%	93%	93%
Aquatics: Satisfactory Health Inspections		100%	100%	100%	100%	100%
Aquatics: Customer Satisfaction Survey: Swim lessons (% responses favorable)		100%	100%	100%	100%	100%



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Autism and Sensory Awareness Guides and Training
Department	Parks & Recreation
Program	Recreation Programs
Funding Request Type	Other Ongoing
Source of Funds	General Fund
Amount Requested	\$10,800
Priority	Medium

I. Description of Request

Parks & Recreation Sensory & Autism Awareness Guides and Trainings developed for Sedona Parks. Organization would complete an on-site audit of our Parks & Facilities and develop a complete report to us and a guide to the public on sensory challenges faced at different locations, what accommodations are available, what playground/pool equipment is there and good for those with autism/sensory needs, etc. Also includes training for Parks & Recreation Staff to better serve those with Autism or other Sensory needs at our events and facilities.

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?

This is an issue more Parks & Recreation Departments are tackling, with Mesa perhaps at the forefront in Arizona with their Autism/Sensory travel guide and accommodations for their parks, programs, and facilities. This is the same structure we would take on for the City of Sedona. Increases accessibility to Parks, Programs, and activities for all, and provides quality information to the public on what to expect when they arrive, and training to staff on how to serve those with special needs.

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.

We believe this is the best and most quality method to accomplish a greater inclusion into Sedona Parks. A comprehensive guide detailing each location and the staff training would be a great boost to special needs in Sedona.

If this is not done - we can continue to detail photos or descriptions of programs and activities, however does lead to hesitancy from those with Special Needs to participate.

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 would like to begin this project in FY25 with the initial Certification, site audit, and training. The trainings then need to be renewed every 2 years, which would include lifeguards, officials, P&R Staff, Umpires, etc who would be willing to participate.

Sedona Parks & Recreation being listed as a Certified Autism Center would be a great marketing tool, that we would greatly use to promote our location and capabilities.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Being listed as a Certified Autism Center will increase travel revenue to the City of Sedona and Parks & Recreation facility usage. Having trained staff to be able to serve those with special needs will allow us to increase attendance in programs and events - while we are in the beginning stages of working with Special Olympics as well.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Hub Kitchen New Countertops
Department	Parks & Recreation
Program	Parks Facilities & Maintenance
Funding Request Type	Other Onetime
Source of Funds	General Fund
Amount Requested	\$18,500
Priority	Medium

I. Description of Request

Update the current kitchen area in the Hub at Posse Grounds Park by removing all cabinets and installing a new sink area and new countertops to better accommodate the renters and our needs from this frequently used facility. Aside from cabinets located directly under the sink area, there is no need to reinstall any new ones due to the area not being used as a functioning kitchen, except for a sink and a refrigerator which will remain.

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 kitchen area is extremely dated and in very poor condition. The cabinets that were installed years ago are made from particle board and are falling apart and cracking in some areas, and the countertop is old laminate, and is wearing in several spots. Overall, the condition of the kitchen area is not suitable nor attractive to renters or for our City functions taking place in the building.

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 current kitchen area is extremely dated and in very poor condition. The cabinets that were installed years ago are made from particle board and are falling apart and cracking in some areas, and the countertop is old laminate, and is wearing in several spots. Overall, the condition of the kitchen area is not suitable nor attractive to renters.

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.

Would seek to complete the installation over a week period in FY25 during the non-peak seasons, potentially closing the Hub for this project at the same time as painting the interior of the building.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

By updating our kitchen and making it an attractive area of the Hub and currently hiding the poor condition it is in, we are enhancing the useability of the facility to more renters, enabling a greater revenue stream from rentals taking place in the facility.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Skate Park Lighting in Posse Grounds
Department	Parks & Recreation/Public Works
Program	Parks Facilities & Maintenance
Funding Request Type	Other Onetime
Source of Funds	General Fund
Amount Requested	\$68,500
Priority	High

I. Description of Request

Installing lights at the Skate Park complex in Posse Grounds Park to allow the Skatepark to be used until 10pm, similarly to the remainder of Posse Grounds Park.

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 Posse Grounds Skatepark is one of the most used facilities in the park, yet one of few amenities in the park that does not have lights, and therefore isn't able to be used after dark. We have received numerous requests from skatepark users to be able to use the facility after dark, as especially in the winter seasons they are not able to skate after 5:30 or 6pm some seasons of the year. Also, having lights at the skatepark would be beneficial for safety and security reasons as well.

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 skateparks in most municipalities including in Cottonwood and Camp Verde are both fully lit - allowing for users to use the facility safely after dark. If this project was not completed, it would remain a "day use only" type facility which pushes us away from one of our goals of adding programs and facilities that are suiting to the teenage demographic, although the skatepark does serve users of all ages.

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 receive feedback regularly and for several years from skatepark users that would love to see lights at the skatepark in order to safely use the facility after dark. This would also enhance safety and security at the facility and the neighboring Hub after dark.

We have already received quotes for the process and would have the project started if approved early in FY25.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

No revenue enhancement - facility enhancement.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Concession Stand/Restrooms Building - Renovation and Redesign

Location:
Posse Grounds Park

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

	Original	Revised (if applicable)
Start Date	July 2020	July 2026
Estimated Completion Date	June 2021	June 2028

Ranking: Important (Could-Do)

Environmental Sustainability Project? No

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.



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, 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 backup for the Hub when plumbing fails. This building also serves as storage space for Parks and Recreation. When the pickleball court project is completed in FY 2025, this project will quickly become a priority.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
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, 2024	\$0
Budget Balance Remaining	\$0

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.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted				\$90,000		\$90,000
Future Estimate	Construction - Contracted					\$782,000	\$782,000
Future Estimate	Contingency				\$200,000		\$200,000
	Totals	\$0	\$0	\$0	\$90,000	\$982,000	\$1,072,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Summit CFD					\$460,000	\$460,000
Fairfield CFD				\$90,000	\$522,000	\$612,000
Totals	\$0	\$0	\$0	\$90,000	\$982,000	\$1,072,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 2025

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 be completed in FY 2025.



For Continuing Projects

Estimated Project Status as of June 30, 2024:

Exterior restoration complete. Architectural design completed and construction begun on interior.

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

Increased budget to reflect current environment of increased cost of construction. Equipment (i.e., chairs, tables, lighting, etc.) is needed in the newly completed structures to make them useable. 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	\$311,556
Current Approved Total Project Budget	\$636,556
Requested Budget Increase/Decrease	\$521,270
Requested Total Project Budget	\$1,157,826
Estimated Expenditures through June 30, 2024	\$94,166
Budget Balance Remaining	\$1,063,660

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$55,000					\$55,000
Carry Over	Construction - Contracted	\$39,056	\$540,000				\$579,056
New Appropriation	Construction - Contracted		\$220,000				\$220,000
New Appropriation	Equipment Purchase		\$300,000				\$300,000
Carry Over	Arts Transfer	\$110	\$2,390				\$2,500
New Appropriation	Arts Transfer		\$1,270				\$1,270
Totals		\$94,166	\$1,063,660	\$0	\$0	\$0	\$1,157,826

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$8,074	\$396,210				\$404,284
Summit CFD		\$60,000				\$60,000
Fairfield CFD	\$75,000	\$65,000				\$140,000
Capital Reserves	\$11,092	\$542,450				\$553,542
Totals		\$94,166	\$1,063,660	\$0	\$0	\$1,157,826

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services	\$15,000	\$15,000	\$15,000	\$15,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$15,000	\$15,000	\$15,000	\$15,000

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: 3 of 3 **Project #:** PR-03C
(If Applicable)

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

Ranking: Essential (Should-Do)

Environmental Sustainability Project? No

Project Description:

Design and construction of the Ranger Station Park including parking lot, restrooms, lawn, plaza, landscaping, gardens, playground, and central seating areas.



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, 2024:

Design and construction of the grounds at Ranger Station Park including parking lot, lawn, plaza, landscaping, gardens, playground, and central seating areas. Construction of the restroom to be completed in FY 2025.

Project Balance		
Original Approved Project Budget		\$1,746,350
Approved Budget Increases/Decreases		\$71,325
Current Approved Total Project Budget		\$1,817,675
Requested Budget Increase/Decrease		\$475,967
Requested Total Project Budget		\$2,293,642
Estimated Expenditures through June 30, 2024		\$1,790,762
Budget Balance Remaining		\$502,880

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

Cost increases for playground equipment and other amenities. Council accelerated the priority for this project.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Master Plan	\$82,247					\$82,247
Carry Over	Design - Contracted	\$26,178					\$26,178
New							
Appropriation	Design - Contracted	\$13,822					\$13,822
Carry Over	Construction - Contracted	\$1,100,000	\$325,000				\$1,425,000
New							
Appropriation	Construction - Contracted		\$175,000				\$175,000
Carry Over	Construction - In-House	\$75,000					\$75,000
New							
Appropriation	Construction - In-House	\$284,387					\$284,387
Carry Over	Contingency	\$200,000					\$200,000
Carry Over	Arts Transfer	\$9,128	\$122				\$9,250
New							
Appropriation	Arts Transfer		\$2,758				\$2,758
	Totals	\$1,790,762	\$502,880	\$0	\$0	\$0	\$2,293,642

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$706,228	\$211,870				\$918,098
Summit CFD	\$95,000					\$95,000
Fairfield CFD	\$20,000					\$20,000
Capital Reserves	\$969,534	\$291,010				\$1,260,544
Totals	\$1,790,762	\$502,880	\$0	\$0	\$0	\$2,293,642

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services	\$38,000	\$38,000	\$38,000	\$38,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$38,000	\$38,000	\$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:
Posse Grounds Park Pickleball Courts

Location:
Posse Grounds Park

Phase: of **Project #:** PR-09
(If Applicable)

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

Ranking: Essential (Should-Do)

Environmental Sustainability Project? No

Project Description:

This project will be constructed on the northern ballfield. Completion of this project will result in eight 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 4 shared-use tennis/pickleball courts are 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, 2024:

Outreach to adjacent homeowners' associations (HOAs) on preference of court location and substantially completed construction. Landscaping and parking lot to be completed in FY 2025.

Project Balance	
Original Approved Project Budget	\$1,540,000
Approved Budget Increases/Decreases	-\$45,915
Current Approved Total Project Budget	\$1,494,085
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$1,494,085
Estimated Expenditures through June 30, 2024	\$394,085
Budget Balance Remaining	\$1,100,000

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

Reduction in design costs compared to initial estimate. Extensive community outreach and presentation to HOA and Council.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$94,085					\$94,085
Carry Over	Construction - Contracted	\$300,000	\$1,100,000				\$1,400,000
Totals		\$394,085	\$1,100,000	\$0	\$0	\$0	\$1,494,085

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Development Impact Fees - Pre 8/2014	\$304,085	\$1,100,000				\$1,404,085
Fairfield CFD	\$90,000					\$90,000
Totals		\$394,085	\$1,100,000	\$0	\$0	\$1,494,085

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

None anticipated.

Total Operating Impacts:				
	FY2025	FY2026	FY2027	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:
Sunset Park Playground Structure

Location:
Sunset Park

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

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

Ranking:

Environmental Sustainability Project?

Project Description:
Current 5-and-older playground at Sunset Park is in need of several repairs and is getting older. The surface, canopy, and footings are good, but the structure is receiving several fixes each year and is in need of replacement within a couple of years.



Project Justification:
In place of continuing to spend money on repairs that are frequently occurring on an aging play structure, planning to replace one existing structure in FY 2026.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Construction - Contracted			\$285,000			\$285,000
	Totals	\$0	\$0	\$285,000	\$0	\$0	\$285,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves			\$285,000			\$285,000
Totals	\$0	\$0	\$285,000	\$0	\$0	\$285,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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

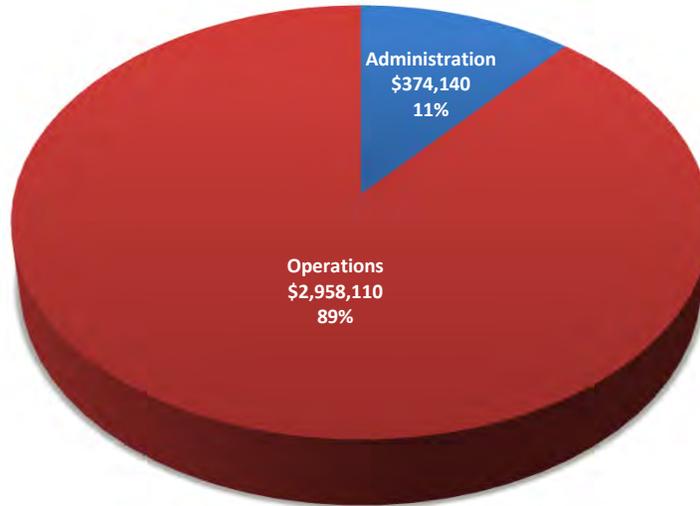
Mission Statement

To provide a quality public transportation system to the residents and visitors of Sedona.

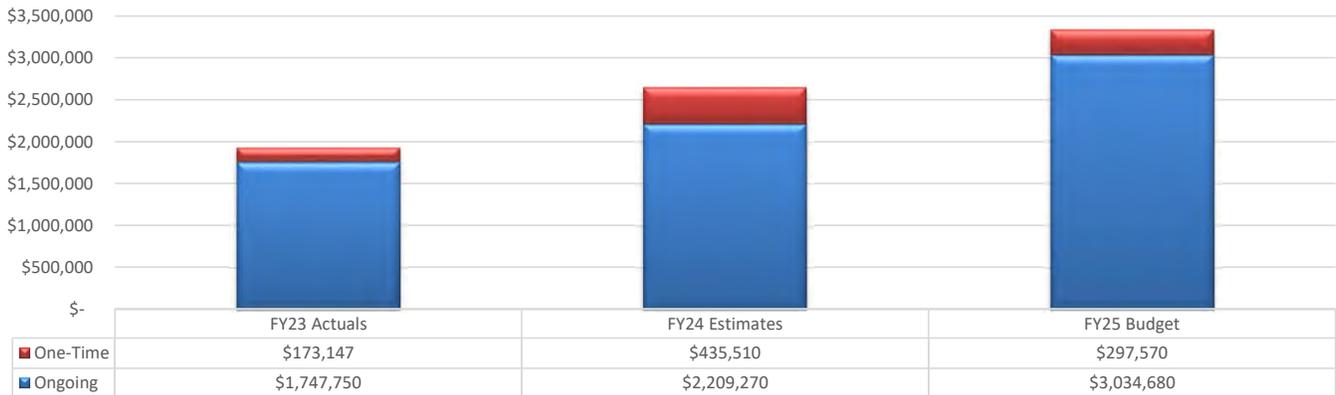
Description

The Administration program provides direction and oversight of all city public transit programs.

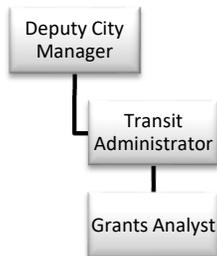
FY 2025 PROGRAM EXPENDITURES: \$3,332,250



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



PUBLIC TRANSIT – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 212,920	57%	\$ 209,890	\$ 197,200	\$ 191,361
Supplies & Services	60,500	16%	4,150	4,150	634
Subtotal Direct Costs	\$ 273,420	73%	\$ 214,040	\$ 201,350	\$ 191,995
Internal Charges	100,720	27%	34,370	32,290	36,070
Total Expenditures	\$ 374,140	100%	\$ 248,410	\$ 233,640	\$ 228,065
Expenditures by Fund					
Other Funds Portion	\$ 374,140	100%	\$ 248,410	\$ 233,640	\$ 228,065
Funding Sources					
Program Revenues	\$ 374,140	100%	\$ 248,410	\$ 233,640	\$ 228,065
Employee Time Allocation (FTEs) (Budgeted)	1.50		1.50		1.50

The overall administrative objective is to develop and maintain the infrastructure required to grow and sustain a fully functional public transit system for the city.

This includes but is not limited to:

- * Design and construct a maintenance and operations facility that is capable of supporting the City's future transit plans for the next fifty years.
- * Incorporate multi-model planning into the City's future transit system to connect multi-model transportation elements to include transit, micro-transit (demand response) transportation network company (TNC), micro-mobility (walking, e-bikes, e-scooter, etc.).
- * Procure a zero-emission public transit fleet and related infrastructure capable of meeting the City's current and future public transportation needs.

FY 2024 Accomplishments

Council Priority - Public Transit System:

- * Sept 2023: Participated in the US DOT Volpe Transportation Assessment Group's review of the greater Sedona area.
- * Dec 2023: Co-presented a session with the USFS on the City's trailhead shuttle program at the Regional Transit Assistance Program (RTAP) National conference.
- * Nov 2023: Secured \$235,124 in funding through a FFY21 Federal Transit Authority (FTA) 5339 Grant for one additional micro-transit vehicle.
- * Feb 2024: Submitted FFY24 FTA 5311 Grant Application for approximately \$400,000 in administrative and operating funding for the City's planned micro-transit service.
- * Mar 2024: Submitted AZ Strengthening Mobility and Revolutionizing Transportation (SMART) Fund grant application for engineering/design of the Brewer Ranger intersection (roundabout) for \$300,000.

FY 2025 Objectives

Council Priority - Public Transit System:

- * Oversee the implementation of the Sedona Area Transit Implementation Plan (STIP)
- * Obtain and administer grant funding for the implementation of both the short-range and long-range transit plans as specified within the STIP.
- * Ensure that the City's transit system remains compliant with all Federal, State, and local regulations.
- * Coordinate and collaborate with liaisons in other City departments.
- * Maintain public engagement during the development and administration of the City's transit programs.

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Cost per vehicle revenue hour (Benchmark = 2021 national average for urban transit bus)	\$160	\$85.00	N/A	\$121.00	\$131.86	N/A
Farebox recovery ratio (Benchmark = 2021 national average for urban transit bus)	9.1%	5%	N/A	5%	N/A	N/A

PUBLIC TRANSIT - Operations

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Supplies & Services	\$ 2,272,500	77%	\$ 1,892,500	\$ 1,617,950	\$ 1,463,635
Capital & Debt Service	297,570	10%	435,510	435,510	173,147
Subtotal Direct Costs	\$ 2,570,070	87%	\$ 2,328,010	\$ 2,053,460	\$ 1,636,782
Internal Charges	388,040	13%	359,400	357,680	56,050
Total Expenditures	\$ 2,958,110	100%	\$ 2,687,410	\$ 2,411,140	\$ 1,692,832
Expenditures by Fund					
Other Funds Portion	\$ 2,958,110	100%	\$ 2,687,410	\$ 2,411,140	\$ 1,692,832
Funding Sources					
Program Revenues	\$ 2,958,110	100%	\$ 2,687,410	\$ 2,411,140	\$ 1,692,832
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		0.00

The Operations program includes the operation of trailhead shuttles, micro-transit demand response (planned), future fixed route bus, and ADA paratransit services.

FY 2024 Accomplishments

Community Plan Circulation Goal - Reduce dependency on single-occupancy vehicles:

- * Delivered over 97% of all scheduled service since program launch.
- * Maintained a safety record exceeding the minimum industry standard by over 50%.
- * Maintained average on-time performance of over 80% - despite periods of severe traffic congestion.

FY 2025 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 at Posse Grounds Park, SR 179, and SR 89A.
- * Continue to monitor emerging community needs, funding, public input, and service data to improve and expand Sedona's future transit services.

WORKLOAD INDICATORS	Benchmark	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Passengers per vehicle revenue hour		21.3	35	35	33.3	37
Annual ridership (Benchmark = Average pre-pandemic for 21 rural Arizona agencies)	32,650	412,772	290,000	375,247	309,559	95,978

Community Plan Circulation Goal - Reduce dependency on single-occupancy vehicles:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Percentage of service delivered		98.50%	100%	97.86%	99.59%	99.99%

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
On-time performance		87%	87%	80.37%	81.75%	72.10%
Miles traveled between road calls		80,000	30,000	85,000	148,563	43,648

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Miles traveled between preventable collisions (Benchmark = industry minimum standard of 100,000)	100,000	100,000	100,000	155,000	148,563	43,648

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Transit Maintenance/Operations Center

Location:
7500 West SR 89A

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

	Original	Revised (if applicable)
Start Date	July 2021	March 2022
Estimated Completion Date	June 2025	June 2028

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:
The Sedona Area Transit Implementation Plan (January 2020) was completed with recommendations on phased fixed route bus services, demand response and shuttle services to various trailheads throughout the City and surrounding national forest. The City and its Verde Valley stakeholders are actively working to develop appropriate bus transit services as per the adopted Plan. The maintenance and operations facility development is part of the City's plan to support and enhance the transit services in the region. The completion of this project will provide the required transit staff with all the space and equipment necessary to properly administer, operate and maintain the City's buses, as well as providing maintenance services to other transit systems in the Verde Valley.

The concept design and NEPA environmental studies have been completed for this project. The final design RFQ is currently under review by the Arizona Department of Transportation, as partial funding will be provided by grants from the Federal Transit Administration.

Equipment purchases including hoists, bus wash, and other equipment for transit maintenance operations. Electrical charging components are segregated to allow different funding opportunities.

Costs prior to FY 2024 were for a site location study and environmental reporting split evenly (50%/50%) with the Mobility Hub Project PT-02. Funding for final design funded through FY 2025 and FY 2026, and construction is anticipated to be funded in FY 2026 and FY 2027. Future years' funding has been allocated to work toward the Transit System's goal of "Zero Emissions."



Project Justification:
For the City's growing fleet of buses, a maintenance and operations facility becomes increasingly necessary. The facility will provide a location for maintaining and storing buses and other fleet vehicles, and for housing an operations center for the transit departmental staff. The facility may also provide a revenue stream if services are provided for Cottonwood Transit, Verde Valley Care Givers and others.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
A preliminary notice of award letter has been received for Federal Transit Authority (FTA) grant money to cover a portion of the design phase costs. A NEPA study for Categorical Exclusion was completed and submitted to ADOT. Currently waiting for ADOT to complete their review of an RFQ for final design proceedings.

Project Balance	
Original Approved Project Budget	\$16,870,000
Approved Budget Increases/Decreases	\$5,293,745
Current Approved Total Project Budget	\$22,163,745
Requested Budget Increase/Decrease	\$3,192,831
Requested Total Project Budget	\$25,356,576
Estimated Expenditures through June 30, 2024	\$286,576
Budget Balance Remaining	\$25,070,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Increased estimated costs due to project delays and inflationary factors. Future "Zero Emissions" goals and funding requirements moved to FY 2027. Study delayed and funding delayed due to ADOT funding process.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Study	\$86,576					\$86,576
Carry Over	Design - Contracted	\$200,000	\$520,000	\$597,169			\$1,317,169
New	Appropriation			\$2,831			\$2,831
Carry Over	Construction - Contracted				\$9,190,000	\$8,810,000	\$18,000,000
New	Appropriation					\$2,190,000	\$2,190,000
Carry Over	Equipment Purchase					\$1,860,000	\$1,860,000
New	Appropriation					\$1,000,000	\$1,000,000
Carry Over	Contingency				\$900,000		\$900,000
	Totals	\$286,576	\$520,000	\$600,000	\$10,090,000	\$13,860,000	\$25,356,576

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Grant	\$160,000	\$416,000	\$144,000	\$8,576,500	\$11,638,000	\$20,934,500
Transportation Sales Tax	\$126,576					\$126,576
Debt Financing		\$104,000	\$456,000	\$1,513,500	\$2,222,000	\$4,295,500
	Totals	\$286,576	\$520,000	\$600,000	\$10,090,000	\$25,356,576

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
Preliminary award notice was received for FTA 5339 funding toward 80% of design and engineering expenses, up to a total of \$720,000. Grant funding from FTA will also be sought for construction costs. Construction: Federal share 85%, USDOT Nationally Significant Federal Lands and Tribal Projects (NSFLP) Grant 20% local share.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				\$50,000
Debt Service				\$584,130
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$634,130

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. Estimated operating costs for the full transit system, including the operations of this facility, have been included in the operating impacts in PT-03.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Transit Bus Acquisition - Grant-Funded

Location:

N/A

Phase: of Project #:
(If Applicable)

Ranking:

Environmental Sustainability Project?

Project Description:

This project reports expenditures for grant-funded transit vehicles only. Buses that are fully funded by the City are directly procured through lease-purchase agreements. Lease payments for those vehicles are reflected in the operating budget.

The procurement schedule for grant-funded transit vehicles is as follows:

FY 2024 - Two micro-transit vehicles for service start-up.
 FY 2025 - One micro-transit vehicle to increase the spare ratio and or facilitate future service expansion.
 FY 2027 - Two additional medium-duty transit coaches and one additional light-duty bus for expansion of the trailhead shuttle/micro-transit programs and implementation of a transit circulator in support of the Uptown parking consolidation effort.
 FYs 2028 - 2034 - Assumes future replacement costs of the existing fleet with zero emission (e.g., battery electric/hydrogen fuel cell) technologies.

Project Justification:

Buses will be needed for the development of the City's new public transit system.
 The justification for this project is documented within the Sedona Area Transit Implementation Plan (STIP). The STIP was, in part, funded as a passthrough by the Arizona Department of Transportation using Federal Transit Administration 5303 planning funds. The STIP is a supplemental planning effort of the Sedona Master Transportation Plan published in January 2018. The STIP was a 2.5-year study that included broad and rigorous public involvement documenting that over 65% of Sedona residents support public transit.
 The STIP is a ten-year, four-phase, transit implementation plan that contemplates the development of a robust public transit system serving the City of Sedona, Oak Creek Canyon, and the Village of Oak Creek. Additionally, the STIP proposed implementing a shuttle network serving seven of the most heavily visited USFS trailheads that border the city limits.
 The STIP was ultimately adopted by the City Council and published in January 2020.

	Original	Revised (if applicable)
Start Date	July 2021	July 2021
Estimated Completion Date	June 2025	June 2028



For Continuing Projects

Estimated Project Status as of June 30, 2024:

Two light duty micro-transit (Sedona Shuttle Connect) vehicles shall have been procured using 80% funding provided by FFY 2021 5307/5339 Federal Transit Administration grant funding.

Explanation for Revised Project Dates and/or Project Budget (if applicable):
 Budget adjusted for trailhead and micro-transit vehicles acquired through lease-purchase agreements, as well as increases in costs for micro-transit vehicles. 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		\$117,200
Requested Total Project Budget		\$653,500
Estimated Expenditures through June 30, 2024		\$417,500
Budget Balance Remaining		\$236,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Vehicle Purchase	\$417,500	\$118,800				\$536,300
New							
Appropriation	Vehicle Purchase		\$117,200				\$117,200
Future Estimate	Vehicle Purchase				\$829,000	\$5,700,000	\$6,529,000
Totals		\$417,500	\$236,000	\$0	\$829,000	\$5,700,000	\$7,182,500

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Grant	\$354,880	\$200,600		\$704,650	\$4,845,000	\$6,105,130
Transportation Sales Tax	\$62,620	\$35,400		\$124,350	\$855,000	\$1,077,370
Totals	\$417,500	\$236,000	\$0	\$829,000	\$5,700,000	\$7,182,500

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

FY 2024: Awarded: FTA FFY21 5307/5339 Grant: Federal Share 85% - Local Share 15%
 FY 2025: Awarded: FTA FFY23 5307/5339 Grant: Federal Share 85% - Local Share 15%
 FY 2027: Future Grant Application: FTA 5307/5339 Grant: Federal Share 85% - Local Share 15%
 FYs 2028 - FY 2034: Future Grant Applications: FTA 5307/5339 Grant: Federal Share 85% - Local Share 15%. Also, NO LOW FTA Grant applications for zero-emission technologies shall also be pursued.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies			\$20,000	\$50,000
Contractual Services				\$6,200,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$20,000	\$6,250,000

Explanation of Operating Impacts:

Once in operation, each bus that is added to expand the City's transit services shall require ongoing labor (to operate the vehicle), vehicle maintenance, fuel/energy, and insurance expenses.

Note: As the City has a multiple-year contract with a qualified public transit provider in place, all aforementioned expenses are the responsibility of the contractor by previously negotiated fixed/variable rates that are paid by the City with the following exception:

Given the unpredictable nature of the fuel market, fuel expenses are paid separately to the contractor as a direct monthly reimbursement. Fuel is the only direct cost incurred by the City to support the transit fleet.

As the City's transit system evolves and additional vehicles are added to support future expansion, these added operational expenses shall be included in the public transit operating budget.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Bus Stop Improvements

Location:

Various locations

Phase: of Project #:
(If Applicable)

Ranking:

Environmental Sustainability Project?

Project Description:

Future bus stop improvements will include adding new stops, bus pullouts, improved safety and access for existing bus stops, (e.g., passenger amenities, improved ADA access, lighting, and other safety related improvements).

Project Justification:

- 1) General transit stop improvements may include adding new bus stops, improving safety, and access for existing bus stops, (e.g., passenger amenities, improved ADA access, lighting, and other safety-related improvements).
- 2) Increased funding in FY 2026 and 2027, while mostly grant-funded, is intended to add bus pullouts on SR 89A at some of the existing Verde Shuttle service stops. Current conditions at these stops force transit to conduct a street stop, which in turn causes motorists to queue behind the bus while it dwells at the stop to board and alight passengers. This contributes to avoidable traffic congestion within that corridor, which is counterproductive to the objective to improve circulation within the City. Recognizing that these problematic transit stops are located within an ADOT right-of-way, If the City can bring in additional Federal funding to resolve this issue, that may help to advance the project with our partners at ADOT.
- 3) The amount indicated in the out-years, is an estimate of future stop improvements and additions, which also is intended to be heavily grant funded.

	Original	Revised (if applicable)
Start Date	August 2021	August 2021
Estimated Completion Date	June 2026	June 2028



For Continuing Projects

Estimated Project Status as of June 30, 2024:

Miscellaneous bus stop improvements with two bus stop additions.

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

Adding design costs for future bus stop improvements. Time line is contingent on emerging needs as the transit system develops and available Federal Funding.

Project Balance	
Original Approved Project Budget	\$20,000
Approved Budget Increases/Decreases	-\$5,073
Current Approved Total Project Budget	\$14,927
Requested Budget Increase/Decrease	\$75,000
Requested Total Project Budget	\$89,927
Estimated Expenditures through June 30, 2024	\$14,927
Budget Balance Remaining	\$75,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Design - Contracted		\$75,000				\$75,000
Future Estimate	Construction - Contracted			\$225,000	\$175,000	\$400,000	\$800,000
Carry Over	Construction - In-House	\$14,927					\$14,927
	Totals	\$14,927	\$75,000	\$225,000	\$175,000	\$400,000	\$889,927

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Grant			\$180,000	\$140,000	\$320,000	\$640,000
Transportation Sales Tax	\$14,927	\$75,000	\$45,000	\$35,000	\$80,000	\$249,927
Totals	\$14,927	\$75,000	\$225,000	\$175,000	\$400,000	\$889,927

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

FTA 5339 Bus & Bus Facility Grant. Federal Share 80% Local Share 20%

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services			\$6,620	\$7,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$6,620	\$7,000

Explanation of Operating Impacts:

Future maintenance expenses for added bus stops and general infrastructure improvements.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
The Y Property Development

Location:
125 West SR 89A

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

	Original	Revised (if applicable)
Start Date	August 2021	June 2022
Estimated Completion Date	June 2025	June 2028

Ranking:

Environmental Sustainability Project?

Project Description:
The prior Chevron gas station property (125 W SR 89A) was acquired from ADOT in FY 2022 with the intention of constructing a multi-modal transit stop for buses, and perhaps an information and kiosk center for pedestrians and cyclists. FY 2024 funding and FY 2025 funding are allocated for beautification works including pavement removal and landscaping. The future years allocation is for possible building renovation or demolition and new construction.



Project Justification:
The project is in line with the Sedona Area Transit Implementation Plan (January 2020).

For Continuing Projects

Estimated Project Status as of June 30, 2024:
The building and land has been purchased and the Building Conditions Assessment has been completed.

Project Balance	
Original Approved Project Budget	\$584,500
Approved Budget Increases/Decreases	-\$40,000
Current Approved Total Project Budget	\$544,500
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$544,500
Estimated Expenditures through June 30, 2024	\$194,500
Budget Balance Remaining	\$350,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
The budget was decreased based on changes to the vision of how the property would be used. Delayed due to other priorities.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Land Acquisition	\$164,500					\$164,500
Carry Over	Design - Contracted					\$30,000	\$30,000
Carry Over	Construction - Contracted	\$30,000	\$20,000			\$300,000	\$350,000
Totals		\$194,500	\$20,000	\$0	\$0	\$330,000	\$544,500

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals	
Grant					\$264,000	\$264,000	
Transportation Sales Tax	\$194,500	\$20,000			\$66,000	\$280,500	
Totals		\$194,500	\$20,000	\$0	\$0	\$330,000	\$544,500

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
FTA 5339 Grant - 20% local match.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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)

Ranking:

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

Environmental Sustainability Project?

Project Description:

Traffic congestion during the peak visitor season continues to be the number one complaint from residents. Add to that the overflow of trailhead parking into some of the City's neighborhoods and surface streets, and it becomes clear that this issue is adversely affecting public safety as well as the quality of life of many of Sedona's residents. To alleviate traffic congestion, the trailhead shuttle system became operational in March 2022. At the subject park and ride facility on Bowstring Drive, the previously leased parking lot was purchased from the Church of the Red Rocks. This accounts for land acquisition costs in the prior years column.

A conceptual design was completed last year by Kimley-Horn design consultants. This described the proposed provision of permanent public restrooms, shade structures, and other amenities to enhance the Sedona Shuttle experience. The costs for this and additional rezoning and permitting is also shown in the prior years column. FY 2024 costs are for final design consultants to study concepts and prepare construction plans to make improvements that will enhance the shuttle operations efficacy and amenities for shuttle users. FY 2025 funding will enable construction of these improvements, including a bus ramp connecting to SR 179, parking lot improvements, and shade structure and restroom amenities.



Project Justification:

The land acquisition was necessary to allow a firm commitment to the operations of this important park and ride facility. The proposed improvements are required to make the shuttle operation operate much more efficiently, and with more attractive amenities to increase ridership.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

Land acquisition agreement has been executed with closing and recordation of the purchase completed on June 27, 2023. Final design has progressed nearly to completion. Currently negotiating permitting issues with ADOT for the proposed connection to SR 179, the construction of parking lot improvements, shade structure, and

Project Balance	
Original Approved Project Budget	\$2,073,342
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$2,073,342
Requested Budget Increase/Decrease	\$495,182
Requested Total Project Budget	\$2,568,524
Estimated Expenditures through June 30, 2024	\$1,918,524
Budget Balance Remaining	\$650,000

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

Costs for land purchase was somewhat underestimated; and final design is going to require more extensive effort as a bus egress ramp is being designed with a connection directly to SR 179. Time line extended due to the additional improvements.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Land Acquisition	\$1,717,047					\$1,717,047
Carry Over	Design - Contracted	\$30,000					\$30,000
New							
Appropriation	Design - Contracted	\$35,435					\$35,435
Carry Over	Construction - Contracted	\$136,042	\$190,253				\$326,295
New	Construction - Contracted		\$459,747				\$459,747
Appropriation	Construction - Contracted		\$459,747				\$459,747
	Totals	\$1,918,524	\$650,000	\$0	\$0	\$0	\$2,568,524

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax	\$1,867,047	\$650,000				\$2,517,047
Debt Financing	\$51,477					\$51,477
Totals	\$1,918,524	\$650,000	\$0	\$0	\$0	\$2,568,524

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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:
Intersection Improvements - 7500 West SR 89A

Location:
Highway access intersection at WWRP, 7500 West SR 89A

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

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

Ranking:

Environmental Sustainability Project?

Project Description:
This project will initially require the completion of a Traffic Impact Assessment and permitting through the owner of the highway, ADOT. The existing access point will need to be designed and constructed to provide for a higher capacity to safely channel buses and other vehicles into the Wastewater Reclamation Plant (WWRP) and the planned Transit Maintenance/Operations Facility.



Project Justification:
This Project is in support of the proposed Maintenance/Operations Facility (PT-01) to be located at 7500 West SR 89A near the City's WWRP. Buses and other vehicles to be maintained at the Facility will increase the demand at the subject intersection. The larger vehicles will also need improved channelization and turning lane configuration.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Discussions and in-house conceptualization are underway. Also, approaching the Forest Service about their access road in proximity to the subject access point along SR 89A.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$5,450,000
Requested Total Project Budget	\$5,450,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$5,450,000

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

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Design - Contracted		\$400,000				\$400,000
New Appropriation	Construction - Contracted			\$5,000,000			\$5,000,000
New Appropriation	Arts Transfer			\$50,000			\$50,000
Totals		\$0	\$400,000	\$5,050,000	\$0	\$0	\$5,450,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax		\$400,000				\$400,000
Capital Reserves			\$5,050,000			\$5,050,000
Totals		\$0	\$400,000	\$5,050,000	\$0	\$5,450,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
Grant funding will be sought.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
This intersection facility will be maintained by ADOT.

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.

DEPARTMENT ORGANIZATION CHART



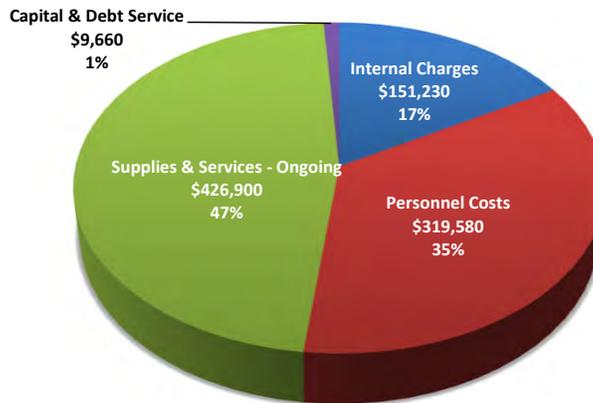
The Sustainability program offers:

- * 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.

The program finalized the Sedona Climate Action Plan (CAP) which was adopted by Council in July 2021. Staff is 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.

Effective FY 2024, Sustainability was moved from a program under the City Manager's Office to a stand-alone department.

FY 2025 PROGRAM EXPENDITURES: \$907,370



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



SUSTAINABILITY – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 319,580	35%	\$ 325,330	\$ 295,410	\$ -
Supplies & Services	426,900	47%	396,540	380,780	-
Capital & Debt Service	9,660	1%	129,710	128,660	-
Subtotal Direct Costs	\$ 756,140	83%	\$ 851,580	\$ 804,850	\$ -
Internal Charges	151,230	17%	131,800	128,720	-
Total Expenditures	\$ 907,370	100%	\$ 983,380	\$ 933,570	\$ -
Expenditures by Fund					
General Fund Portion	\$ 907,370	100%	\$ 983,380	\$ 933,570	\$ -
Funding Sources					
Program Revenues	\$ 14,000	2%	\$ 9,600	\$ 14,000	\$ -
Funding from General Revenues:					
Estimated Resident Generated	\$ 312,680	34%	\$ 340,820	\$ 321,850	\$ -
Estimated Visitor Generated	\$ 580,690	64%	\$ 632,960	\$ 597,720	\$ -
Employee Time Allocation (FTEs) (Budgeted)	3.00		3.00		0.00

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 2024 Accomplishments

Council Priority - Climate Action Plan Goal 50-50 by 2030:

Community Programs and Projects:

- * Completed the 3rd round of the Home Energy Retrofit Project. 62 homes have gone through the project since its creation.
- * Completed the 3rd year of the Community Foods Scraps Composting Program and expanded to 100 residences, which have diverted over 5 tons of food waste from landfills since the start of the program.
- * Hosted the 5th Annual Household Hazardous Waste and Electronics Collection Event with a record 375 participants and over 30,000 lbs. of waste collected.
- * Participated in outreach for the 3rd round of a solar co-op with City of Flagstaff, Coconino County, and Solar United Neighbors.
- * Launched the Sustainable Neighborhoods Program
- * Collaborated with Oak Creek Watershed Council on watershed education, outreach and cleanup events. Cleanup events removed over 200 pounds of waste and debris from the watershed.
- * Developed an urban heat island report and mitigation recommendation strategies through the Urban Heat Island Initiative.
- * Implemented zero waste efforts at the Sedona Food Truck Festival and diverted over 400 lbs. of waste from the landfill.
- * Collaborated with Arizona Water Company to launch the Ripple Effect conservation program.
- * Contributed and collaborated with the Arizona Office of Resiliency, Coconino County, the City of Flagstaff, ASU, and NAU to facilitate the state's creation of the Priority Climate Action Plan.

Municipal Projects:

- * Installed solar bollards and parking lot lights at Posse Grounds Park.
- * Implemented 10 smart waste receptacles at municipal locations.
- * Created a Decarbonization Roadmap for municipal operations.
- * Installed bike racks at parks, trailheads, and municipal buildings.
- * Upgraded HVAC control systems at Brewer Road offices.
- * Replaced HVACs at Wastewater Treatment Plant.
- * Collaborated with Public Works to add reflective coating to roofing upgrades at maintenance facilities.
- * Revamped recycling efforts across departments.
- * Began LED retrofitting of City streetlights.

SUSTAINABILITY – Administration

continued

FY 2025 Objectives

Council Priority - Climate Action Plan Goal 50-50 by 2030:

- * 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.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Annual community and municipal greenhouse gas inventories	2	N/A	2	2	2
Residences through the Home Energy Retrofit Project annually	20	N/A	20	23	20
Active residences managed in Community Foods Scraps Program	100	N/A	90	50	50
Host annual household hazardous waste and electronics	4	N/A	2	1	1
Host community watershed cleanup events	8	N/A	6	4	N/A
Sustainability outreach and education events hosted (tabling, special events, workshops, presentations)	18	N/A	14	10	N/A

Council Priority - Climate Action Plan Goal 50-50 by 2030:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Greenhouse gas emissions from municipal operations (metric tons of CO2 equivalent) (Benchmark = baseline before program start)	2,957 in CY18	1,900 CY24	1,400	1,950 CY23	2,050 CY22	2,700
Percentage of electricity procured from renewable sources (goal of 100% renewable energy by 2025) (Benchmark = baseline before program start)	37% in 2020	100%	75%	100%	45%	31%
Estimated annual utility savings from Home Energy Retrofit Project Households (mBTU & cost Savings) (Benchmark = baseline before program start)	25,593/\$8,400 in FY22	27,000/\$7,500	N/A	25,000/\$7,000	26,557/\$7,014	N/A
Estimated annual emissions reduced by Home Energy Retrofit Project households (metric tons CO2 equivalent) (Benchmark = baseline before program start)	37 MT in FY22	40	N/A	32	30	N/A
Food and associated waste diverted from landfills (Benchmark = baseline before program start)	8,000 lbs in FY23	10,000	N/A	9,500	8,820	N/A
Electronics recycling collected from community events (weight in pounds)		10,000	12,000	12,100	3,900	25,874
Household hazardous waste collected (weight in pounds)		12,000	10,000	18,600	8,100	12,900
Percentage of zero emissions vehicles in City fleet (goal of 100% by 2030) (Benchmark = baseline before program start)	0% in 2020	8%	5%	3%	3%	3%
Percentage reduction in water use in City operations (Benchmark = baseline before program start)	14,779,640 gallons CY22	7% / 13,750,000	5%	5.7% / 13,930,867 CY23	N/A	N/A
Energy Star Score of 75 or better in municipal facilities by 2026		50	50	N/A	N/A	N/A
Department of Energy SolSmart rating		Silver	Silver	Bronze	Bronze	Bronze

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Streetlights LED Retrofit

Location:
Citywide

Phase: of **Project #:** SUS-05
(If Applicable)

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

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

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. There are 149 streetlights remaining with 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 Megawatt-hours (MWh) of electricity. 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, 2024:
Procurement of fixtures completed. Installation anticipated in early FY 2025.

Project Balance	
Original Approved Project Budget	\$181,800
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$181,800
Requested Budget Increase/Decrease	\$19,000
Requested Total Project Budget	\$200,800
Estimated Expenditures through June 30, 2024	\$120,000
Budget Balance Remaining	\$80,800

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Timelines and estimated costs shifted slightly upward and installation was moved into FY 2025. Procurement timelines shifted, which is moving anticipated installation into early FY 2025.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Construction - Contracted		\$61,000				\$61,000
New Appropriation	Construction - Contracted		\$19,000				\$19,000
Carry Over	Equipment Purchase	\$120,000					\$120,000
Carry Over	Arts Transfer		\$800				\$800
Totals		\$120,000	\$80,800	\$0	\$0	\$0	\$200,800

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves	\$120,000	\$80,800				\$200,800
Totals	\$120,000	\$80,800	\$0	\$0	\$0	\$200,800

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services	-\$7,000	-\$7,000	-\$7,000	-\$7,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	-\$7,000	-\$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 (Decarbonization)

Location:
Municipal Facilities

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

	Original	Revised (if applicable)
Start Date	July 2026	
Estimated Completion Date	June 2027	

Ranking:

Environmental Sustainability Project?

Project Description:
Project would look to install at least 6 additional direct-current (DC) fast chargers in municipal operations for use by public transit vehicles and other City fleet. Project to be updated and refined from decarbonization roadmap completed in the second half FY 2024.



Project Justification:
As the City incorporates the Green Fleet Policy and expands its public transit options, additional level-3 DC fast electric vehicle (EV) chargers would be needed to facilitate this expansion.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Construction - Contracted				\$400,000		\$400,000
Future Estimate	Arts Transfer				\$4,000		\$4,000
Totals		\$0	\$0	\$0	\$404,000	\$0	\$404,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves				\$404,000		\$404,000
Totals		\$0	\$0	\$0	\$404,000	\$0

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
Possible grant opportunities will be explored.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 to be determined in the municipal decarbonization roadmapping efforts.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Building Retrofit of Natural Gas Systems (Decarbonization)

Location:
Municipal Buildings

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

	Original	Revised (if applicable)
Start Date	July 2027	
Estimated Completion Date	June 2030	

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 to be updated and refined from decarbonization roadmap completed in the second half of FY 2024.



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, 2024:

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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Construction - Contracted					\$500,000	\$500,000
Future Estimate	Arts Transfer					\$5,000	\$5,000
Totals		\$0	\$0	\$0	\$0	\$505,000	\$505,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves					\$505,000	\$505,000
Totals	\$0	\$0	\$0	\$0	\$505,000	\$505,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 decarbonization roadmapping efforts.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Decarbonization Roadmap Projects

Location:
Municipal Facilities

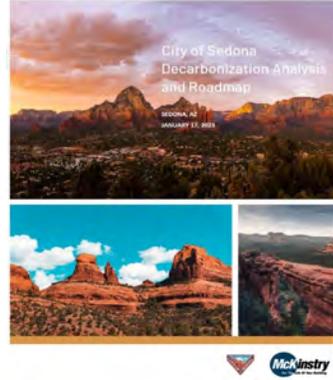
Phase: of **Project #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2025	
Estimated Completion Date	June 2030	

Ranking:

Environmental Sustainability Project?

Project Description:
Implementation of projects derived from the decarbonization roadmap. Roadmapping began in January 2024. Projects may range from options such as electrifying natural gas systems, fleet electrification infrastructure, heat pump installations, building retrofits, renewable energy installations, etc. Further defined projects and details would be built upon during the FY 2026 budgeting process.



Project Justification:
To meet the City's goal to "Be Carbon Neutral" from the Municipal Sustainability Plan and to reduce community greenhouse gas emissions by 50% by 2030 from the Climate Action Plan, the City embarked on developing a decarbonization roadmap in January 2024. The roadmap aims to layout timelines, financial needs, and applicable decarbonization projects for municipal operations.

Proposed funding amounts would be for implementation of projects to meet the City's sustainability goals. Monetary amounts are estimates and serve as a placeholder for the projects that are derived from the roadmapping effort currently underway.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Decarbonization Roadmap Plan developed.

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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Construction - Contracted			\$750,000	\$700,000	\$1,550,000	\$3,000,000
Future Estimate	Arts Transfer			\$7,500	\$7,000	\$15,500	\$30,000
	Totals	\$0	\$0	\$757,500	\$707,000	\$1,565,500	\$3,030,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves			\$757,500	\$707,000	\$1,565,500	\$3,030,000
Totals	\$0	\$0	\$757,500	\$707,000	\$1,565,500	\$3,030,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Will be identified in the decarbonization roadmapping plan process.

PUBLIC WORKS

Mission Statement

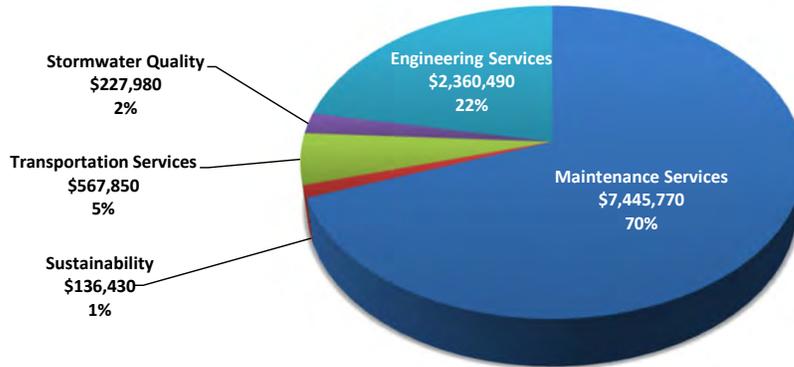
Providing a safe and enjoyable experience through cost effective, quality infrastructure and services.

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, general professional services, and personnel management of capital improvement projects.
- * 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, snow removal 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, ADEQ MS4 reporting liaison, professional services, and public outreach.
- * Transportation Services - Traffic control aid support for congestion relief traffic control operations and Sedona Trails and Pathways (STPS) Program.

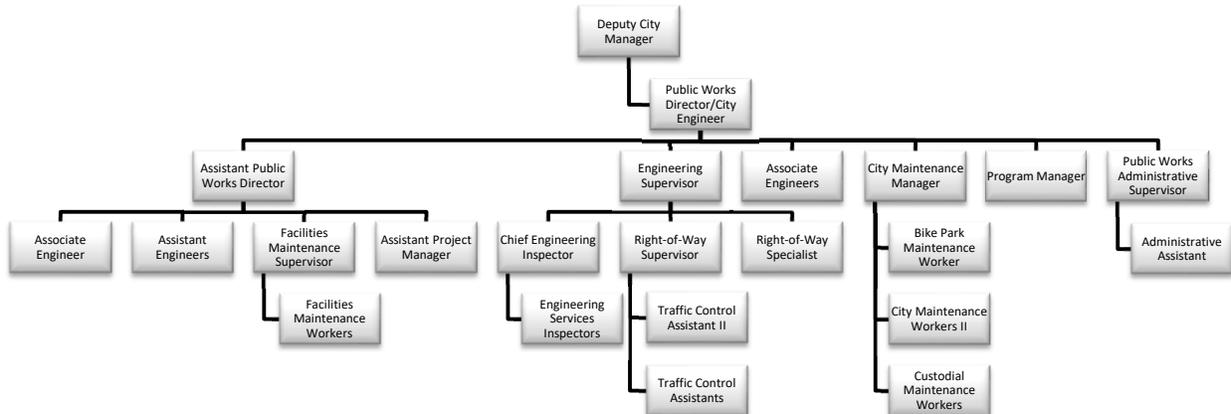
FY 2025 PROGRAM EXPENDITURES: \$10,738,520



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



PUBLIC WORKS – Sustainability

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Supplies & Services	\$ 131,650	96%	\$ 117,810	\$ 120,110	\$ 121,381
Internal Charges	4,780	4%	3,860	3,550	2,610
Total Expenditures	\$ 136,430	100%	\$ 121,670	\$ 123,660	\$ 123,991
Expenditures by Fund					
General Fund Portion	\$ 136,430	100%	\$ 121,670	\$ 123,660	\$ 123,991
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 47,750	35%	\$ 42,580	\$ 43,280	\$ 43,397
Estimated Visitor Generated	\$ 88,680	65%	\$ 79,090	\$ 80,380	\$ 80,594
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 2024 Accomplishments

Council Priority - Climate Action Plan Goal 50-50 by 2030:

- * Completed the third annual curbside yard waste collection program.
- * Provided mulch to the public for re-use.
- * Diverted yard waste from the landfill for re-use.

FY 2025 Objectives

Council Priority - Climate Action Plan Goal 50-50 by 2030:

- * Implement the FY 2025 annual curbside yard waste collection program.
- * In FY 2025, bi-annual curbside yard waste collection program is being scoped for feasibility and effectiveness.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Cubic yards of yard waste collected (chipped)	3,000	500	4,000	400	400
Cubic yards of mulch taken	100	120	100	100	100

PUBLIC WORKS – Engineering Services

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 1,521,540	64%	\$ 1,491,640	\$ 1,428,370	\$ 1,380,054
Supplies & Services	141,380	6%	125,070	87,050	120,967
Capital & Debt Service	82,560	3%	72,290	73,810	61,571
Subtotal Direct Costs	\$ 1,745,480	74%	\$ 1,689,000	\$ 1,589,230	\$ 1,562,592
Internal Charges	615,010	26%	646,500	622,630	436,530
Total Expenditures	\$ 2,360,490	100%	\$ 2,335,500	\$ 2,211,860	\$ 1,999,122
Expenditures by Fund					
General Fund Portion	\$ 1,853,030	79%	\$ 1,820,010	\$ 1,765,690	\$ 1,601,443
Wastewater Fund Portion	\$ 357,180	15%	\$ 354,450	\$ 333,250	\$ 285,821
Other Funds Portion	\$ 150,280	6%	\$ 161,040	\$ 112,920	\$ 111,858
Funding Sources					
Program Revenues	\$ 509,610	22%	\$ 516,710	\$ 448,590	\$ 408,900
Funding from General Revenues:					
Estimated Resident Generated	\$ 647,810	27%	\$ 636,580	\$ 617,140	\$ 556,578
Estimated Visitor Generated	\$ 1,203,070	51%	\$ 1,182,210	\$ 1,146,130	\$ 1,033,644
Employee Time Allocation (FTEs) (Budgeted)	12.80		12.80		12.73

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 2024 Accomplishments

Overall City Value - Good Governance:

- * Maintained service in this program area, with the increase in projects and overall development.

Community Plan Land Use, Housing, and Growth Goal - Ensure harmony between the built and natural environments:

- * Supported the review and development of Community Focus Areas with the Community Development Department.

FY 2025 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.

Community Plan Land Use, Housing, and Growth Goal - Ensure harmony between the built and natural environments:

- * Continue to support development of Community Focus Areas with the Community Development Department.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Building permits reviewed	360	503	370	454	450
Commercial permits reviewed	150	256	160	167	225
Blue stakes completed	3,000	3,464	3,120	2,738	3,310

PUBLIC WORKS – Maintenance Services

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 1,661,000	22%	\$ 1,428,900	\$ 1,532,180	\$ 1,322,738
Supplies & Services	3,643,340	49%	3,126,340	3,138,960	2,669,040
Capital & Debt Service	827,650	11%	448,400	501,860	499,104
Subtotal Direct Costs	\$ 6,131,990	82%	\$ 5,003,640	\$ 5,173,000	\$ 4,490,881
Internal Charges	1,313,780	18%	977,560	953,750	880,870
Total Expenditures	\$ 7,445,770	100%	\$ 5,981,200	\$ 6,126,750	\$ 5,371,751
Expenditures by Fund					
General Fund Portion	\$ 4,401,820	59%	\$ 3,331,680	\$ 3,509,760	\$ 2,936,854
Other Funds Portion	\$ 3,043,950	41%	\$ 2,649,520	\$ 2,616,990	\$ 2,434,897
Funding Sources					
Allocations to Other Departments	\$ 1,574,560	21%	\$ 1,176,540	\$ 1,215,630	\$ 940,398
Program Revenues	\$ 1,169,760	16%	\$ 1,069,240	\$ 1,176,540	\$ 1,088,673
Funding from General Revenues:					
Estimated Resident Generated	\$ 1,645,510	22%	\$ 1,307,400	\$ 1,307,100	\$ 1,169,938
Estimated Visitor Generated	\$ 3,055,940	41%	\$ 2,428,020	\$ 2,427,480	\$ 2,172,742
Employee Time Allocation (FTEs) (Budgeted)	19.56		17.56		17.47

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. Costs are primarily 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. Streets-related costs not eligible under HURF 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. A portion of the program costs are allocated to the Public Transit Enterprise Fund and represents that fund's share of the cost of traffic control. 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.

Facilities maintenance accounts for maintenance of City buildings, service contracts, facility utilities, and facility improvements. A portion of the program costs are allocated to the Public Transit Enterprise Fund and represents that fund's share of the cost. 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.

Parks maintenance accounts for maintenance of parks grounds, equipment and machinery, service contracts, and utilities. 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.

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.

FY 2024 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 the following subdivisions: Thunderbird Hills and Sedona Meadows including the following streets: Blue Jay, Wren, Donaldson, Essex, Fritz, Golden Eagle, Hummingbird, Maxwell, Meadow Lark, Michell, Page Parkway, Pierce, Prairie Flacon, Reo, Roadrunner, Rolls, Stanley Steamer, and Stutz Bearcat.
- * Completed rehabilitation and preservation projects for 4.07 miles of streets.
- * Increased the paved lane miles assessed as satisfactory to good.
- * Mill and replace distressed pavement with hot asphalt concrete material at Oak Creek Cliffs Drive.
- * 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 the prior fiscal year.

PUBLIC WORKS – Maintenance Services

continued

FY 2025 Objectives

Community Plan Circulation Goal - Provide for safe and smooth flow of traffic:

- * Continue to accelerate the 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 to good.
- * 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.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
ST: Pavement rehabilitation cost	\$1,430,000	\$1,150,000	\$1,300,000	\$1,258,965	\$1,145,000
ST: Paved lane miles of City maintained streets (lane miles = miles per 12 feet of width)	176.5	177.6	176.4	176.4	175
ST: Culverts cleaned	300	150	300	40	40
ST: Storms responded to after normal business hours	7	5	7	6	6
ST: Traffic control signs damaged and replaced	18	10	22	16	16
ST: Christmas Trees Recycled	125	180	130	178	178
PARK: In-house projects completed	12	10	10	8	8

Community Plan Circulation Goal - Provide for safe and smooth flow of traffic:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 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	5.0	5.0	7.53	1.25 *
ST: Pavement rehabilitation cost per mile (* = cost includes CIP overlay)		\$400,000 *	\$319,410 *	\$260,000 *	\$167,193*	\$248,276 *
ST: Paved lane miles assessed as satisfactory as a percentage of miles assessed (ICMA Benchmark 2017-2022)	71% (all) / 72% (cities under 30,000 pop.)	81%	75%	85%	78%	69%
ST: Paved road rehabilitation expenditures, per paved lane mile (ICMA Benchmark 2017-2022)	\$8,713 (all) / \$9,345 (cities under 30,000 pop.)	\$8,107	\$7,320	\$7,370	\$7,137	\$7,143
ST: Maintained NACOG Funding Eligibility (provided traffic count data)		Yes	Yes	Yes	Yes	Yes
ST: National Citizen Survey: Quality of street repair (% responses favorable)		Similar to NCS benchmark	N/A	N/A	58% (Similar to NCS benchmark)	N/A
ST: Storm emergencies requiring response and responded to		100%	100%	100%	100%	100%

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
FAC: Administrative/office facilities, custodial expenditure per square foot (ICMA Benchmark 2017-2022)	\$1.52 (all) / \$1.69 (cities under 30,000 pop.)	\$2.64	\$2.61	\$2.62	\$2.59	\$2.46

Community Plan Parks, Recreation, and Open Space Goal - Provide activities and amenities that allow for community interactions

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
PARK: Savings due to in-house projects		\$200,000	\$200,000	\$600,000	\$75,000	\$75,000
PARK: Park maintenance expenditure per developed park acre (ICMA Benchmark 2017-2022)	\$5,664 (all) / \$9,926 (cities under 30,000 pop.)	\$10,296	\$7,713	\$9,288	\$8,111	\$7,921

PUBLIC WORKS – Stormwater Quality

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 125,920	55%	\$ 116,330	\$ 116,890	\$ 104,365
Supplies & Services	51,450	23%	44,500	44,530	38,351
Subtotal Direct Costs	\$ 177,370	78%	\$ 160,830	\$ 161,420	\$ 142,716
Internal Charges	50,610	22%	44,340	43,700	37,950
Total Expenditures	\$ 227,980	100%	\$ 205,170	\$ 205,120	\$ 180,666
Expenditures by Fund					
General Fund Portion	\$ 223,080	98%	\$ 200,570	\$ 200,390	\$ 176,074
Other Funds Portion	\$ 4,900	2%	\$ 4,600	\$ 4,730	\$ 4,592
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 79,790	35%	\$ 71,810	\$ 71,790	\$ 63,233
Estimated Visitor Generated	\$ 148,190	65%	\$ 133,360	\$ 133,330	\$ 117,433
Employee Time Allocation (FTEs) (Budgeted)	1.14		1.14		1.12

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 2024 Accomplishments

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

- * Completed Pre-Monsoon Program.
- * 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.
- * Resolve citizen concerns and scope catch basin pollution treatment best management practices or controls.
- * Maintained 20 pet waste stations throughout Sedona, collecting 5,300 pounds.
- * Power-swept (vacuum) streets and City parking lots regularly with the City's own sweeper truck or pickup broom.

FY 2025 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.
- * Expand and maintain all pet waste stations throughout Sedona.
- * Power sweep (vacuum) streets and city Parking lots regularly.

PUBLIC WORKS – Stormwater Quality

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Letters written to property owners regarding Pre-Monsoon Program inspection outcomes	5	5	5	22	3
Stormwater compliance inspections (active CIP projects - every two weeks)	30	25	30	40	40
CIP project post-construction Best Management Practices (BMP) inspections	5	5	5	5	5
Stormwater compliance inspections (active private development projects - every month)	60	50	60	104	114
Letters sent regarding illicit discharges to the MS4	5	5	5	5	2
Public outreach tabling events	8	8	8	9	8
Educational brochures sent to local contractors	50	50	50	43	0
Presentations to local organizations	2	3	2	1	3
Trash pickup events	3	2	3	4	3
Pounds of dog feces collected through semimonthly pet waste station maintenance	5,600	5,300	5,300	5,130	4,956
Stormwater based articles in news outlets	2	2	2	8	4
Dry weather outfall monitoring inspections	3	3	3	3	3
Visual and analytical wet weather monitoring inspections	6	12	6	6	2
Internal inspections of City maintenance yards	12	12	12	12	12

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

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
MS4 Compliant		Yes	Yes	Yes	Yes	Yes
Single family home active construction site inspections		60	75	60	104	49
Private development post-construction BMP inspections		5	5	5	5	4

PUBLIC WORKS – Transportation Services

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 405,120	71%	\$ 273,110	\$ 294,380	\$ 276,814
Supplies & Services	34,160	6%	17,500	15,750	14,040
Subtotal Direct Costs	\$ 439,280	77%	\$ 290,610	\$ 310,130	\$ 290,853
Internal Charges	128,570	23%	104,190	90,360	119,000
Total Expenditures	\$ 567,850	100%	\$ 394,800	\$ 400,490	\$ 409,853
Expenditures by Fund					
General Fund Portion	\$ 564,310	99%	\$ 391,800	\$ 398,690	\$ 407,596
Other Funds Portion	\$ 3,540	1%	\$ 3,000	\$ 1,800	\$ 2,257
Funding Sources					
Program Revenues	\$ 3,000	1%	\$ 3,000	\$ 1,800	\$ 2,257
Funding from General Revenues:					
Estimated Resident Generated	\$ 197,700	35%	\$ 137,130	\$ 139,540	\$ 142,659
Estimated Visitor Generated	\$ 367,150	65%	\$ 254,670	\$ 259,150	\$ 264,937
Employee Time Allocation (FTEs) (Budgeted)	5.35		4.35		4.33

The Transportation Services program is responsible for traffic congestion relief. The new traffic control operations include 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. The program also includes the Sedona Trails and Pathways System (STPS) program.

A portion of the program is also funded with Sedona Trails and Pathways System (STPS) donations and Transportation Sales Tax Fund monies for the STPS program. 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 2024 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 2025 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 from Rainbow Trout Farm to the Y to be 15 minutes, SR 179 from Bell Rock Road to the Y to be 30 minutes, and 10 minutes for SR 89A on Cook's Hill from Airport Road to the Y.
- * 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	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Days with traffic control on SR 89A	120	120	120	110	110
Days with traffic control on SR 179	235	235	235	135	135
Holiday weekends with traffic control	12	12	12	12	12
Total miles of ST&PS complete	9	9	4.99	3.2	3.2

PUBLIC WORKS – Transportation Services

continued

**Community Plan Circulation Goal -
Provide for safe and smooth flow of traffic:**

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Holiday weekends with delays > 15 min. – SR 89A Uptown		0	0	0	1	1
Holiday weekends with delays > 30 min. – SR 179		8	8	9	9	9
Holiday weekends with delays > 10 min. – SR 89A Cooks Hill		10	10	11	9	9
Days of delays > 15 min. – SR 89A Uptown		2	0	2	24	0
Days of delays > 30 min. – SR 179		15	80	17	30	30
Days of delays > 10 min. – SR 89A Cooks Hill		28	80	31	85	85
Days of delays > 15 min. – SR 89A NB - Y to Rainbow Trout Farm		9	15	11	35	35
Percentage of congested weekends providing assistance with management of trailhead parking		100%	100%	100%	100%	100%
Traffic control operations maintained for days experiencing high congestion (> 30 min.) on SR 179		95%	95%	95%	90%	90%



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Program Manager
Department	Public Works
Program	Marking & ST&PS Management
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$147,660
Priority	High

I. Description of Request

Public Works is requesting an additional FTE for the hiring of a Planning and STPS 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?

City Council has mandated to staff that they would like to see three new positions/functions applied to city projects and developments, and to address our parking situation, primarily, at first, in Uptown. They would like to see city projects be overseen by an "Urban Planner" in the realm of beautification, making projects "special" and following the current city codes and plans. Council also expressed a desire for a Trails Coordinator to work on our shared use paths and their connections to neighborhoods, commercial areas and National Forest trailheads. Additionally, Council stated a need for a Parking Coordinator to address some of our current issues (Uptown) and new projects that will no doubt be coordinated with transit and circulation projects. Much of these new areas of work will no doubt fall under the responsibility of Planning. However, Planning is currently overtaxed and would not be able to address these new functions properly or at all with the current staffing level.

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.

As part of the City Council Retreat, Council requested additional positions or functions related to Urban Planning, Trail Coordinator and Parking Coordinator positions. As the Planning Department will be tasked with all or some of each of these positions/functions, and our resources are already tasked, not obtaining at least one additional Planner position will cause additional stress and workload on existing employees and cause the wishes of the Council to not be fully met.

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.**

Adding an additional Planner position will allow us to re-evaluate our resources and reallocate some of them to accommodate the new workloads requested by Council. We are anticipating the need for additional office furniture, laptop with monitors and a new office phone.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

None.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Public Works Inspector I
Department	Public Works
Program	Engineering Services
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$121,060
Priority	High

I. Description of Request

Request is for 1 FTE as a Public Works Inspector I. This position will focus on assisting the Public Works Inspection Team with coordination of field inspections for CIP, Building and Wastewater permits, private development project directions and blue staking requirements.

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?

Public works has had three full time inspectors for over 20 years. Inspectors are responsible for field inspections of both public and private development, blue-staking, plan review and approval, and wastewater connection permitting. The number of capital projects the City completes each year continues to grow. With the increase in CIP projects and private development, the demand for inspections has significantly increased. In order to provide quality inspection services for all of the City's new and existing infrastructure, additional personnel are needed. With the number of capital projects the City completes, scheduling of inspections can be challenging with limited staff compared to the amount of inspections required.

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 position will support and add value to existing public works inspections by ensuring that private development and Capital Improvement Projects are given the proper inspection necessary to ensure quality, safe, and reliable infrastructure. Proper inspections provide the City with necessary documentation, assurance that construction standards are adhered to and quality control of construction materials.

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 proposal is for the position starting at the SG-12 salary range with an annual salary ranging from \$50,377 to \$72,737, depending on qualifications. This salary range is based on the FY23-24 COS Salary Schedule.

If approved, the position is proposed to be filled internally through promotion, and the vacant Public Works Inspector I position will be backfilled. Implementation would begin at the start of FY 2025.

Implementation includes the following computer hardware and software costs:

Base Hardware, IT Account 60-6224-21-6246 (all required if they are to have a computer):

- \$1,600 Microsoft Surface Laptop 4
- \$300 Microsoft Surface Thunderbolt 4 Dock
- \$80 2x Microsoft USB-C to DisplayPort adapter
- \$15 2x CAT6 patch cable
- \$500 2x NEC/LG 24" monitors
- \$200 Cisco 1841 IP Phone
- \$25 HP USB keyboard & Mouse combo
- \$45 Yubikey 5 NFC
- \$2765 Total 60-6224-21-6246 (rounded \$2800)

Base Software, IT Account 60-6224-21-6436 (all required):

- \$200/year Office 365 G3
- \$75/year Project Plan 1
- \$320/year Project Plan 3
- \$50/year Intune MDM
- \$72/year AD Premium P1
- \$50/year DUO third factor
- \$20/year Office 365 Veeam Backup
- \$787 Total 60-6224-21-6436 (rounded \$800)

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 2024-25**

Request Title	Custodial Maintenance Worker-I/ EV Work Truck
Department	Public Works
Program	Facilities Maintenance
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$88,140
Priority	High

I. Description of Request

To perform routine custodial and cleaning tasks in assigned areas of public buildings, city facilities, parks, and related duties as required and provide extra cleaning service to city hall buildings. The Public Works Department is requesting funds to acquire a new electric work truck. This request is made to enhance the level of service. This vehicle would allow the ability to have an additional vehicle in our fleet to perform daily cleaning tasks.

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 recently taking on the Brewer building offices and more rentals at the Hub and Rec Room at Posse Grounds, increased custodial services will be necessary to continue providing the expected level of service currently maintained. With more staff, we can have better coverage every day. Extra services will include waxing and deep cleaning floors and extra service for recycling. If a new position is approved all of the staff won't be able to fit in one vehicle.

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, a lack of custodial services could potentially cause public complaints, as well as deterioration of the facility.
 If this is not approved the city will continue to team up on projects and tasks getting less done each week.

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.

Approval of this position would prevent hardship in the community by having clean and pleasant public restrooms and workplaces.
 We would like to implement this plan in July 2024. The level of service would increase for our internal and external customers, and this will be evaluated annually.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Cost savings would be provided in the form of facility maintenance costs lowered due to custodial maintenance upkeep.

Approval of this request would allow the city to service more areas at once and would be more efficient during the work week, completing more tasks. However, it will also require vehicle and equipment acquisition costs.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Facilities Maintenance Worker/EV Van
Department	Public Works
Program	Facilities Maintenance
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$106,890
Priority	High

I. Description of Request

Requesting additional staff member to perform routine and required facilities maintenance tasks and documentation to assigned areas of city public buildings, parks and recreation facilities, wastewater treatment facilities, and related safety duties as required to provide quality facilities maintenance service and safe working environment to all city facilities.

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?

Current staff is working at feverish pace. There is no redundancy in place or succession plan. Staff that consists of two team members currently maintaining 30 structures at a total of 119,604 sq. ft. Often working solo to take care of all the requests. The average number of requests on top of CIP, maintenance tasks and rehabilitation projects is approximately 15 per week. With the proposed transit facility, uptown parking garage and Ranger Station Park, increased facilities maintenance services will be necessary as well as documentation to continue providing the expected level of service currently maintained. With additional staff, we can provide a better level of facilities maintenance service and documentation (i.e. fire and life safety). Starting FY25, \$500,000 per year for the next 5 years has been set aside to replace all doors and windows at the City Hall Complex. This will require coordination

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, staff safety may be at risk, as two staff members are required to do certain tasks (i.e. ladder work, electrical work and HVAC) The lack of facilities maintenance services could potentially accelerate deterioration of public facilities and service for our residents and visitors.

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.

Approval of this position would improve the level of facilities maintenance and safe working environment in all city public facilities.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Cost savings would be provided in the form of facility maintenance costs reduced due to the ability to do more preventative maintenance to extend life expectancy of City facilities and equipment. Additional staff would allow the facilities department to perform maintenance projects and improvements in house, rather than relying on subcontractors to perform needed work.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Maintenance Worker I/ Work-Plow Truck
Department	Public Works
Program	Maintenance Services
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$116,640
Priority	High

I. Description of Request

The department is seeking funds to acquire one new full-time position that will assist with maintenance services, streets, and park maintenance. Along with this new position we're requesting a vehicle to help with service and snow removal. Along with this new position we are requesting a vehicle to help with service and snow 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?

The City Maintenance Division requires additional resources to effectively maintain the assets of the city, meet the needs of the public, and provide internal and external customers with an acceptable level of service. With the addition of the Ranger station park and new shared-use paths, more staff are needed to provide service to these areas.
 With added staff we must team up on projects or assignments during the week, being less effective. During snow events, we get calls for accidents and bad road conditions when plows are working in other areas.

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.

New facilities continue to be added, which require maintenance. In order to maintain the level of service, maintenance services will need additional staff. This position would assist with new park facilities (Ranger Station Park, Bike Park, etc.) new ST&PS facilities. Some tasks include weeding, weekend coverage, in-house projects, and street sweeping.
 If this is not approved the city will continue to team up on projects and tasks getting less done each week and snow removal equipment will continue to be inadequate for certain snow storms.

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.**

Approval of this position would provide much-needed service to these areas and more. Allowing better upkeep of the city. The level of service would increase for our internal and external customers, and this will be evaluated annually.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

By providing this additional staff assistance it is anticipated that contracted work would decrease in several areas including weed removal, in-house effort, and minor pavement operations
Approval of this request would allow the city to respond faster to accidents and be able to plow secondary roads during a snow event. We would be more efficient during the work week, completing more projects and tasks. However, it will also require vehicle and equipment acquisition cost.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Snowplow/Supervisor Truck
Department	Public Works
Program	Maintenance Services
Funding Request Type	Other Onetime
Source of Funds	Streets Fund
Amount Requested	\$44,800
Priority	High

I. Description of Request

The Public Works Department is requesting funds to acquire a new supervisor truck /snowplow. This request is made to enhance the level of service. This vehicle would allow the ability for the new MWIII supervisor to check on workers and upcoming projects while completing their daily tasks. This additional vehicle in our fleet is capable of performing snow removal and cinder placement. During snow events, this vehicles would be able to help respond faster to accidents and trouble areas. In addition, outside the snow season, the vehicles would be utilized for capital improvement, maintenance, and in-house projects.

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 added staff we must team up on projects or assignments during the week, being less effective. During snow events, we get calls for accidents and bad road conditions when plows are working in other areas. Also, we can't plow the secondary streets during a snow event.

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 approved the city will continue to team up on projects and tasks getting less done each week and snow removal equipment will continue to be inadequate for certain snow storms.

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 would like to implement this plan in July 2024. The level of service would increase for our internal and external customers, and this will be evaluated annually.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Approval of this request would allow the city to respond faster to accidents and be able to plow secondary roads during a snow event. We would be more efficient during the work week, completing more projects and tasks. However, it will also require vehicle and equipment acquisition costs.

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	July 2024	
Estimated Completion Date	July 2027	

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 site visits at the City Hall Complex and Wastewater Treatment Plant in the summer of 2022. Upon completion of their report, one of the recommendations was to install and upgrade all window attachments (i.e., 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 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, 2024:
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	\$1,414,000
Requested Total Project Budget	\$1,414,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$1,414,000

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

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Construction - Contracted		\$250,000	\$250,000	\$450,000	\$450,000	\$1,400,000
New Appropriation	Arts Transfer		\$2,500	\$2,500	\$4,500	\$4,500	\$14,000
Totals		\$0	\$252,500	\$252,500	\$454,500	\$454,500	\$1,414,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves		\$252,500	\$252,500	\$454,500	\$454,500	\$1,414,000
Totals	\$0	\$252,500	\$252,500	\$454,500	\$454,500	\$1,414,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 are yet to be determined, however, should improve building security, reduce maintenance costs, improve employee comfort, and improve building efficiencies.

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 2026	
Estimated Completion Date	June 2028	

Ranking:

Environmental Sustainability Project?

Project Description:

In FY 2024, the temporary Safe Place to Park site to be installed by June to be funded by the Housing Department.

In FY 2025, the Community Focus Area (CFA) to be completed by Community Development. Public Works is anticipated to incur in-house costs to make improvements to infrastructure to support affordable housing improvements.

The FY 2026 costs are unknown at this time to account for the housing portion of development expected at this time and will likely be in the form of a loan.

Other development components will be determined through the CFA process and added to this budget once determined. For now, placeholders have been entered in FY 2027 and FY 2028.



Project Justification:

The Cultural Park Property will need to have improvements designed and built to account for the recommendations determined in the CFA.

The associated infrastructure improvements for affordable housing improvements to the development will be assessed during the third-party design. Alternative funding sources such as grants or Development Impact Fees (DIF) will be evaluated once more is known at that time.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

Safe Place to Park to be installed by June to be funded by the Housing Department using in-house forces.

The CFA process is projected to be completed in FY 2024 by Community 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, 2024		\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Placeholder				\$2,000,000	\$2,000,000	\$4,000,000
Totals		\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$4,000,000

Project Funding Estimates:

Funding Source	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves			\$2,000,000	\$2,000,000	\$4,000,000
Totals	\$0	\$0	\$0	\$2,000,000	\$4,000,000

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

None anticipated.

Total Operating Impacts:				
	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Safe Place to Park to be paid for and operated through the Affordable Housing Department.

Other operating costs will be determined as the development improvements are identified.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Solar PV and Battery Storage at City Hall and Contractors Road (Decarbonization)

Location:

City Hall and Contractors Road Facility

Phase: of Project #:
(If Applicable)

Ranking:

Environmental Sustainability Project?

	Original	Revised (if applicable)
Start Date	August 2024	
Estimated Completion Date	June 2027	

Project Description:

Installation of solar photovoltaic (PV) systems with battery storage at the City Hall and Maintenance Facility at Contractors Road buildings. The project is anticipated to take place in three phases. The first phase is the installation of a solar photovoltaics system and battery storage at the Contractors Road facility. The second phase is a similar system installed at the City Hall Complex. Further refinement is to come from the decarbonization roadmap such as a Cost Benefit Analysis (CBA) detailing the value of this project.

Project Justification:

The 2020 Municipal Sustainability Plan and 2021 Climate Action Plan call for reducing greenhouse gas emissions to help mitigate the negative impacts of climate change, improve climate resilience, and increase renewable energy.

In 2022, buildings and facilities were estimated to emit 125 metric tons worth of emissions. The City Hall Complex and Maintenance Facility at Contractors Road were identified as locations to increase renewable energy usage through the Municipal Greenhouse Gas Inventory.

Additionally, the city embarked on creating a decarbonization roadmap for municipal operations in January of 2024, and increased on-site renewables was an objective to reduce emissions and associated long-term utility costs while improving resilience. A Cost Benefit Analysis (CBA) detailing the value of this project will be completed in advance of committed revenues.



For Continuing Projects

Estimated Project Status as of June 30, 2024:

Researched in Decarbonization Roadmap

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	\$181,800
Requested Total Project Budget	\$181,800
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$181,800

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Construction - Contracted		\$180,000				\$180,000
Future Estimate	Construction - Contracted			\$300,000	\$300,000		\$600,000
New Appropriation	Arts Transfer		\$1,800				\$1,800
Future Estimate	Arts Transfer			\$3,000	\$3,000		\$6,000
	Totals	\$0	\$181,800	\$303,000	\$303,000	\$0	\$787,800

Project Funding Estimates:

Funding Source	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves	\$181,800	\$303,000	\$303,000		\$787,800
Totals	\$0	\$181,800	\$303,000	\$303,000	\$0

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		-\$6,500	-\$56,500	-\$56,500
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	-\$6,500	-\$56,500	-\$56,500

Explanation of Operating Impacts:

Long-term operating impacts would include potential reductions of annual electricity costs of approximately \$6,500 at the Maintenance Facility on Contractors Road and approximately \$50,000 annually at the City Hall Complex. Anticipated lifespan of the photovoltaic systems is around 25 years, requiring minimal maintenance changes.

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)

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

Environmental Sustainability Project? Yes

Project Description:

This project included data collection, modeling, and final design documentation of identified improvements that will help alleviate northbound congestion. The project outputs are a constructed right-turn lane at Amara Lane and channelization and median improvements between L'Auberge to the Jordan Road roundabout. A separate shared-use path (SUP) is also being constructed just west of and parallel to the highway.

The photo shows substantial completion by mid-March 2024 with all traffic lanes open and SUP. The contractor is to return in June 2024 to complete the seat wall cap and replace the pavement in the northbound lanes to the Owenby Way roundabout. All work is to be completed in FY 2024.



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.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

Design Phase is completed. Construction has commenced and is expected to be completed by the end of FY 2024.

Project Balance	
Original Approved Project Budget	\$535,000
Approved Budget Increases/Decreases	\$1,941,373
Current Approved Total Project Budget	\$2,476,373
Requested Budget Increase/Decrease	\$2,588,294
Requested Total Project Budget	\$5,064,667
Estimated Expenditures through June 30, 2024	\$4,814,667
Budget Balance Remaining	\$250,000

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

Budget revised to include construction costs of recommended alternatives that resulted from the bidding process, as well as the design revision to include shared-use path grade separation and southbound left-hand turn into L'Auberge Lane. Schedule revised to accommodate proposed improvements to be included within the design completion, expected bidding process, and construction timeline.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Project Evaluation	\$71,250					\$71,250
Carry Over	Design - Contracted	\$137,027					\$137,027
Carry Over	Construction - Contracted	\$2,267,752					\$2,267,752
New Appropriation	Construction - Contracted	\$2,338,294	\$250,000				\$2,588,294
Carry Over	Construction - In-House	\$344					\$344
Totals		\$4,814,667	\$250,000	\$0	\$0	\$0	\$5,064,667

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$55,063	\$111,570				\$166,633
Transportation Sales Tax	\$16,188	\$138,430				\$154,618
Debt Financing	\$4,743,416					\$4,743,416
Totals		\$4,814,667	\$250,000	\$0	\$0	\$5,064,667

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services			\$10,000	\$5,000
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$10,000	\$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: Imperative (Must-Do)

Environmental Sustainability Project? No

Location:
Uptown - 430 & 460 Forest Road

	Original	Revised (if applicable)
Start Date	July 2022	April 2020
Estimated Completion Date	June 2024	June 2026

Project Description:

This project is associated with Strategy 3 of the City's 2017 TMP. The project involves the Design and Development (FYs 2021, 2022, 2023, and 2024) 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 2025 and 2026.



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.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

If the council approves, the design will be 100% complete. Construction will be scheduled and begin mobilization. Council has directed that it will be fee funded project.

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	\$10,207,756
Current Approved Total Project Budget	\$24,564,456
Requested Budget Increase/Decrease	\$1,435,212
Requested Total Project Budget	\$25,999,668
Estimated Expenditures through June 30, 2024	\$3,406,058
Budget Balance Remaining	\$22,593,610

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Study	\$242,025					\$242,025
Carry Over	Land Acquisition	\$898,880					\$898,880
Carry Over	Design - Contracted	\$1,260,016	\$650,840				\$1,910,856
Carry Over	Construction - Contracted	\$1,005,137	\$13,242,770	\$7,264,788			\$21,512,695
New Appropriation	Construction - Contracted			\$1,435,212			\$1,435,212
Totals		\$3,406,058	\$13,893,610	\$8,700,000	\$0	\$0	\$25,999,668

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Paid Parking Revenue	\$898,880					\$898,880
Transportation Sales Tax	\$1,086,547					\$1,086,547
Debt Financing	\$1,420,631	\$13,893,610	\$8,700,000			\$24,014,241
Totals		\$3,406,058	\$13,893,610	\$8,700,000	\$0	\$25,999,668

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		\$68,000	\$68,000	\$68,000
Debt Service		\$947,730	\$947,730	\$947,730
Revenue Offset				
Total Expenditure Impacts	\$0	\$1,015,730	\$1,015,730	\$1,015,730

Explanation of Operating Impacts:

Operating costs for a parking garage vary depending on the final approved type of structure and the amount of parking fees that 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. A new Parking Coordinator project coordinator position will be responsible for these implementations.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Uptown Residential Parking Improvements

Location: N/A

Phase: of **Project #:** SIM-03b
(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 possible 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 focusing 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 possible 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 2024
Estimated Completion Date	December 2017	June 2026

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:
 • Existing Off-Street Parking
 • Existing On-Street Parking

Signage:
 LOT 1
 PAY PARKING
 FREE PARKING

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Upon Parking Garage's decision further scoping from the council will detail job descriptions to advertise for the Parking Coordinator Project Supervisor position. This project will be one of this position's responsibilities.

Project Balance	
Original Approved Project Budget	\$111,100
Approved Budget Increases/Decreases	\$33,900
Current Approved Total Project Budget	\$145,000
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$145,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$145,000

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.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted		\$15,000				\$15,000
Carry Over	Construction - Contracted			\$130,000			\$130,000
Totals		\$0	\$15,000	\$130,000	\$0	\$0	\$145,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax		\$15,000	\$130,000			\$145,000
Totals		\$0	\$15,000	\$130,000	\$0	\$145,000

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

Pedestrian safety aspects of the project are eligible for Safe Streets 4 All or Congressional Appropriation grants are possible.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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:
Forest Rd Improvements associated with new Parking Garage

Location:
430-460 Forest Road

Phase: of **Project #:** SIM-03d
(If Applicable)

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

Ranking: Essential (Should-Do)

Environmental Sustainability Project? No

Project Description:

This project is in support of the new parking garage currently being designed for a location on Forest Road in Uptown. Road improvements will be necessary to assist with the access points along Forest Road. These improvements to the egress and ingress movements will involve road widening and channelization for a length of approximately 600 feet. Additionally, a shared-use pathway (10' width) and a sidewalk (5' width) are proposed along the south side and north side of Forest Road (respectively) to connect to pedestrian pathways along SR 89A.



Project Justification:

The new parking garage on Forest Road will be a major trip generator. The proposed road improvements and pedestrian facilities are necessary for transportation safety reasons.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

The design is not anticipated to commence until FY 2025.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$1,090,000
Requested Total Project Budget	\$1,090,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$1,090,000

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

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Design - Contracted		\$80,000				\$80,000
New Appropriation	Construction - Contracted			\$1,000,000			\$1,000,000
New Appropriation	Arts Transfer			\$10,000			\$10,000
Totals		\$0	\$80,000	\$1,010,000	\$0	\$0	\$1,090,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax		\$80,000				\$80,000
Capital Reserves			\$1,010,000			\$1,010,000
Totals		\$0	\$80,000	\$1,010,000	\$0	\$1,090,000

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 will be estimated and reported on once design is completed in FY 2025.

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: 2 of 2 **Project #:** SIM-04c
(If Applicable)

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

Ranking: Imperative (Must-Do)

Environmental Sustainability Project? Yes

Project Description:

Phase 1 was design and construction of a north-south pedestrian crossing at SR 179 and Oak Creek near the Tlaquepaque corridor. The pedestrian crossing is 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.

Phase 2 includes a design budget for FY 2025 for an at-grade warrant analysis for a pedestrian crossing, as required by an agreement with ADOT, and possible design of a signalized at-grade crossing depending on the outcome of the warrant analysis. The placeholder in FY 2026 represents possible construction improvements and post-design services for a signalized at-grade pedestrian crossing should the warrant analysis show a need.



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. The Phase 2 at-grade crossing warrant analysis is based on an agreement with ADOT.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

Phase 1 design 100% complete and construction of pedestrian crossing at/along Oak Creek 100% complete.

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

The Phase 1 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. Phase 2 costs for an at-grade warrant analysis have been added.

Project Balance		
Original Approved Project Budget		\$2,261,135
Approved Budget Increases/Decreases		\$2,290,401
Current Approved Total Project Budget		\$4,551,536
Requested Budget Increase/Decrease		\$606,401
Requested Total Project Budget		\$5,157,937
Estimated Expenditures through June 30, 2024		\$4,844,937
Budget Balance Remaining		\$313,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Land Acquisition	\$107,580					\$107,580
Carry Over	Design - Contracted	\$599,979	\$214,427				\$814,406
New							
Appropriation	Design - Contracted		\$85,573				\$85,573
Future Estimate	Design - Contracted			\$100,000			\$100,000
Carry Over	Construction - Contracted	\$3,627,020					\$3,627,020
New							
Appropriation	Construction - Contracted	\$507,828					\$507,828
Future Estimate	Construction - Contracted			\$1,200,000			\$1,200,000
Carry Over	Arts Transfer	\$2,530					\$2,530
New							
Appropriation	Arts Transfer			\$13,000			\$13,000
Totals		\$4,844,937	\$300,000	\$1,313,000	\$0	\$0	\$6,457,937

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Outside Participation	\$16,227					\$16,227
Transportation Sales Tax	\$449,657	\$300,000				\$749,657
Capital Reserves	\$255,595		\$1,313,000			\$1,568,595
Debt Financing	\$4,123,458					\$4,123,458
Totals	\$4,844,937	\$300,000	\$1,313,000	\$0	\$0	\$6,457,937

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

Outside participation in Phase 1 included cost sharing with Tlaquepaque.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Phase 1 operating impacts have been added to the operating budget. Any impacts for Phase 2 will be determined based on the results of the at-grade warrant analysis.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Ranger/SR 179 Intersection Improvements

Location:
Ranger Road/SR 179

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

	Original	Revised (if applicable)
Start Date	July 2022	July 2025
Estimated Completion Date	June 2024	June 2027

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:
The project would include signal preemption to allow buses turning northbound SR 179 to Ranger Road. In addition, a southbound Ranger Road to SR 179 slip/auxiliary lane will need to be considered.



Project Justification:
This project is identified in the Transit Plan to improve access for buses to the proposed Transit RIDE Exchange location.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Not yet started.

Project Balance	
Original Approved Project Budget	\$854,760
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$854,760
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$854,760
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$854,760

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Project delayed until Transit RIDE Exchange is designed and bid for construction. Moved construction to FY 2027 to follow the same timeline of the Exchange.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted			\$97,500			\$97,500
Carry Over	Construction - Contracted				\$750,000		\$750,000
Future Estimate	Construction - Contracted				\$225,000		\$225,000
Carry Over	Arts Transfer				\$7,260		\$7,260
Future Estimate	Arts Transfer				\$1,910		\$1,910
	Totals	\$0	\$0	\$97,500	\$984,170	\$0	\$1,081,670

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Development Impact Fees - Post 7/2014			\$5,850	\$58,500		\$64,350
Transportation Sales Tax			\$91,650			\$91,650
Capital Reserves				\$925,670		\$925,670
Totals	\$0	\$0	\$97,500	\$984,170	\$0	\$1,081,670

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Impacts to operational costs are expected to be minimal and to be absorbed in existing budget authority.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Y Roundabout Adaptive Signals

Location:
SR 89A and SR 179, Y Roundabout

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

	Original	Revised (if applicable)
Start Date	July 2025	
Estimated Completion Date	June 2028	

Ranking: Important (Could-Do)

Environmental Sustainability Project? No

Project Description:
Roundabout metering signals are installed on selected roundabout approaches and used on a part-time basis since they are required only when heavy demand conditions occur during peak periods. This is a relatively new approach to solving roundabout capacity deficiencies. Currently, there are only about half a dozen metered roundabouts operating in the United States. The Y roundabout low level of service or capacity demand problems are at specific hours of the day.



Metering also allows for safety benefits to pedestrians in crossings while controlling traffic at those peak hours of the day. The metered signals can be used to improve the flow of traffic on legs of the roundabout where long vehicle queues tend to form.

Project Justification:
Other state DOTs have adaptive signal metering as a low-cost highly-effective alternative in advance of roundabouts during low levels of service to mitigate traffic congestion and/or improve pedestrian crossing safety. This would be partnering with Northcentral District and Traffic Signals and Maintenance Operations of ADOT to install Arizona's first, if warranted.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Conducted concept evaluation of signal metering at the Y roundabout.

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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted			\$30,000	\$50,000		\$80,000
Future Estimate	Construction - Contracted					\$350,000	\$350,000
Totals		\$0	\$0	\$30,000	\$50,000	\$350,000	\$430,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Grant			\$24,000	\$40,000	\$280,000	\$344,000
Transportation Sales Tax			\$6,000	\$10,000	\$70,000	\$86,000
Totals		\$0	\$0	\$30,000	\$50,000	\$350,000

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
Planning to apply for both Strengthening Mobility & Revolutionizing Transportation (SMART) and Safe Streets for All (SS4A) grant funding for 80% match. This may be eligible for ADOT SMART Innovative Technology grant with the possibility that ADOT would create a demonstration projection that pays for all phases from design, installation, operation, and maintenance.

Smart transportation refers to the integrated application of modern technologies such as cloud computing, wireless communication, location-based services, and computer vision into the

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
ADOT would operate and maintain.

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. City and Tlaquepaque to partner in reconfiguring their parking 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. By 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 2026



For Continuing Projects

Estimated Project Status as of June 30, 2024:

Parking lot design is complete. Design of the connection to Brewer Road is complete and incorporated with the design of the Brewer/Ranger intersection (SIM-05d) roundabout. This needs to be approved with Tlaquepaque as it will replace their current driveway with temporary construction easements.

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

The 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 are 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 another 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	\$1,024,510
Requested Total Project Budget	\$2,100,487
Estimated Expenditures through June 30, 2024	\$75,977
Budget Balance Remaining	\$2,024,510

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$75,646					\$75,646
New							
Appropriation	Design - Contracted		\$16,200				\$16,200
Carry Over	Construction - Contracted		\$500,000	\$500,000			\$1,000,000
New							
Appropriation	Construction - Contracted			\$1,000,000			\$1,000,000
Carry Over	Arts Transfer	\$331					\$331
New							
Appropriation	Arts Transfer			\$8,310			\$8,310
Totals		\$75,977	\$516,200	\$1,508,310	\$0	\$0	\$2,100,487

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$17,832	\$230,370	\$669,420			\$917,622
Transportation Sales Tax	\$8,219	\$285,830				\$294,049
Capital Reserves	\$33,470		\$838,890			\$872,360
Debt Financing	\$16,456					\$16,456
Totals	\$75,977	\$516,200	\$1,508,310	\$0	\$0	\$2,100,487

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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	March 2025

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 Projects

Estimated Project Status as of June 30, 2024:

Roadway blasting is complete ending SR 89A temporary closures. Construction is

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

The 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 the consideration of one full parcel acquisition by the City. Additional costs 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	\$19,079,376
Current Approved Total Project Budget	\$20,400,576
Requested Budget Increase/Decrease	\$602,325
Requested Total Project Budget	\$21,002,901
Estimated Expenditures through June 30, 2024	\$12,787,561
Budget Balance Remaining	\$8,215,340

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Study	\$36,894					\$36,894
Carry Over	Land Acquisition	\$3,153,278	\$350,000				\$3,503,278
Carry Over	Design - Contracted	\$531,030	\$187,950				\$718,980
Carry Over	Construction - Contracted	\$9,065,247	\$6,395,065				\$15,460,312
New Appropriation	Construction - Contracted		\$602,325				\$602,325
Carry Over	Contingency		\$680,000				\$680,000
Carry Over	Arts Transfer	\$1,112					\$1,112
Totals		\$12,787,561	\$8,215,340	\$0	\$0	\$0	\$21,002,901

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$632,079	\$2,198,620				\$2,830,699
Transportation Sales Tax	\$683,178	\$2,727,920				\$3,411,098
Capital Reserves	\$149,203					\$149,203
Wastewater Revenues	\$1,050,000	\$350,000				\$1,400,000
Debt Financing	\$10,273,101	\$2,938,800				\$13,211,901
Totals		\$12,787,561	\$8,215,340	\$0	\$0	\$21,002,901

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services		\$5,000	\$5,000	\$5,000
Debt Service	\$799,450	\$799,450	\$799,450	\$799,450
Revenue Offset				
Total Expenditure Impacts	\$799,450	\$804,450	\$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, signage maintenance, and sewer collection systems.

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)

	Original	Revised (if applicable)
Start Date	July 2021	July 2021
Estimated Completion Date	June 2023	June 2026

Ranking: Imperative (Must-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 RIDE Exchange location. The study has determined a roundabout (RAB) is the intersection of choice. Portal Lane extension to Brewer Road is included in replacing the Tlaquepaque current employee driveway.



Project Justification:
This project meets all of the 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 need upgrading. Future traffic increases will create safety issues, render the intersection ineffective, and create added congestion at adjacent intersections. The improvements will 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, 2024:
The design is complete. Adjacent land purchases to offset construction costs will be complete or in process. The FEMA Floodplain Conditional Letter of Map Revision (CLOMR) is submitted to both the Yavapai and Coconino Counties Floodplain administrations with comments received. Bid packages are to be prepared or advertised.

Project Balance		
Original Approved Project Budget		\$2,949,300
Approved Budget Increases/Decreases		\$1,478,670
Current Approved Total Project Budget		\$4,427,970
Requested Budget Increase/Decrease		\$1,896,843
Requested Total Project Budget		\$6,324,813
Estimated Expenditures through June 30, 2024		\$974,993
Budget Balance Remaining		\$5,349,820

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Cost increases due to inflationary increases in construction costs and possible land acquisition. 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	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Land Acquisition	\$500,000	\$300,000				\$800,000
Carry Over	Design - Contracted	\$291,770					\$291,770
New Appropriation	Design - Contracted	\$183,223	\$40,000				\$223,223
Carry Over	Construction - Contracted		\$2,230,000	\$1,906,200			\$4,136,200
New Appropriation	Construction - Contracted			\$823,800			\$823,800
New Appropriation	Arts Transfer		\$24,160	\$25,660			\$49,820
Totals		\$974,993	\$2,594,160	\$2,755,660	\$0	\$0	\$6,324,813

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Development Impact Fees - Post 7/2014	\$31,021	\$154,200	\$163,800			\$349,021
Transportation Sales Tax	\$486,007					\$486,007
Capital Reserves		\$2,439,960	\$2,591,860			\$5,031,820
Debt Financing	\$457,965					\$457,965
Totals	\$974,993	\$2,594,160	\$2,755,660	\$0	\$0	\$6,324,813

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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:
Forest/Ranger/SR 89A Intersection Improvements

Location:
SR 89A/Forest Road/Ranger Road Intersection

Phase: of **Project #:** SIM-05e
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2021	July 2021
Estimated Completion Date	June 2024	June 2027

Ranking: Essential (Should-Do)

Environmental Sustainability Project? No

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 future transit exchange.



Project Justification:
The improvements are identified in the Transit Plan and are necessary to provide adequate access to the Transit RIDE 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.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Study is complete with 60% complete on design drawings. Responded to the required Conditional Letter of Map Revision (CLOMR) from the Coconino County FEMA Floodplain Administrator could take up to nine months to complete.

Project Balance	
Original Approved Project Budget	\$5,066,500
Approved Budget Increases/Decreases	\$89,718
Current Approved Total Project Budget	\$5,156,218
Requested Budget Increase/Decrease	\$189,040
Requested Total Project Budget	\$5,345,258
Estimated Expenditures through June 30, 2024	\$325,258
Budget Balance Remaining	\$5,020,000

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 SIM-05d with a Letter of Map Revision (LOMR) for this project.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Study	\$5,908					\$5,908
Carry Over	Design - Contracted	\$316,188	\$105,000				\$421,188
Carry Over	Construction - Contracted				\$4,727,812		\$4,727,812
New Appropriation	Construction - Contracted				\$72,188		\$72,188
New Appropriation	Public Art Purchase				\$115,000		\$115,000
Carry Over	Arts Transfer	\$1,310					\$1,310
New Appropriation	Arts Transfer	\$1,852					\$1,852
Totals		\$325,258	\$105,000	\$0	\$4,915,000	\$0	\$5,345,258

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals	
1% for Arts				\$115,000		\$115,000	
Grant				\$3,840,000		\$3,840,000	
Transportation Sales Tax		\$105,000				\$105,000	
Capital Reserves	\$325,258			\$960,000		\$1,285,258	
Totals		\$325,258	\$105,000	\$0	\$4,915,000	\$0	\$5,345,258

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

The NACOG - Regional Priority Projects List (RPPL) Special Line-Item State Appropriations Grant award was not approved for FY 2024. Planning to apply for both SMART and SS4A grant funding for 80% match.

Total Operating Impacts:				
	FY2025	FY2026	FY2027	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.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Traffic Calming and SUP - White Bear Rd to Pinon Dr

Location: Vicinity of SR 89A and Dry Creek Road Intersection

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

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

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:

This project includes construction of a shared-use path connection from the library, down the western side of Dry Creek Road to SR 89A, and along the south side of the highway to Pinon Drive. Crosswalk improvements may be included with a traffic calming speed table near the White Bear Road intersection.



Project Justification:

In response to numerous complaints about pedestrian and cyclist difficulties in and around Dry Creek Road near SR 89A, the Public Works Department is suggesting a traffic calming project to improve the positioning of crosswalks in the area and adding a speed table just south of White Bear Road. Pedestrian and cyclists safety and convenience will be enhanced by connecting the existing 10-foot wide shared-use pathway from White Bear Road to Pinon Drive. These new pathways will traverse along the south edge of SR 89A and the west side of Dry Creek Road.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Ready to commence design concept reporting.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$370,000
Requested Total Project Budget	\$370,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$370,000

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

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Design - Contracted		\$40,000				\$40,000
New Appropriation	Construction - Contracted		\$330,000				\$330,000
Totals		\$0	\$370,000	\$0	\$0	\$0	\$370,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax		\$370,000				\$370,000
Totals		\$0	\$370,000	\$0	\$0	\$370,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Routine maintenance of concrete pathways, signage, driveway patching, and crack sealing 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 #:** SIM-11a
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2018	July 2018
Estimated Completion Date	June 2020	June 2028

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:
Construction of roadway improvements, restripe existing lanes for walking and bicycling facilities.



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, 2024:
Design is on hold. A portion of this path is expected to be completed by future developments and other projects as indicated on the exhibit. Residents are beginning to see the need for this route, paralleling SR 89A, for bicycles and pedestrians.

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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Land Acquisition			\$50,000			\$50,000
Future Estimate	Design - Contracted			\$150,000	\$100,000		\$250,000
Future Estimate	Construction - Contracted				\$300,000	\$600,000	\$900,000
	Totals	\$0	\$0	\$200,000	\$400,000	\$600,000	\$1,200,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Development Impact Fees - Pre 8/2014			\$150,000	\$240,000	\$120,000	\$510,000
Transportation Sales Tax			\$50,000	\$160,000	\$480,000	\$690,000
Totals	\$0	\$0	\$200,000	\$400,000	\$600,000	\$1,200,000

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

Total Operating Impacts:				
	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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, White Bear 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 White Bear Road. 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, 2024:

Design and construction completed on northern portion of alignment. Construction 75% complete from Two Fences to Thunder Mountain Road, Phase 2. Design of Phase 3, Thunder Mountain Road to White Bear Road started.

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	\$469,640
Requested Total Project Budget	\$2,379,410
Estimated Expenditures through June 30, 2024	\$1,009,410
Budget Balance Remaining	\$1,370,000

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	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$60,612	\$100,000				\$160,612
Carry Over	Construction - Contracted	\$871,480	\$800,360				\$1,671,840
New Appropriation	Construction - Contracted		\$469,640				\$469,640
Carry Over	Construction - In-House	\$77,318					\$77,318
Totals		\$1,009,410	\$1,370,000	\$0	\$0	\$0	\$2,379,410

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax	\$870,000	\$1,370,000				\$2,240,000
Debt Financing	\$139,410					\$139,410
Totals		\$1,009,410	\$1,370,000	\$0	\$0	\$2,379,410

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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:
Andante 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 2026

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 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, 2024:
Design is complete. Project out to bid and construct in FY 2025.

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	\$1,910,947
Requested Total Project Budget	\$3,245,947
Estimated Expenditures through June 30, 2024	\$185,547
Budget Balance Remaining	\$3,060,400

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Cost increases due to inflationary increases in construction costs. Extensive bilingual public outreach has slowed progress.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Study	\$20,440					\$20,440
Carry Over	Land Acquisition	\$3,000					\$3,000
Carry Over	Design - Contracted	\$111,560					\$111,560
New	Appropriation	Design - Contracted	\$50,547	\$40,000			\$90,547
Carry Over	Construction - Contracted		\$1,200,000				\$1,200,000
New	Appropriation	Construction - Contracted	\$300,000	\$1,500,000			\$1,800,000
New	Appropriation	Arts Transfer	\$5,400	\$15,000			\$20,400
Totals		\$185,547	\$1,545,400	\$1,515,000	\$0	\$0	\$3,245,947

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax	\$177,440	\$1,000,000				\$1,177,440
Capital Reserves		\$545,400	\$1,515,000			\$2,060,400
Debt Financing	\$8,107					\$8,107
Totals		\$185,547	\$1,545,400	\$1,515,000	\$0	\$3,245,947

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

Total Operating Impacts:				
	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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:
Brewer Road Shared-Use Path

Location:
Brewer Road - from Ranger Station to USFS

Phase: of **Project #:** SIM-11p
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	July 2023
Estimated Completion Date	June 2025	June 2026

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 US Forest Service (USFS) Brewer Trailhead 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. Additionally, this will be a safer option for neighbors and visitors to access the Ranger Station Park and Brewer Trailhead.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
Feasibility assessment and surveying completed. Begin preliminary (30%) design and National Environmental Policy Act (NEPA) analysis by June 2024 through Northern Arizona Council of Governments (NACOG) and ADOT Transportation Alternatives grant process.

Project Balance	
Original Approved Project Budget	\$870,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$870,000
Requested Budget Increase/Decrease	\$247,190
Requested Total Project Budget	\$1,117,190
Estimated Expenditures through June 30, 2024	\$167,190
Budget Balance Remaining	\$950,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Cost increases due to inflationary increases in construction costs. Recently informed that we were awarded grant funding, which will delay the project a bit.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$167,190					\$167,190
Carry Over	Construction - Contracted		\$702,810				\$702,810
New Appropriation	Construction - Contracted		\$47,190	\$200,000			\$247,190
Totals		\$167,190	\$750,000	\$200,000	\$0	\$0	\$1,117,190

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Grant	\$122,192					\$122,192
Transportation Sales Tax		\$750,000	\$200,000			\$950,000
Debt Financing	\$44,998					\$44,998
Totals		\$167,190	\$750,000	\$200,000	\$0	\$1,117,190

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
We have received a Federal Transportation Alternative Grant in the amount of \$122,192 (94.3%) with a match of \$7,386 (5.7%) for design and/or construction funds and expires June 30, 2024.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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 Drive from Stanley Steamer Drive to SR 89A

Phase: of **Project #:** SIM-11q
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	July 2023
Estimated Completion Date	June 2025	September 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, 2024:

Expected to have 30% design and begin NEPA process through NACOG/ADOT Transportation Alternatives grant.

Project Balance	
Original Approved Project Budget	\$1,125,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$1,125,000
Requested Budget Increase/Decrease	\$375,000
Requested Total Project Budget	\$1,500,000
Estimated Expenditures through June 30, 2024	\$100,000
Budget Balance Remaining	\$1,400,000

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

Cost increases due to inflationary increases in construction costs. Delayed due to grant funding process.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$75,000					\$75,000
New Appropriation	Design - Contracted	\$25,000	\$75,000				\$100,000
Carry Over	Construction - Contracted		\$600,000	\$450,000			\$1,050,000
New Appropriation	Construction - Contracted			\$275,000			\$275,000
Totals		\$100,000	\$675,000	\$725,000	\$0	\$0	\$1,500,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Grant		\$175,000	\$325,000			\$500,000
Transportation Sales Tax	\$100,000	\$500,000	\$400,000			\$1,000,000
Totals		\$100,000	\$675,000	\$725,000	\$0	\$1,500,000

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

Congressionally Directed Funding passed through as NACOG Grant. Received grant in FY 2023 for \$500,000 with \$1M local match for construction and must use by September 30, 2025.

Total Operating Impacts:				
	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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 #:** SIM-11r
(If Applicable)

	Original	Revised (if applicable)
Start Date	August 2025	
Estimated Completion Date	June 2027	

Ranking: Essential (Should-Do)

Environmental Sustainability Project? Yes

Project Description:

The shared-use pathway would provide an additional connection between SR 89A and Thunder Mountain Road/Sanborn Drive 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.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted			\$70,000			\$70,000
Future Estimate	Construction - Contracted				\$300,000		\$300,000
	Totals	\$0	\$0	\$70,000	\$300,000	\$0	\$370,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax			\$70,000	\$300,000		\$370,000
Totals	\$0	\$0	\$70,000	\$300,000	\$0	\$370,000

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

None anticipated.

Total Operating Impacts:				
	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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 #:** SIM-11s
(If Applicable)

	Original	Revised (if applicable)
Start Date	February 2023	
Estimated Completion Date	June 2025	

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

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, within existing ADOT right-of-way. Staff is coordinating with the USFS to improve this trail to a shared-use pathway. Length is approximately 800 linear feet. USFS is potentially wanting a NEPA study.



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, 2024:
Coordination with ADOT and USFS.

Project Balance	
Original Approved Project Budget	\$0
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$0
Requested Budget Increase/Decrease	\$115,000
Requested Total Project Budget	\$115,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$115,000

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

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Construction - In-House		\$75,000				\$75,000
New Appropriation	Environmental		\$40,000				\$40,000
Totals		\$0	\$115,000	\$0	\$0	\$0	\$115,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax		\$115,000				\$115,000
Totals	\$0	\$115,000	\$0	\$0	\$0	\$115,000

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

Total Operating Impacts:				
	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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 #:**
(If Applicable)

	Original	Revised (if applicable)
Start Date	March 2025	
Estimated Completion Date	June 2026	

Ranking:

Environmental Sustainability Project?

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-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, 2024:

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	\$700,000
Requested Total Project Budget	\$700,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$700,000

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

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Design - Contracted		\$100,000				\$100,000
New Appropriation	Construction - Contracted			\$600,000			\$600,000
Totals		\$0	\$100,000	\$600,000	\$0	\$0	\$700,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax		\$100,000	\$600,000			\$700,000
Totals		\$0	\$100,000	\$600,000	\$0	\$700,000

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

None anticipated.

Total Operating Impacts:				
	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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 the 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, 2024:
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	\$1,635,000
Requested Total Project Budget	\$1,635,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$1,635,000

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

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Design - Contracted		\$120,000	\$100,000			\$220,000
New Appropriation	Construction - Contracted			\$700,000	\$700,000		\$1,400,000
New Appropriation	Arts Transfer			\$8,000	\$7,000		\$15,000
Totals		\$0	\$120,000	\$808,000	\$707,000	\$0	\$1,635,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals	
Transportation Sales Tax		\$120,000				\$120,000	
Capital Reserves			\$808,000	\$707,000		\$1,515,000	
Totals		\$0	\$120,000	\$808,000	\$707,000	\$0	\$1,635,000

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

Total Operating Impacts:				
	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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-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, 2024:

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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted			\$120,000			\$120,000
Future Estimate	Construction - Contracted				\$700,000		\$700,000
Future Estimate	Arts Transfer				\$7,000		\$7,000
	Totals	\$0	\$0	\$120,000	\$707,000	\$0	\$827,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax			\$120,000			\$120,000
Capital Reserves				\$707,000		\$707,000
Totals	\$0	\$0	\$120,000	\$707,000	\$0	\$827,000

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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 #:** SIM-11x
(If Applicable)

	Original	Revised (if applicable)
Start Date	December 2025	
Estimated Completion Date	December 2026	

Ranking: Important (Could-Do)

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, 2024:
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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted			\$75,000			\$75,000
Future Estimate	Construction - Contracted				\$600,000		\$600,000
Future Estimate	Arts Transfer				\$6,000		\$6,000
	Totals	\$0	\$0	\$75,000	\$606,000	\$0	\$681,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax			\$75,000			\$75,000
Capital Reserves				\$606,000		\$606,000
Totals	\$0	\$0	\$75,000	\$606,000	\$0	\$681,000

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

Total Operating Impacts:				
	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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:
Thunder Mountain II Shared-Use Path

Location:
Thunder Mountain Road to Dry Creek Road

Phase: of **Project #:** SIM-11y
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2026	
Estimated Completion Date	June 2028	

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

Project Description:
This project would connect a parallel pedestrian and cyclist east-west route to Dry Creek Road. This route is currently a significant social trail per data from Strava and discussions with residents. The shared-use pathway would be approximately 3,490 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, 2024:
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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted				\$150,000		\$150,000
Future Estimate	Construction - Contracted					\$800,000	\$800,000
Totals		\$0	\$0	\$0	\$150,000	\$800,000	\$950,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax				\$150,000	\$800,000	\$950,000
Totals		\$0	\$0	\$0	\$150,000	\$950,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:
Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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:
Gun Fury Shared-Use Path

Location:
Gun Fury Road

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

	Original	Revised (if applicable)
Start Date	July 2025	
Estimated Completion Date	June 2027	

Ranking:

Environmental Sustainability Project?

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 1,900 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, 2024:

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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted			\$100,000			\$100,000
Future Estimate	Construction - Contracted				\$700,000		\$700,000
Future Estimate	Arts Transfer				\$7,000		\$7,000
	Totals	\$0	\$0	\$100,000	\$707,000	\$0	\$807,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax			\$100,000			\$100,000
Capital Reserves				\$707,000		\$707,000
Totals	\$0	\$0	\$100,000	\$707,000	\$0	\$807,000

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Since several of the shared-use paths have been completed, a position has been requested in the FY 2025 operating budget for the management of these facilities/infrastructure. 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, 2024:
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	\$74,022
Current Approved Total Project Budget	\$121,492
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$121,492
Estimated Expenditures through June 30, 2024	\$71,492
Budget Balance Remaining	\$50,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
The budget was increased to allow for additional cameras. Project completion extended to account for added cameras.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted	\$6,518					\$6,518
Carry Over	Construction - Contracted	\$64,761	\$50,000				\$114,761
Carry Over	Arts Transfer	\$213					\$213
	Totals	\$71,492	\$50,000	\$0	\$0	\$0	\$121,492

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Transportation Sales Tax	\$50,000	\$50,000				\$100,000
Capital Reserves	\$21,492					\$21,492
Totals	\$71,492	\$50,000	\$0	\$0	\$0	\$121,492

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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: View Drive Area Drainage Improvements (Yavapai County)

Location: View Drive Area

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

	Original	Revised (if applicable)
Start Date	July 2026	
Estimated Completion Date	June 2028	

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

Project Description:
This project funds design and construction of storm drainage improvements for the View Drive 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 VD-CO1 to VD-C17 and VD-D01 to VD-D16 in the Master Plan.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted				\$150,000		\$150,000
Future Estimate	Construction - Contracted					\$1,450,000	\$1,450,000
Future Estimate	Arts Transfer					\$11,500	\$11,500
Totals		\$0	\$0	\$0	\$150,000	\$1,461,500	\$1,611,500

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Yavapai County Flood Control				\$150,000	\$300,000	\$450,000
Capital Reserves					\$1,161,500	\$1,161,500
Totals	\$0	\$0	\$0	\$150,000	\$1,461,500	\$1,611,500

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 weed control, 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

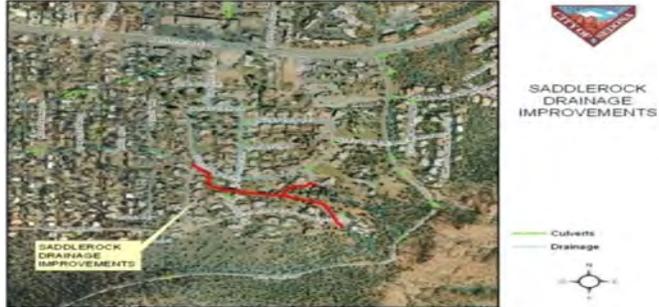
Phase: of **Project #:** SD-05
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2023	August 2024
Estimated Completion Date	June 2024	June 2026

Ranking: Important (Could-Do)

Environmental Sustainability Project? Yes

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 to SC-CO8 and SC-D01 to SC-D05 in the Master Plan.

For Continuing Projects

Estimated Project Status as of June 30, 2024:
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	\$653,500
Requested Total Project Budget	\$653,500
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$653,500

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Delayed due to staff capacity.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
New Appropriation	Design - Contracted		\$150,000				\$150,000
New Appropriation	Construction - Contracted			\$500,000			\$500,000
New Appropriation	Arts Transfer			\$3,500			\$3,500
Totals		\$0	\$150,000	\$503,500	\$0	\$0	\$653,500

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Yavapai County Flood Control		\$150,000	\$150,000			\$300,000
Capital Reserves			\$353,500			\$353,500
Totals		\$0	\$150,000	\$503,500	\$0	\$653,500

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 weed control, debris removal, erosion repair, etc. will be minimal and will be absorbed in the existing budget capacity.

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, 2024:
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, 2024	\$0
Budget Balance Remaining	\$0

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Project is delayed due to staff capacity issues and pursuing participation from Coconino County Flood Control District

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Design - Contracted			\$40,000			\$40,000
Future Estimate	Construction - Contracted				\$400,000		\$400,000
Future Estimate	Arts Transfer				\$2,000		\$2,000
	Totals	\$0	\$0	\$40,000	\$402,000	\$0	\$442,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Coconino County Flood Control			\$40,000	\$200,000		\$240,000
Capital Reserves				\$202,000		\$202,000
Totals	\$0	\$0	\$40,000	\$402,000	\$0	\$442,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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 Road

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

	Original	Revised (if applicable)
Start Date	July 2023	July 2025
Estimated Completion Date	June 2025	June 2027

Ranking:

Environmental Sustainability Project?

Project Description:
Safety improvements along Back O' Beyond Road and at the City's Cathedral Trailhead parking lot. Improve road geometry at blind corners with shoulder buildup with guardrail. A shared-use path may be included behind the guardrail or grade separated. Improve parking lot circulation using a one-way aisle connection 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, 2024:
Reapply for the SS4A grant after completing a safety corridor study through ST-11.

Project Balance	
Original Approved Project Budget	\$2,200,000
Approved Budget Increases/Decreases	\$0
Current Approved Total Project Budget	\$2,200,000
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$2,200,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$2,200,000

Explanation for Revised Project Dates and/or Project Budget (if applicable):
Cost increases due to inflationary increases in construction costs. Delayed due to efforts to obtain grant funding.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Design - Contracted			\$120,000			\$120,000
Carry Over	Construction - Contracted				\$2,080,000		\$2,080,000
Future Estimate	Construction - Contracted				\$920,000		\$920,000
Future Estimate	Arts Transfer			\$1,200	\$6,000		\$7,200
Totals		\$0	\$0	\$121,200	\$3,006,000	\$0	\$3,127,200

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals	
Grant				\$2,400,000		\$2,400,000	
Capital Reserves			\$121,200	\$606,000		\$727,200	
Totals		\$0	\$0	\$121,200	\$3,006,000	\$0	\$3,127,200

Explanation of Outside Funding Sources (Donations, Outside Participation, Grants):
An application was submitted for the Safe Streets for All (SS4A) funding. A Safety Corridor Study is needed to match the regional safety plan. This will be completed in a separate SMART grant for a citywide study for multiple corridor qualifications. The City's match for this funding is expected to be 20%.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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:
Citywide Safety Analysis Corridor Studies

Location:
Citywide

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

	Original	Revised (if applicable)
Start Date		
Estimated Completion Date		

Ranking:

Environmental Sustainability Project?

Project Description:

This project is intended to be a safety analysis for vehicles, pedestrians, and public transportation using the various highway and arterial corridors throughout the City. The scope of the study will include the identification of operational deficiencies, conceptualization of traffic-calming opportunities, and the determination of transportation system needs to support adjacent land uses and promote redevelopment of underperforming infrastructure. This includes accident and near-miss record research and interviews with emergency services to identify the location and frequency of notable incidents.



Project Justification:

Federal grant funding opportunities require corridor safety studies to link and coordinate to regional studies completed by NACOG. These studies fulfill this initial federal requirement; and will assist in maximizing improvements to the following features: existing infrastructure, access, mobility, technology, overall safety conditions, and air quality by congestion reduction.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

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, 2024	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
Future Estimate	Study			\$250,000			\$250,000
Totals		\$0	\$0	\$250,000	\$0	\$0	\$250,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Grant			\$200,000			\$200,000
Capital Reserves			\$50,000			\$50,000
Totals	\$0	\$0	\$250,000	\$0	\$0	\$250,000

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

Federal Safe Streets for All (SS4A) grants via USDOT

Total Operating Impacts:				
	FY2025	FY2026	FY2027	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 will be included in the projects that are identified in the studies.

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

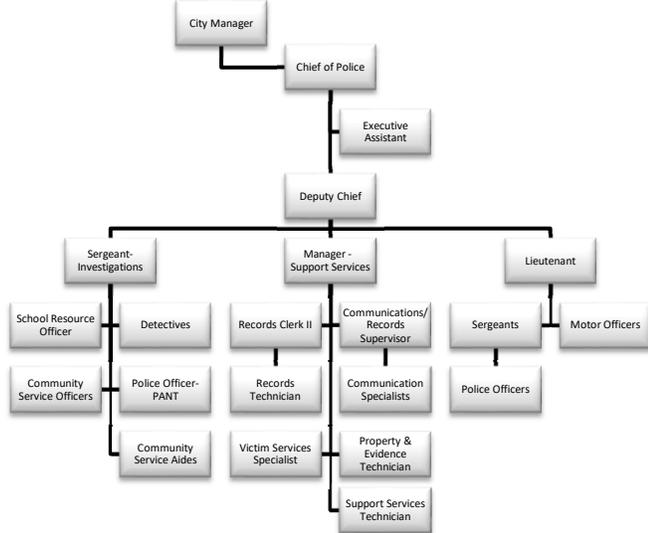
With a steadfast focus on "Selfless Service For All," we will continue to foster public trust and strengthen community relationships while striving for excellence through employee development, self-discipline, and strong leadership. Our foundational core values include: Community, Compassion, and Honor.

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.

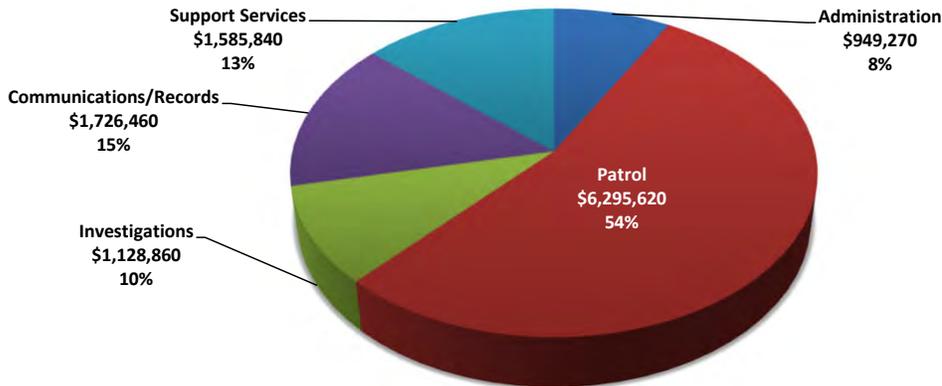
The police department is responsible for the following primary program areas:

- * 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), Motor Program, K-9 Unit, and Police Cadet Program.
- * Support Services Division - includes all support functions of the department and assists the patrol division operations, including School Resource Officer, Community Services Officers and Community Service Aides
- * 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, retrieval, public access, redaction, and production.

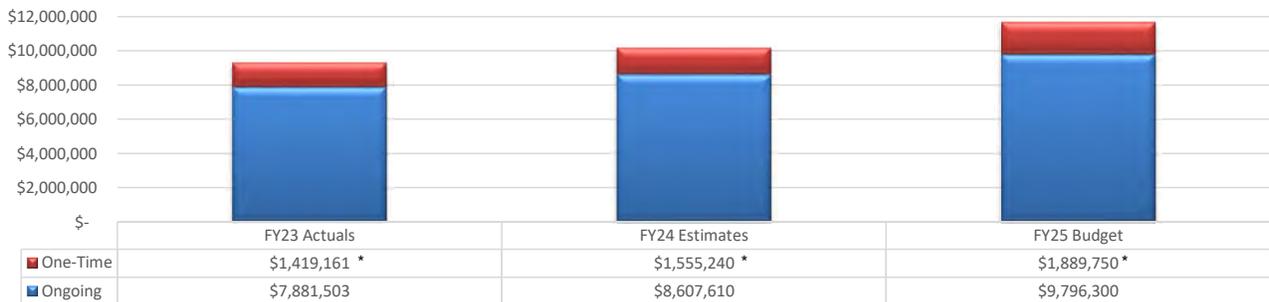
DEPARTMENT ORGANIZATION CHART



FY 2025 PROGRAM EXPENDITURES: \$11,686,050



FY 2023 - FY 2025 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 for FY 2023 and \$1.2 million for FY 2024. A one-time additional contribution of \$1.5 million is recommended for FY 2025.

POLICE – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 696,510	73%	\$ 676,150	\$ 680,850	\$ 500,886
Supplies & Services	64,690	7%	61,720	57,560	45,774
Capital & Debt Service	16,240	2%	15,460	16,240	18,657
Subtotal Direct Costs	\$ 777,440	82%	\$ 753,330	\$ 754,650	\$ 565,318
Internal Charges	171,830	18%	167,120	160,900	124,410
Total Expenditures	\$ 949,270	100%	\$ 920,450	\$ 915,550	\$ 689,728
Expenditures by Fund					
General Fund Portion	\$ 943,890	99%	\$ 913,590	\$ 910,810	\$ 684,131
Other Funds Portion	\$ 5,380	1%	\$ 6,860	\$ 4,740	\$ 5,597
Funding Sources					
Program Revenues	\$ 4,000	<1%	\$ 5,700	\$ 3,580	\$ 4,972
Funding from General Revenues:					
Estimated Resident Generated	\$ 330,840	35%	\$ 320,160	\$ 319,190	\$ 239,665
Estimated Visitor Generated	\$ 614,430	65%	\$ 594,590	\$ 592,780	\$ 445,091
Employee Time Allocation (FTEs) (Budgeted)	3.00		3.00		3.00

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 community members 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 (SPD) with honesty, fairness, and integrity at all times.

A portion of this program is funded 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 2024 Accomplishments

Overall City Value – Public Safety:

- * Submitted applications and was awarded grant funding from the Governor's Office of Highway Safety (GOHS) to assist with departmental operations.
- * Continued to utilize social media by creating a monthly online video, titled Chit Chat with the Chief, to enhance communication and engagement with Sedona residents.
- * Maintained a collaborative relationship and localized team with the Sedona Fire District regarding enhanced emergency management practice and homeland security preparations.
- * Received federal funding to create a pilot program to implement emergency sirens in Sedona to enhance the Emergency Management Program.
- * Created and launched the Know Your Zone effort in conjunction with Sedona's Evacuation and Re-entry plan.
- * Updated the Community Emergency Preparedness Guide and the Emergency Operations Plan.
- * Continued updating the SPD Policy Manual, ensuring alignment with contemporary police standards, and disseminated to employees.
- * Maintained an awards and recognition program for employees.
- * Successfully recruited and hired new administrative lieutenant and patrol lieutenant.
- * Increased use of message and speed trailers to 26 deployments, but most were for long term deployment for traffic and parking issues and shuttle service information.
- * Continued providing services to the community with volunteers providing fingerprinting services twice a month.
- * Staff attended two First Responders Wellness retreats.
- * Revamped the Department's peer support program and trained key, staff-selected personnel to maintain and enhance employee mental health and wellness.
- * Furnished and decorated the quiet/lactation room utilized by staff for mental health and wellness.

POLICE – Administration
continued

FY 2025 Objectives

Overall City Value - Public Safety:

- * Continue to update training materials for Critical Incident/Emergency Management deployment, and conduct tabletop training exercises for SPD supervisors, City Council, and staff members.
- * Continue to train department employees on mental health issues by creating a wellness program.
- * Secure grants and community donations to purchase additional equipment to enhance department operations.
- * Achieve consistent full staffing levels to optimize operations and service levels.
- * Provide leadership and employee development trainings for staff.
- * Conduct annual leadership retreat with supervisory team.
- * Organize and participate in Community Outreach Event (formerly known as National Night Out).
- * Deploy volunteers at special events.
- * Deploy message and speed trailers.
- * Conduct fingerprinting twice a month with our volunteers.
- * Conduct speed watch once a month.
- * Continue to assist the records division with quality assurance calls and increase the volume of customers polled.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Sworn staff attending training on Critical Incident Training (CIT)/Mental Health Interactions	4	5	2	0	10
Sworn staff attending training on Incident Command System/National Incident Management System (ICS/NIMS) protocols	3	5	5	5	7
Community interaction events	10	12	10	6	11
Hours of volunteer time donated (Due to COVID, the volunteer hours have decreased from prior years)	4,000	4,100	3,486	3,945	3,730

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Retention of sworn employees (excluding retirement)		100% (29/29)	100% (29/29)	89.3% (25/28)	88.9% (24/27)	100% (27/27)
Retention of civilian employees (excluding retirement)		100% (19/19)	100% (19/19)	94.1% (16/17)	93.8% (15/16)	85.3% (12.8/15)
Sworn personnel turnover (ICMA Benchmark 2017-2022)	4.5% (all) / 5.4% (cities under 30,000 pop.)	0%	0%	11%	11%	11.5%
Sworn police overtime as % of total sworn police compensation (ICMA Benchmark 2017-2022)	5.5% (all) / 4.5% (cities under 30,000 pop.)	3.9%	4.6%	3.9%	3.3%	4.2%
FTEs: Sworn positions per 1,000 population (ICMA Benchmark 2017-2022)	4.0 (all) / 3.1 (cities under 30,000 pop.)	2.9	3.0	2.9	2.7	2.9

POLICE – Patrol

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 4,317,280	69%	\$ 3,782,650	\$ 3,858,030	\$ 3,757,099
Supplies & Services	367,650	6%	390,830	389,950	361,148
Capital & Debt Service	321,140	5%	333,300	225,140	313,330
Subtotal Direct Costs	\$ 5,006,070	80%	\$ 4,506,780	\$ 4,473,120	\$ 4,431,577
Internal Charges	1,289,550	20%	1,237,430	1,209,740	990,230
Total Expenditures	\$ 6,295,620	100%	\$ 5,744,210	\$ 5,682,860	\$ 5,421,807
Expenditures by Fund					
General Fund Portion	\$ 6,212,470	99%	\$ 5,657,810	\$ 5,572,140	\$ 5,196,763
Other Funds Portion	\$ 83,150	1%	\$ 86,400	\$ 110,720	\$ 225,044
Funding Sources					
Program Revenues	\$ 82,790	1%	\$ 96,500	\$ 142,020	\$ 236,822
Funding from General Revenues:					
Estimated Resident Generated	\$ 2,174,490	35%	\$ 1,976,700	\$ 1,939,290	\$ 1,814,745
Estimated Visitor Generated	\$ 4,038,340	64%	\$ 3,671,010	\$ 3,601,550	\$ 3,370,240
Employee Time Allocation (FTEs) (Budgeted)	22.25		22.25		22.25

The Patrol program is currently managed by a police lieutenant and consists of sworn field personnel, Special Weapons and Tactics (SWAT), Motor program, K-9 unit, and Police Cadet 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 driving under the influence (DUI) enforcement.

The K-9 unit 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 minimum monthly training hours, and maintain their certification.

A portion of this program is funded 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 2024 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, Pancakes with Santa, Veterans' Day Memorial Service, 9/11 Memorial, Toys for Tots, Special Olympic events, and Festival of Lights.
- * Maintained budget funding to accommodate the SWAT team members.
- * Awarded grants for targeted DUI enforcement for impaired drivers and S.T.E.P. (Selective Traffic Enforcement Program) funded through the Governor's Office of Highway Safety (GOHS).
- * Hired two recruits that will be attending the Northern Arizona Regional Training Academy (NARTA) police academy, who are expected to graduate in May 2024.
- * Hired a lateral officer who successfully completed field training.
- * Successfully recruited and hired a new patrol lieutenant.
- * Trained all sworn staff on Verbal De-escalation - Surviving Verbal Conflict and maintained three instructors.
- * Continued to provide instructors to NARTA for the academy to assist with the education of new recruits.
- * Completed the annual biohazard/decontamination of SPD field vehicles and holding cells.
- * Actively engaged our schools and community groups through educational, security, and crime prevention presentations.
- * Selected new K-9 team, who successfully completed required certification.
- * Selected, trained, and deployed second motor officer.

POLICE – Patrol
continued

FY 2025 Objectives

Overall City Value - Public Safety:

- * Increase deployment of officers in Uptown on foot patrols in accordance with peak seasonality.
- * Increase officer visibility in assigned patrol areas and neighborhoods.
- * Recruit and hire officers to achieve and maintain full staffing levels.
- * Deploy the mobile digital speed indicator and message boards in high traffic areas on at least 20 occasions before June 30, 2025, to collect data and address concerns of unsafe driving and notification purposes.
- * Continue to train officers on mental health and wellness challenges by completing Crisis Intervention Training (CIT).
- * Actively engage our schools and community groups through educational, security, and crime prevention presentations.
- * Utilize Command Solutions from Motorola CAD/RMS System to improve deployment of resources throughout the city.
- * Continue commercial biohazard/decontamination of SPD field vehicles and holding cells.
- * Provide instructors to NARTA to assist with the education of new recruits during police basic training academies.
- * Conduct one K-9 program introduction and narcotics detection demonstration at Sedona Red Rock Junior/Senior High School.
- * Conduct one K-9 program introduction and narcotics detection demonstration at West Sedona School.
- * Successfully complete certification for search and rescue.

WORKLOAD INDICATORS	Benchmark	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
UCR Part I violent crimes *Criminal homicide, sexual assault, rape, robbery and aggravated assault		30	40	27	30	35
UCR Part I property crimes *Burglary, theft and arson		130	180	127	137	180
UCR Part 2 crimes *Criminal damage, disorderly conduct, drug offense, fraud, assault, domestic violence, juvenile offenses and prostitution.		450	500	452	440	511
Traffic collisions - Fatal (ICMA Benchmark 2017-2022)	29.8 (all) / 0.7 (cities under 30,000 pop.)	0	0	0	1	1
Traffic collisions - Injury		30	35	29	30	43
Traffic collisions - Non-injury		200	200	207	217	220
Officer-initiated activity		9,000	7,500	8,962	8,550	6,482
Warnings (Written warnings/repair orders)		3,000	1,500	2,741	2,319	1,521
Calls for service from the community		11,000	13,500	9,108	12,069	13,006
Citations		2,400	2,000	2,412	1,952	1,449
Arrests - Misdemeanor		300	400	315	376	258
Arrests - Felony		80	120	77	92	71
Arrests - DUI		40	75	34	53	44
Deploy mobile digital speed indicator sign in areas of reported OHV/city streets speeding or unsafe driving issues within city limits		40 deploys	20 deploys	40 deploys	28 deploys	14 deploys
K-9 successfully recertified in patrol apprehension (Max retired May 2023; new K-9 will not be apprehension trained) (kept for historic purposes)		0	N/A	0	0	1
K-9 successfully certified in narcotics detection (K-9 Max retired one month before recertification; K-9 Sam certified in Oct 2023).		1	N/A	1	0	1
Complete required K-9 trainings (Max had limited capacity to work from December - June 2023/Max retired May 11, 2023) (Sam started October 2023)	NPCA 192 hours annually when single purpose, 384 hours when dual purpose	384 hours	N/A	257 hours	90 hours	239 hours
Total K-9 narcotic deployments		24	N/A	12	15	35
Total K-9 patrol deployments/search & rescue deployments		10	N/A	0	0	1
K-9 successfully certified in Search & Rescue		1	N/A	0	0	0

POLICE – Patrol
continued

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Maintain a response time of seven minutes or less 90% of the time to emergency calls		100%	90%	100%	100%	80%
Average response time (minutes) - Priority 1 (ICMA Benchmark 2017-2022) *Collisions with injuries or death and attempted suicides	4.7 (all) / 4.3 (cities under 30,000 pop.)	4:00	4	4:30	4:13	5:39
Average response time (minutes) - Priority 2 *Domestic Violence, just occurred sex offenses, bomb threats, deaths and medical assists		5:00	5	5:05	5:17	5:12
Average response time (minutes) - Priority 3 *Collisions with no injuries, assaults, suspicious activity and abuse cases		7:00	6:30	7:15	7:29	7:32
Calls for service from the community per sworn FTE (ICMA Benchmark 2017-2022)	395 (all) / 465 (cities under 30,000 pop.)	355	345	294	416	336
Calls for service from the community and officer initiated activity per sworn FTE		645	790	583	711	777
Calls for service from the community and officer initiated activity per 1,000 population		2,043	2,184	1,846	2,145	2,027
Calls for service from the community per 1,000 population (ICMA Benchmark 2017-2022)	857 (all) / 1,354 (cities under 30,000 pop.)	1,124	1,404	930	1,255	1,353
DUI arrests per 1,000 population (ICMA Benchmark 2017-2022)	3.6 (All) / 4.2 (cities under 30,000 pop.)	4.09	7.8	3.47	5.51	4.58
UCR Part I property crimes reported per 1,000 population (ICMA Benchmark 2017-2022)	29.5 (all) / 29.5 (cities under 30,000 pop.)	13.28	18.72	12.97	14.25	18.72
UCR Part I violent crimes reported per 1,000 population (ICMA Benchmark 2017-2022)	4.7 (all) / 3.5 (cities under 30,000 pop.)	3.06	4.16	2.78	3.12	3.64
UCR Part 2 crime reported per 1,000 population		45.97	52.01	46.17	45.77	53.15

POLICE – Investigations

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 852,660	76%	\$ 720,810	\$ 634,760	\$ 455,051
Supplies & Services	70,080	6%	55,400	76,990	42,704
Capital & Debt Service	27,320	2%	8,500	6,320	-
Subtotal Direct Costs	\$ 950,060	84%	\$ 784,710	\$ 718,070	\$ 497,755
Internal Charges	178,800	16%	172,230	167,170	107,840
Total Expenditures	\$ 1,128,860	100%	\$ 956,940	\$ 885,240	\$ 605,595
Expenditures by Fund					
General Fund Portion	\$ 1,126,960	100%	\$ 955,320	\$ 883,620	\$ 604,186
Other Funds Portion	\$ 1,900	<1%	\$ 1,620	\$ 1,620	\$ 1,409
Funding Sources					
Program Revenues	\$ -	0%	\$ 37,000	\$ -	\$ -
Funding from General Revenues:					
Estimated Resident Generated	\$ 395,100	35%	\$ 321,980	\$ 309,830	\$ 211,958
Estimated Visitor Generated	\$ 733,760	65%	\$ 597,960	\$ 575,410	\$ 393,637
Employee Time Allocation (FTEs) (Budgeted)	4.00		4.00		3.00

The Investigations program consists of sworn personnel who are assigned to conduct follow up criminal investigations, background investigations, process 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 task forces, which bring resources and expertise to the department and community that would not otherwise be feasible. Property and evidence processing, and storage and retention 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 2024 Accomplishments

Overall City Value - Public Safety:

- * Completed backgrounds using the Lean process in compliance with AZ Police Officer Standards and Training (POST) rules.
- * Updated background forms and created a completion timeline.
- * Worked with several different Verde Valley law enforcement agencies in a multi-jurisdictional operation that was related to human trafficking and the luring/enticement of children.
- * Conducted two sex offender registrant compliance operations.
- * Delivered a presentation to the Sedona Lodging Council on Human Trafficking Awareness in conjunction with Arizona Anti-Trafficking Network.
- * Successfully deployed the drone multiple times to assist with various calls for service.
- * Attended Kiwanis, Crimson View Neighborhood HOA, and Community Outreach events.
- * Completed Threat Vulnerability Assessment with members of the Sedona Red Rock Junior/Senior High School.
- * Reestablished law enforcement networking with Ring Public Safety Portal to assist with crime prevention in neighborhoods.
- * Maintained case clearance to a maximum of four 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.
- * Conducted two proactive crime prevention initiatives, including trailhead operations, in reference to increased crime trends and followed up with additional surveillance at various trailheads.
- * Completed two in-house staff trainings related to various investigative techniques.
- * Utilized heat mapping and Command Solutions to assist with predictive policing to identify crime trends.

POLICE – Investigations

continued

FY 2025 Objectives

Overall City Value - Public Safety:

- * Conduct two sex 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.
- * Update interview/interrogation room with enhanced technology to improve functionality.
- * Complete backgrounds using the Lean process and in compliance with AZPOST rules.
- * Complete three staff trainings per year related to various investigative techniques.
- * Update current drone hardware with thermal and additional mapping software.
- * Implement victim advocacy program.
- * Continue to utilize heat mapping, Command Solutions, and leveraging technology to assist with preventative, proactive policing.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 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	100	70	80	188
Detective initiated arrests (Due to COVID-19, there were restrictions in custody arrests)	15	15	10	12	12
Felony cases sent to Yavapai County Prosecuting Attorney office for filing charges (updated FY24 to measure each county and city prosecuting attorney offices separately)	45	N/A	42	53	41
Felony cases sent to Coconino Prosecuting Attorney office for filing charges (updated FY24 to measure each county and city prosecuting attorney offices separately)	10	N/A	8	13	8
Misdemeanor cases sent to Sedona City Attorney office for filing charges (updated FY24 to measure each county and city prosecuting attorney offices separately)	130	N/A	136	100	78
Conduct sexual offender registrant compliance operations	2	2	2	2	2

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Exceed annual state crime clearance rate (16.73%*) for property crime (ICMA Benchmark 2017-2022) *Arizona Department of Public Safety Crime Report 2019	28.4% (all) / 30.5% (cities under 30,000 pop.)	45% (exceeds state by 28%)	43.2% (exceeds state by 26.5%)	31.9% (exceeds state by 15.2%)	21.1% (exceeds state by 4.4%)	43% (exceeds state by 26.2%)
Exceed annual state crime clearance rate (38.17%*) for violent crime (ICMA Benchmark 2017-2022) *Arizona Department of Public Safety Crime Report 2019	55.2% (all) / 61.5% (cities under 30,000 pop.)	65% (exceeds state by 27%)	61.3% (exceeds state by 23.13%)	60% (exceeds state by 22%)	73.1% (exceeds state by 34.9%)	65.7% (exceeds state by 27.5%)
Complete investigation on all cases (including lengthy fraud cases) within six months from being assigned		90%	90%	85%	70%	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	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 1,073,850	62%	\$ 997,240	\$ 961,060	\$ 828,126
Supplies & Services	71,630	4%	64,440	67,690	68,547
Subtotal Direct Costs	\$ 1,145,480	66%	\$ 1,061,680	\$ 1,028,750	\$ 896,673
Internal Charges	580,980	34%	429,180	420,230	459,010
Total Expenditures	\$ 1,726,460	100%	\$ 1,490,860	\$ 1,448,980	\$ 1,355,683
Expenditures by Fund					
General Fund Portion	\$ 1,725,380	100%	\$ 1,489,780	\$ 1,447,900	\$ 1,354,786
Other Funds Portion	\$ 1,080	<1%	\$ 1,080	\$ 1,080	\$ 897
Funding Sources					
Program Revenues	\$ 5,000	<1%	\$ 4,500	\$ 5,000	\$ 5,580
Funding from General Revenues:					
Estimated Resident Generated	\$ 602,510	35%	\$ 520,230	\$ 505,390	\$ 472,536
Estimated Visitor Generated	\$ 1,118,950	65%	\$ 966,130	\$ 938,590	\$ 877,567
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, the records department 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 2024 Accomplishments

Overall City Value - Public Safety:

- * Maintained average of 5 days wait time for records requests.
- * Dispatched calls to officers within 90 seconds of receiving the call.
- * Recruited, hired, and trained new communication specialists.
- * Conducted numerous ARS 28-3511 (impound) hearings.
- * Successfully recruited, hired, and trained new records clerk.
- * Coordinated with multiple federal, state, and city agencies during project NG9-1-1 (Next Generation 9-1-1) to transition and implement a new telephone answering communication system, which enabled enhanced and modernized 9-1-1 services.
- * Cross-trained a communications specialist as a qualified phlebotomist to assist with the department DUI investigations.
- * Two communications specialists successfully completed Crisis Communication/Negotiation for Emergency Dispatchers training.

FY 2025 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 200 reports.
- * Recruit and hire a Communications Supervisor.

POLICE - Communications/Records

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Telephone calls received - Emergency	8,500	7,000	7,942	8,159	7,721
Telephone calls received - Non-Emergency	30,500	28,500	28,174	30,778	28,103

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Average time to answer 9-1-1 calls (seconds) (National Emergency Number Association (NENA) benchmark standard)	90% of 9-1-1 calls answered within 15 seconds	4.5	4.5	5.1	4.2	4.5
Average time to dispatch call to field unit (seconds)		90	100	90	92	100
Average backlog of records merged into system (FY23 and FY24 increase due to temporary vacancy of records clerk position, training of new records clerk, and due to increased officer activity, calls for service, citations)		200 cases	150 cases	350 cases	350 cases	150 cases
Average wait time for public records requests once the reports are approved by a supervisor (days)		5	3	7	5	5

POLICE – Support Services

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 970,710	61%	\$ 782,070	\$ 629,010	\$ 724,183
Supplies & Services	102,750	6%	124,950	120,030	92,284
Capital & Debt Service	17,170	1%	60,800	62,160	41,964
Subtotal Direct Costs	\$1,090,630	69%	\$ 967,820	\$ 811,200	\$ 858,431
Internal Charges	495,210	31%	428,500	419,020	369,420
Total Expenditures	\$1,585,840	100%	\$1,396,320	\$1,230,220	\$1,227,851
Expenditures by Fund					
General Fund Portion	\$1,542,640	97%	\$1,316,640	\$1,155,490	\$1,156,789
Other Funds Portion	\$ 43,200	3%	\$ 79,680	\$ 74,730	\$ 71,062
Funding Sources					
Program Revenues	\$ 183,050	12%	\$ 179,670	\$ 216,080	\$ 260,736
Funding from General Revenues:					
Estimated Resident Generated	\$ 490,980	31%	\$ 425,830	\$ 354,950	\$ 338,490
Estimated Visitor Generated	\$ 911,810	57%	\$ 790,820	\$ 659,190	\$ 628,625
Employee Time Allocation (FTEs) (Budgeted)	9.75		8.38		8.38

The Support Services program is managed by a Police Manager and handles all support functions of the department and assists the patrol division operations. Within Support Services are the Community Service Officers, Community Service Aides, Uptown Paid Parking program, Evidence Technician, Police Support Services Technician, and the School Resource Officer (SRO).

The two Community Service Officers (CSOs) 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 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 Investigations Sergeant. 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.

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. A portion of this program is also covered by revenues from the paid parking program.

POLICE – Support Services

continued

FY 2024 Accomplishments

Overall City Value - Public Safety:

- * Effectively and efficiently utilize five out of seven modules in LEFTA.
- * CSOs remained backup for records clerk to conduct ARS 28-3511 impound hearings when needed.
- * Participated in the City's community academy.
- * Partnered with the Parks and Recreation Department to assist with the enforcement of animal violations at the City parks to maintain a safe, clean, and sanitary environment for community members.
- * Conducted three community presentations regarding animal safety and City codes relating to animals.
- * Utilized OpsMan for City violations for parking issues.
- * All staff within Community Service Officers and Aides completed traffic flagger training.
- * Trained all CSAs to handle lost and found property calls for service.
- * Successfully hired and trained second CSA.
- * Worked with the IT Department to identify and secure a third-party vendor to assist with redaction.
- * Successfully promoted an internal civilian to the Support Services Lieutenant/Manager position.
- * Purged over four hundred items of property and evidence following retention periods per statute, policies, and procedures.
- * For the benefit of the Department, the Police Support Services Technician successfully applied for and was awarded two grants from GOHS.
- * SRO completed several lockdown, evacuation, and fire drills with the Sedona Red Rock Junior/Senior High School.
- * SRO conducted numerous awareness trainings at the Sedona Red Rock Junior/Senior High School and West Sedona School that focused on trending issues, such as kind hands/kind words, bullying, social media trends, general student safety practices, and MatForce drug-free initiatives.

FY 2025 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 Academies.
- * Create data-driven policing strategies.
- * Train and implement TrACs e-Citation System.
- * Complete spot audit of property and evidence to coincide with industry standards and policy.
- * Plan and host a Hispanic Outreach event in the schools.
- * Increase support to patrol by training CSAs on additional civil and public assist calls for service.
- * 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 Community Service Officers and Aides to be traffic flagger trained.
- * Actively recruit, hire, and train quality candidates to achieve 100% staffing for Community Service Aides (CSAs).
- * Begin implementation and transition from UCR to NIBRS.

POLICE – Support Services

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Conduct animal control presentations	2	3	2	1	0
Calls for service (animal related)	450	500	454	440	462
Fire drills conducted at Sedona Red Rock Jr. Sr. High School	5	10	5	5	5
Fire drills conducted at West Sedona School	5	10	5	5	5
Lock-down/evacuation drills conducted at Sedona Red Rock Jr. Sr. High School	2	2	2	1	1
Lock-down/evacuation drills conducted at West Sedona School	2	2	2	1	1
Awareness training sessions conducted geared toward student issues/trends at Sedona Red Rock Jr. Sr. High School	20	15	20	10	12
Awareness training sessions conducted geared toward student issues/trends at West Sedona School	25	32	25	18	27
Crime prevention presentations conducted by SRO	2	2	2	2	3
Hispanic Outreach event	1	1	1	0	0
Parking citations written in the Uptown three-hour parking lots	500	N/A	500	425	567
Parking citations written at trailhead locations	500	N/A	450	365	2,584
Community Service Aides (CSAs) total hours worked	1,500	N/A	1,364.4	976.5	3,963
Total time conducting Uptown activities (CSAs) (patrol the Uptown area and interacting with the public)	150 hours	N/A	140 hours	129 hours	447.5 hours
Total time checking trailhead parking areas	700 hours	N/A	684 hours	600.5 hours	896.5 hours
Uptown parking meter maintenance (total time assisting with routine maintenance, credit card and paper issues)	500 hours	N/A	472 hours	88 hours	25 hours
Total CSAs administrative time (report writing, lost and found property calls for service, drive time between locations, etc.)	300 hours	N/A	307.8 hours	169.5 hours	102 hours

Overall City Value - Public Safety:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Percentage of time SRO is deployed at a school, when in session		99%	90%	99%	99%	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. (FY22 - SRO assignment was vacant until the last 2 months of school and fiscal year)		10 months	10 months	10 months	10 months	0



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Evidence Technician PT to FT
Department	Police
Program	Support Services
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$43,810
Priority	High

I. Description of Request

The evidence technician is currently part-time. With the increase of intake and processing of property and evidence over the past several years, the position can be justified to be full-time. There are many job responsibilities listed for the position but only a few are currently being handled. Increasing the position to full-time will allow the evidence technician to assist with the increase of redaction to body-worn camera footage, to be called in the field at a crime scene to help with processing, and other tasks.

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?

We recently increased our body-worn cameras from four to nine cameras. This has doubled the work, requiring more hours redacting images on both the vehicle and body camera systems. Currently, officers and detectives process crime scenes such as burglaries and an evidence technician could help reduce the time spent at a scene and streamline the process for chain of custody and processing. With our current technician his hours do not follow the city hours for customer service and in his absence falls on another individual to assist or appointments to be made to ensure property can be released back to the owner.

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 request is denied, we will continue to work within our current structure. If denied, we will most likely look to add an additional position next year for the increase in report/video requests that require redaction versus trying to use current positions allotted with minor adjustments to hours and benefits. We would collect data to support a new position to meet the demands of customer service.

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 current technician is planning on retiring this fiscal year making it an opportune time to reclassify the position from part-time to full-time. Human Resources would assist with advertising and recruitment to help locate qualified candidates. The new property and evidence technician would be trained following the new guidelines and expectations of the position.

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 2024-25**

Request Title	Victim Services Specialist/Background Investigator
Department	Police
Program	Support Services
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$82,870
Priority	Medium

I. Description of Request

The Police Department is seeking funds to create one new position, Victim Services Advocate /Background Investigator, at a SG-8 range, that will provide support in the daily operations of the police department, as well as providing a much-needed service to Sedona's community. This position will perform as an integral supportive role for the department's investigations unit, as well as support for the patrol division.

This position does include IT-related costs; however, will not require a budget for office furniture.

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 Sedona Police Department has made a commitment to the community to improve the quality of life and safety while actively engaging and utilizing problem-solving practices. This commitment encompasses a community-oriented policing philosophy and strategy, which focuses on the belief that societal challenges within a community often require law enforcement to provide full-service policing, which is both proactive and reactive. The Sedona Police Department currently incorporates numerous proactive measures in efforts deter crime; however, a service that currently does not exist that significantly and positively affects the quality of life within a community is that of a victim services advocate/specialist.

Victim service advocates/specialists provide assistance to victims of crime in the form of education, support, and resources through empowerment and advocacy. For example, victim service advocates work with individuals to reduce the effects of trauma and victimization, as well as teach them about their rights as a victim, criminal laws, and available resources. This not only includes victims of domestic abuse and assaults, but also victims of fraud and financial scams.

The goal of the victim services specialist and background investigator position would not only be to assist the department with conducting background investigations, but they would also support victims with restoring their lives as completely as possible after suffering financial, physical, or emotional injuries due to crime or other crises, as well as serve as a liaison between victims of crimes and law enforcement officers. A few of the advocacy services that would be provided include providing support services during the criminal justice investigation, assisting victims with securing protective orders and/or with filing compensation claims, coordinating with surrounding community agencies to assist with obtaining legal aid, shelter, counseling, etc., and providing information and access to the resources that are available and needed.

Several neighboring communities to Sedona, including the cities of Cottonwood and Prescott, have created victim advocate programs and roles within their law enforcement agencies. These victim

advocate positions have been highly beneficial to their departments, as well as to their respective communities. The proposed victim services specialist position would mirror many of these agencies victim services/advocate policies, procedures, and job duties. Job descriptions for victim advocate/specialist positions from neighboring agencies have been included in this request for reference.

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 request is denied, the police department will continue to provide support to the victims of crime and the community to the best of their abilities.

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.

Human Resources would handle the recruitment with the goal of locating a qualified candidate for the position. The candidate would be trained under the policies and procedures of the police department, as well as attend continuing educational trainings in accordance with the specifications and requirements of the position.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.



Job Description
Job Code: 320
Range: 16

VICTIM ASSISTANT - POLICE DEPARTMENT

DESCRIPTION: Under general supervision, supplements and enhances the activities of Certified Police Officers, and ensures victims of crimes are aware of support and assistance services available to them; and performs related duties as assigned.

CLASSIFICATION: This is a non-exempt, full-time, classified position with full benefits.

ESSENTIAL FUNCTIONS: Essential functions, as defined under the *Americans with Disabilities Act*, may include the following job responsibilities coupled with appropriate knowledge, skills and other supportive characteristics. This list is ILLUSTRATIVE ONLY, and is **not** a comprehensive listing of all functions and tasks performed by incumbents of this classification.

TASKS:

- Performs as an integral part of the Cottonwood Police Department's Criminal Investigations Division and works closely with the Patrol Division.
- Serves as a liaison between victims of crimes such as domestic violence, sexual assault, and other victim-related crimes; and Certified Officers, support organizations and the Courts.
- Provides a coordinated network of support services to these crime victims.
- Serves crime victims immediately on-scene as an adjunct to investigating Certified Officers following the commission of an alleged crime.
- Reviews police reports and assesses possible follow-up and on-going needs of victims and witnesses of crimes.
- Creates and maintains a database of current information and resources available to assist victims through the judicial process and provides additional support resources.
- Assists Certified Officers by completing victim's rights forms and answering victim's questions of a criminal and civil nature.
- Assists victims with recovering property used as evidence after a case is adjudicated.
- Exchanges information with other law enforcement agencies concerning criminal activity.
- Assists in tracking orders of protections to be served by Certified Officers.
- Provides notification to victims in advance of when the suspect is being released from custody.
- Provides community notifications to include emergency and death notifications.
- Helps track and identify victims, violators, arrests, protection order violations, prosecutions, and convictions, for violent crimes against women, sexual assault, and domestic violence for training and education purposes and for grant maintenance.
- Maintains on-going training in victim services and/or advocacy.
- Assists in the continuing development and enhancement of the Cottonwood Police Department's Crime Prevention Program.
- Performs related duties as assigned.

KNOWLEDGE, SKILLS, AND ABILITIES:

Knowledge of applicable federal, state, and local statutes, ordinances, rules, regulations, policies and procedures.

Knowledge of the functions performed by the various positions in the Cottonwood Police Department.

Knowledge and practical application of desktop/personal computer functions.

Ability to courteously interview and aid in calming victims and witnesses of victim-related crimes.

COTTONWOOD POLICE DEPARTMENT VICTIM ASSISTANT – (Continued)

Ability to communicate effectively; both orally and in writing with individuals and groups.

Skill with computer software programs and applications.

Skill in creating and maintaining manual and automated files.

Skill in dealing with the public in a professional and courteous manner.

Skill in maintaining a professional image.

Skill in receiving and maintaining confidentiality of official Police Department records.

Skill and ability in the use of modern office equipment and machines.

PHYSICAL REQUIREMENTS: This classification is in an office environment requiring mostly sedentary activities for the majority of the workday. Some of the workday may be spent outdoors, at crime scenes or other locations, in any type of weather conditions. Must be able to drive to and from various locations. While performing the duties of this job, the employee is frequently required to sit and talk or listen intently. The employee is required to stand, walk, use hands to finger, handle, or operate controls, objects, or tools; reach with hands and arms; climb or balance; stoop, kneel, crouch, or crawl. The employee must occasionally lift and/or move up to 20 pounds. Specific vision abilities required for this job include close vision, distance vision, color vision, peripheral vision, depth perception, and the ability to adjust focus. Reasonable accommodations may be made to enable individuals with disabilities to perform these essential functions.

MINIMUM REQUIREMENTS: High School Diploma or equivalent; valid AZ driver's license; preferred experience in victim assistance or advocacy.

SPECIAL REQUIREMENTS: Ability to pass an in-depth Departmental background check including a formal psychological evaluation and a certified polygraph test.

Employee's Signature: _____ Date: _____

Prepared by: Gary Eisenga, Commander 02/12/16

Reviewed by: Iris Dobler 11/9/16



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Reallocation of 4 Part-Time CSAs to 2 FT CSOs
Department	Police
Program	Community Relations
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$106,050
Priority	Medium

I. Description of Request

The police department has budgeted for the ability to hire up to six part-time Community Service Aides (CSAs); however, has only been able to successfully hire two. The request is to reallocate the money from our CSA but into the Community Service Officer (CSO) section for the purpose of hiring two more CSOs at full-time hours with benefits. This will help ensure we have adequate staffing to assist with traffic control and parking issues at trailheads and Uptown, along with assisting patrol for animal and non-criminal civil violations.

The city has continued to advertise for the part time CSAs positions for over 1000 days with only being successful in the last six months to hire a second CSAs, still leaving many vacancies and no interest. In the attached wage calculation spreadsheet, four part-time CSA positions equal a total of \$87,113.04. Two full-time CSOs equal an annual total of \$179,842.12, making the difference of funding request an additional \$92,729.08.

This request includes budget for IT related items; however, these positions do not require new furniture.

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 continues to have an increase in visitors that love to eat, shop, and hike. With the steady influx of visitors this creates more strain on our roadways, traffic, trailheads, and spills over into the neighborhoods. CSOs are able to help enforce city ordinances and parking violations and be a deterrent by being visible in high volume areas. This allows officers to focus on criminal activity along with Arizona traffic laws on SR 89A and SR 179.

CSOs work 4-10 hour a week schedules and by adding two more CSOs we will continue to have overlapping shifts and coverage on both sides of town. The travel time from Back O? Beyond to Dry Creek Rd can be upwards of an hour to deal with complaints regarding parking due to high volume. We have been unsuccessful over the last few years in recruiting and hiring for the CSA position and the need for civilian staffing still exists. Changing the part-time to full-time will hopefully make the position more attractive to individuals looking for work with benefits.

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 request is denied, we will continue to advertise for the CSA position but will continue to see challenges in response times to locations with parking issues. If denied, we will continue to find resources for our current staff to meet customer service and city demands.

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 create an advertisement for two CSO positions, hire, train, and deploy as soon as approved. We will share resources, such as vehicles and cell phone, within the first year to determine if additional resources are needed.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Revenue is generated by our city code parking tickets through Opsman. However, in addition to the rise of generated, there will be an increase in visibility of PD staff in problem locations, which will hopefully act as a deterrent along with enforcement. The city has invested a great amount to help the community members and visitors with shuttle services and use of our beautiful trail heads. This is another way of helping customer service to our community with parking issues with the residential areas.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	PSPRS One-Time Contribution
Department	Police
Program	Patrol
Funding Request Type	Other Onetime
Source of Funds	General Fund
Amount Requested	\$1,500,000
Priority	High

I. Description of Request

This Decision Package recommends a one-time contribution of \$1.5 million from the unallocated FY2023 General Fund surplus of \$5.8 million toward the Public Safety Retirement System (PSPRS) unfunded liability estimated at \$3.8 million as of June 30, 2023.

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?

PSPRS has compared making minimum required PSPRS contributions to making minimum required payment on a credit card. When a minimum payment is made, significantly more is paid in interest costs. In the FY 2023 budget process, Council approved an additional \$1.0 million in one-time contribution. In the FY 2024 budget process, Council approved an additional \$1.2 million in one-time contribution. Staff is recommending an additional \$1.5 million in one-time contribution for FY 2025 to continue to pay down the unfunded liability as quickly as possible. Each year, PSPRS provides a modeler to analysis possible scenarios for paying down the unfunded liability. The FY 2025 modeler has not yet been released; however, with the additional one-time contribution, it is expected the unfunded liability will be paid off long before the remaining 13-year amortization period and saving the City substantial interest costs on the liability.

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 longer it takes to pay off the unfunded liability, the more interest cost will be incurred by the City. PSPRS is authorized to buy longer term investments than the City is, so over the long-term PSPRS earns a higher rate of return than the City. The interest earnings gained by paying down the unfunded liability sooner also helps offset the amount of contributions required by the 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 approved, the additional contribution will be paid in July along with the City's prepayment of the annual contribution as has been done for the past several years.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

N/A

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, 2024:

Phase 1 continues to be delayed due to Sedona Fire District's staffing and equipment procurement issues. Sedona Police Department's radio connection is completely reliant upon the Sedona Fire District, who manages the radio infrastructure relating to the Airport antenna. Over the past year, Phase 1 has increased from 60% completion to 90% completion. All of the equipment needed for Phase 1 has been purchased and is in the possession of the Sedona Fire District. In order for Phase 1 to be completed, this equipment needs to be installed at Fire Station 4, the Airport, and Sedona PD dispatch center. It is projected that Phase 1 will be completed by June 30, 2024. All of the equipment for Phase 1 needs to be installed and fully tested before Phase 2 can begin.

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		\$131,755
Current Approved Total Project Budget		\$286,755
Requested Budget Increase/Decrease		\$100,000
Requested Total Project Budget		\$386,755
Estimated Expenditures through June 30, 2024		\$286,755
Budget Balance Remaining		\$100,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Study	\$49,990					\$49,990
Carry Over	Equipment Purchase	\$236,765					\$236,765
New							
Appropriation	Equipment Purchase		\$100,000				\$100,000
Future Estimate	Future Estimate			\$150,000	\$500,000		\$650,000
Future Estimate	Placeholder						
	Totals	\$286,755	\$100,000	\$150,000	\$500,000	\$0	\$1,036,755

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves	\$286,755	\$100,000	\$150,000	\$500,000		\$1,036,755
Totals	\$286,755	\$100,000	\$150,000	\$500,000	\$0	\$1,036,755

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

None anticipated.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Original cost estimates were created prior to COVID-19, at the beginning of the CIP project. At this time, we do not have increased budget estimates; however, we anticipate that costs for equipment and labor will be increased and will impact the operating budget.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:

Body-Worn Camera Upgrade

Location:

N/A

Phase: of Project #: PD-07
(If Applicable)

	Original	Revised (if applicable)
Start Date	July 2024	
Estimated Completion Date	June 2029	

Ranking: Imperative (Must-Do)

Environmental Sustainability Project? No

Project Description:

This is a placeholder to replace the body-worn camera system and equipment. We are applying for a 1-to-1 grant to help offset the cost of this project. If the grant is awarded, the estimated City portion of the cost would be half.



Project Justification:

Current system has reached the end of its lifecycle. Better technology and equipment is needed.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

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	\$500,000
Requested Total Project Budget	\$500,000
Estimated Expenditures through June 30, 2024	\$0
Budget Balance Remaining	\$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	FY2025	FY2026	FY2027	Future Years	Project Totals
New							
Appropriation	Equipment Purchase		\$500,000				\$500,000
	Future Estimate						
Future Estimate	Placeholder			\$125,000	\$125,000	\$250,000	\$500,000
	Totals	\$0	\$500,000	\$125,000	\$125,000	\$250,000	\$1,000,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Capital Reserves		\$500,000	\$125,000	\$125,000	\$250,000	\$1,000,000
Totals	\$0	\$500,000	\$125,000	\$125,000	\$250,000	\$1,000,000

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

Possible grant opportunity is being pursued.

Total Operating Impacts:

	FY2025	FY2026	FY2027	Future Annual Cost
Personnel Costs				
Materials & Supplies				
Contractual Services				
Debt Service				
Revenue Offset				
Total Expenditure Impacts	\$0	\$0	\$0	\$0

Explanation of Operating Impacts:

Will be determined when a replacement system has been identified and offset by the existing software maintenance costs.

INFORMATION TECHNOLOGY

Mission Statement

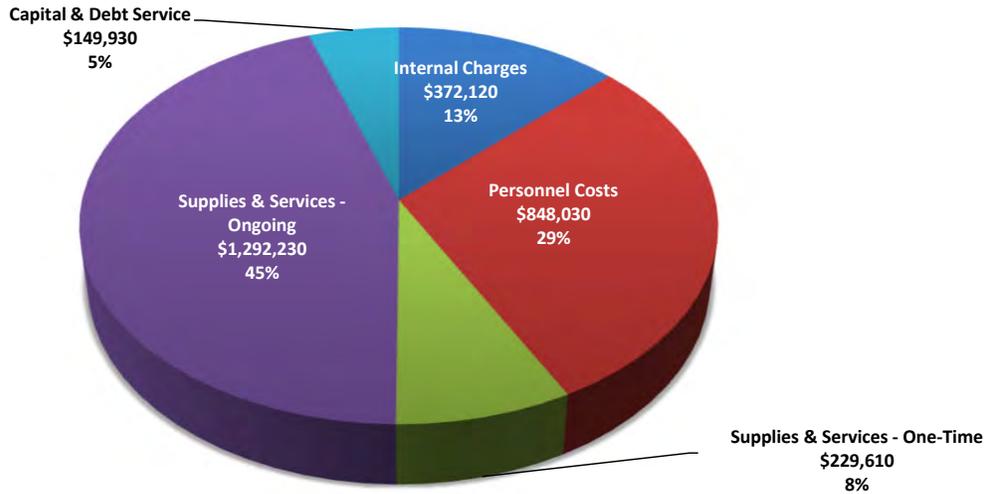
- * Provide reliable state-of-the-art technologies that empower City staff to be successful.
- * Be prepared for future organizational needs and changes.
- * Use sound judgment in identifying and recommending reasonable solutions.

**Vision:
Proactive**

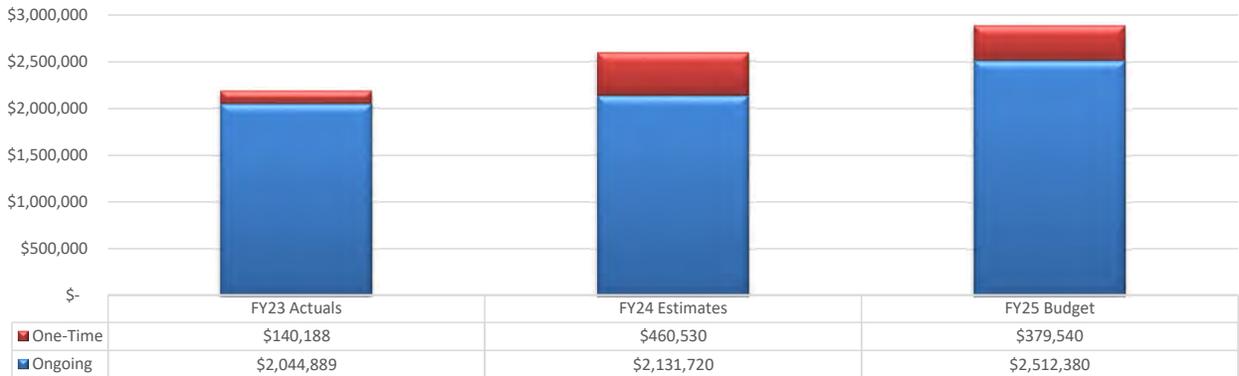
Description

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.

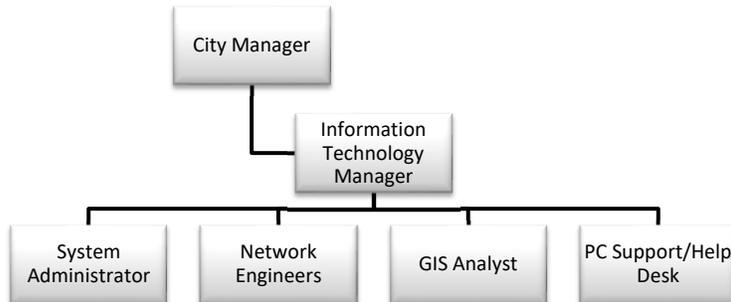
FY 2025 PROGRAM EXPENDITURES: \$2,891,920



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



INFORMATION TECHNOLOGY – Information Technology Services

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 848,030	29%	\$ 851,590	\$ 803,850	\$ 669,187
Supplies & Services	1,521,840	53%	1,299,520	1,156,800	849,093
Capital & Debt Service	149,930	5%	286,570	267,930	112,345
Subtotal Direct Costs	\$ 2,519,800	87%	\$ 2,437,680	\$ 2,228,580	\$ 1,630,624
Internal Charges	372,120	13%	375,050	363,670	554,453
Total Expenditures	\$ 2,891,920	100%	\$ 2,812,730	\$ 2,592,250	\$ 2,185,077
Expenditures by Fund					
Wastewater Fund Portion	\$ 126,860	4%	\$ 130,190	\$ 123,500	\$ 50,244
Other Funds Portion	\$ 2,765,060	96%	\$ 2,682,540	\$ 2,468,750	\$ 2,134,833
Funding Sources					
Allocations to Other Departments	\$ 2,764,460	96%	\$ 2,633,740	\$ 2,419,780	\$ 2,109,722
Program Revenues	\$ 127,460	4%	\$ 178,990	\$ 172,470	\$ 75,355
Employee Time Allocation (FTEs) (Budgeted)	6.00		6.00		6.00

A portion of the Information Technology (IT) 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. Turnover has also had the effect of adding new application systems as replacement employees add functionality to existing programs.

FY 2024 Accomplishments

Overall City Value - Good Governance:

- * Implemented Secure Email for Finance.
- * Implemented Cisco Emergency Responder - citywide.
- * Completed implementation of Informacast -citywide.
- * Completed Windows 11 Migration.
- * Migrated to StateLink 2.0 system for PD communications/data exchange with AZ Department of Public Safety (DPS) and federal agencies.
- * Continued system consolidation saving the City money.
- * Continued to work with Public Works and Community Development on technology needs for the transit center.
- * Worked toward city broadband.
- * Started an Enterprise Resource Planning (ERP) system selection and migration.
- * Tied assets to the room numbers for easier tracking and employee accountability.
- * Rolled out Employee Status Change intranet application to all departments.
- * Refreshed VMware host at Wastewater.
- * Implemented cell phone signal improvement project for facilities grounds and shooting range at Wastewater.
- * Designed and implemented uptown wireless bridge and traffic cams.
- * Added (Iframed) SimpleView on our Internet site for tourism.
- * Updated the Police Department call-out procedure and policy to reflect current systems and personnel.
- * Created a SharePoint site for Wastewater.
- * Migrated Google Analytics to newest platform.
- * Updated and migrated the City's Certificate Server.
- * Added room number tracking within the IT Inventory application to track equipment relocation.
- * Refreshed the firewall within Wastewater.
- * Updated the Police Department's Network Area Storage (NAS) software.
- * Transition the Police Department's 9-1-1 system from Lumen to Comtech.
- * Implemented security awareness training for City staff.
- * Implemented simulated phishing attacks for City staff.
- * Upgraded the City's current ERP system to protect against security threats and attacks.
- * Implemented and additional Network Area Storage (NAS) and MinIO backup solution for the Police Department.
- * Implemented a web-based Proxy system to provide support on City computers located offsite enhancing City support.
- * Upgraded the SQL server.
- * Implemented a microphone cutoff switch system in Council Chambers.
- * Worked with AZ Department of Homeland Security to implement enhanced security tools and applications.
- * Migrated ACJIS (Arizona Criminal Justice Information System) TCP/IP (Transmission Control Protocol/Internet Protocol) suite of communication protocols to latest standard.
- * Implemented cell phone signal boost system out at Wastewater.
- * Worked with the Finance, the City, and consultants toward a new ERP system.
- * Redesigned Call Handler for Finance to include option for Spanish speakers.
- * Complete AZDPS technology audit for the Police Department.
- * Negotiated a new lower cost 3-year communications contract with Optimum.

FY 2025 Objectives

Overall City Value - Good Governance:

- * Implement a call handler for Community Development.
- * Migrate from dialing 9 to 7 to dial out preventing accidental 911 calls.
- * Implement TraCS for the Police Department.
- * Continue to work toward consolidating the Uptown parking garage, transit center, Uptown cameras, and possibly the Police Department's substation into one localized wide area network (WAN) to be connected back to the City Complex, potentially saving tens of thousands of dollars over the next few years alone.
- * Implement warm failover site at Brewer Road location for Disaster Recover/Business Continuity Plans.
- * Continue working with citywide broadband options.
- * Continue to work with the Finance, the City, and consultants toward a new ERP system.
- * Research and implement a new body worn camera system for the Police Department.

INFORMATION TECHNOLOGY – Information Technology Services

continued

WORKLOAD INDICATORS	Benchmark	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Inventory total count (devices needing yearly verification, used to track and for indirect cost allocations)		1,300	1,242	1,242	N/A	N/A
Unique systems (unique technologies)		600	600	600	597	543
Supported network devices (total major devices IE switches/firewalls)		125	120	120	120	103
End points served (ICMA Benchmark 2017-2022)	19,007 (all) / 2,160 (cities under 30,000 pop.)	400	400	375	389	383
Number of facilities with full networking systems		11	13	9	9	10
SQL databases/total size		80/460GB	80/600GB	53/455GB	80/582GB	80/582GB
Help Desk requests per end point (ICMA Benchmark 2017-2022)	6.7 (all) / 9.8 (cities under 30,000 pop.)	12	12	11	10	10
Help Desk requests received		4,000	4,700	3,900	3,716	3,910
Help Desk requests percentage fielded by Engineers		25%	34%	25%	26%	31%

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
% of Help Desk requests resolved within 4 Hours (ICMA Benchmark 2017-2022)	64% (all) / 72% (cities under 30,000 pop.)	80%	80%	83%	81.1%	81.4%
IT expenditures per end point served (ICMA Benchmark 2017-2022)	\$3,347 (all) / \$2,705 (cities under 30,000 pop.)	\$6,058	\$4,914	\$5,295	\$3,955	\$3,794
IT expenditures per FTE		\$12,897	\$10,999	\$10,917	\$8,668	\$9,961



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	WW - Wifi
Department	Information Technology
Program	Information Technology Services
Funding Request Type	IT Related
Source of Funds	Info Tech Internal Service Fund
Amount Requested	\$35,000
Priority	High

I. Description of Request

This project benefits Wastewater, the Police, and the Information Technology departments. Wastewater would improve efficiency and create data communications redundancy by providing wifi access to the grounds surrounding the plant. The Police Department would also benefit by providing coverage at the shooting range, enabling security cameras and data communication back to the main City complex. Information Technology also benefits by providing data communications 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 no wifi coverage for the surrounding grounds out at Wastewater. There are many critical systems on the grounds that do not have a redundant or direct connection to the City's network. Operators use iPads to collect daily rounds and reads. The data uploads/downloads when connected to wifi. If something doesn't populate correctly, they have to go back to the office, connect, then go back to the field. This is time consuming, and inefficient. Currently there is no coverage at the shooting range. The Police Department is unable to watch live security video back at the main City complex.

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.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

- * Increased efficiency with plant operators, enabling uploads and downloads to take place in the field without going back to the plant.
- * Create communications capability between operators in the field and staff that are in town, or at the plant.
- * 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.
- * Lower costs of future camera and other IT costs at the plant by providing wifi access in needed areas

CAPITAL PROJECTS DETAILS

Project Summary

Project Title:
Citywide Business Software

Location:
Citywide System

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

Ranking:

Environmental Sustainability Project?

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.

Springbrook notified staff that it would no longer support the current version. A small upgrade is in process that will bridge the gap until a new system is in place.

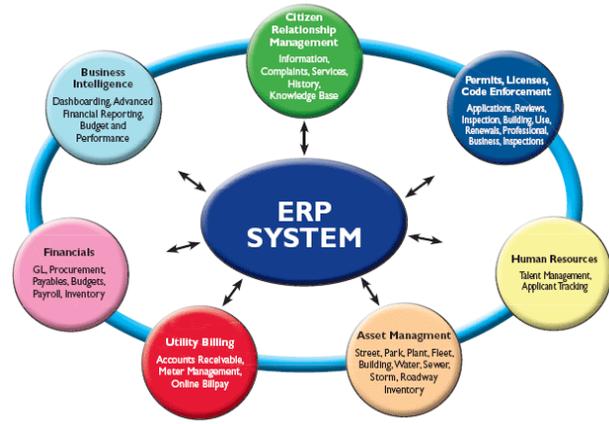
It would be beneficial for the City to have an ERP system that would consolidate existing systems for ease of management and shared resources. Systems like Sedona Citizens Connect (a.k.a. Report It), if tied into an ERP system, could potentially be transferred to the right department for processing. 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, Parks and Recreation, and others.

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.

	Original	Revised (if applicable)
Start Date	April 2019	July 2023
Estimated Completion Date	June 2021	June 2026

Enterprise Resource Planning (ERP) System



For Continuing Projects

Estimated Project Status as of June 30, 2024:
Close to selection of an ERP system.

Explanation for Revised Project Dates and/or Project Budget (if applicable):
The placeholder amounts had 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 was delayed.

Project Balance	
Original Approved Project Budget	\$1,000,000
Approved Budget Increases/Decreases	\$1,300,000
Current Approved Total Project Budget	\$2,300,000
Requested Budget Increase/Decrease	\$50,000
Requested Total Project Budget	\$2,350,000
Estimated Expenditures through June 30, 2024	\$50,000
Budget Balance Remaining	\$2,300,000

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Project Management - Contracted	\$50,000	\$150,000	\$100,000			\$300,000
New Appropriation	Project Management - Contracted			\$50,000			\$50,000
Carry Over	Technology		\$1,000,000	\$1,000,000			\$2,000,000
Totals		\$50,000	\$1,150,000	\$1,150,000	\$0	\$0	\$2,350,000

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals	
Capital Reserves	\$50,000	\$1,150,000	\$1,150,000			\$2,350,000	
Totals		\$50,000	\$1,150,000	\$1,150,000	\$0	\$0	\$2,350,000

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

Total Operating Impacts:

	FY2025	FY2026	FY2027	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

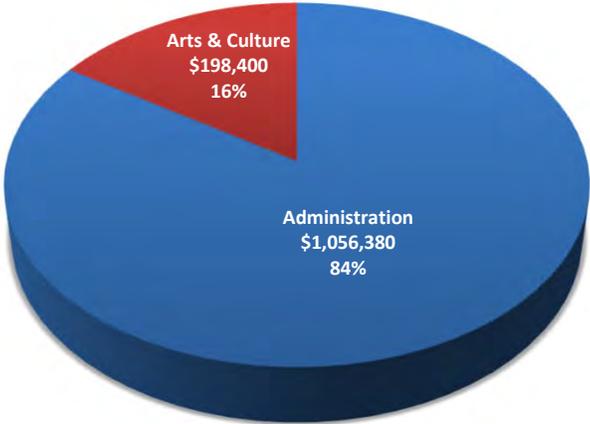
To assist departments and City Council in meeting performance goals by fostering an organizational environment that encourages a commitment to teamwork and delivery of quality municipal services to external customers (residents) and internal customers (employees).

Description

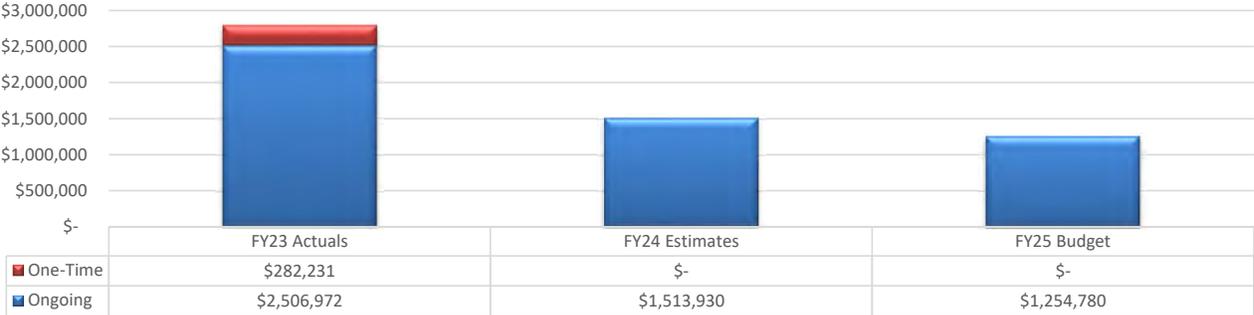
The City Manager's Office is responsible for the following program areas:

- * Administration
- * Communications and Citizen Engagement (moved to stand-alone department effective fiscal year 2024-25)
- * Sustainability (moved to stand-alone department effective fiscal year 2023-24)
- * Arts and Culture
- * Short-Term Rental Monitoring and Administration (moved to City Clerk's Office effective fiscal year 2023-24)
- * Housing (moved to stand-alone department effective fiscal year 2023-24)

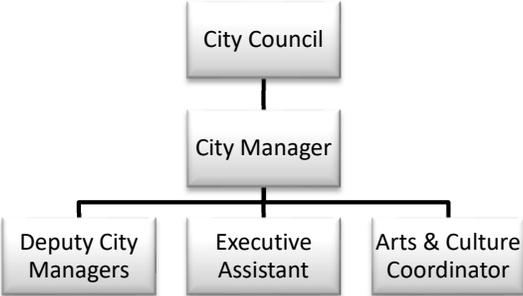
FY 2025 PROGRAM EXPENDITURES: \$1,254,780



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



CITY MANAGER'S OFFICE – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 796,870	75%	\$ 765,530	\$ 617,860	\$ 644,227
Supplies & Services	101,570	10%	127,100	105,270	125,507
Subtotal Direct Costs	\$ 898,440	85%	\$ 892,630	\$ 723,130	\$ 769,734
Internal Charges	157,940	15%	146,470	144,000	104,790
Total Expenditures	\$ 1,056,380	100%	\$ 1,039,100	\$ 867,130	\$ 874,524
Expenditures by Fund					
General Fund Portion	\$ 1,056,380	100%	\$ 1,039,100	\$ 867,130	\$ 874,524
Funding Sources					
Allocations to Other Departments	\$ 1,056,380	100%	\$ 1,039,100	\$ 867,130	\$ 784,524
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ -	\$ -	\$ 31,514
Estimated Visitor Generated	\$ -	0%	\$ -	\$ -	\$ 58,527
Employee Time Allocation (FTEs) (Budgeted)	4.00		4.00		4.20

The Administration program consists of the City Manager, two Deputy City Managers, 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.

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 2024 Accomplishments

Overall City Value - Fiscal Sustainability:

- * Approved a balanced budget

Council Priority - Implement traffic improvements - Sedona In Motion:

- * Completed Back O" Beyond low water crossing
- * Completed Pinon Drive shared-use Path
- * Completed Phase I of the Navoti Drive to Dry Creek Shared Use Path
- * Completed SIM 1B - Uptown northbound Amara turn lane
- * Approved bids for construction of the Pedestrian Crossing at Oak Creek
- * Completed Final report on Uptown Parking Study and provided direction to move forward with design and obtaining GMP or bids on garage
- * Completed extension of Forest Road

Council Priority - Expand public transit system:

- * Approved acceptance of FTA 5339 grant for two additional micro-transit vehicles
- * Approved acceptance of \$720K grant for the design and engineering of the transit maintenance and operation facility
- * Approved micro-transit fare structure

Council Priority - Construct affordable/workforce housing units:

- * Awarded Community Development Block Grant to Steps to Recovery
- * Leased land and loaded \$2.25M for 30-unit, deed restricted apartment complex on Shelby Drive
- * Received \$825K grant and approved temporary work-force housing Safe Place to Park Program in partnership with Verde Valley Homeless Coalition
- * Converted four homes from short-term rentals to long-term rentals through the Rent Local Program
- * Revised Down-payment Assistance Program and issued two additional loans for the local workers
- * Recorded 12 deed restrictions through the Deed Restriction Program
- * Assessed two proposals for an affordable apartment complex at the Cultural Park

Council Priority - Explore opportunities for environmental stewardship/sustainability:

- * Completed partnership with Oak Creek Watershed Council on watershed education and outreach
- * Completed Urban Heat Data Collection and Map Creation
- * Expanded Community Food Scraps Composting Program to 100 residences
- * Retrofitted 23 homes through the Home Energy Retrofit Project
- * Implemented Municipal Sustainability Plan
- * Installed Bigbelly smart trash receptacles
- * Collected 12K lbs. of electronics and 18K lbs. of hazardous waste during the 2023 Household Hazardous Waste Event
- * Installed 13 bike racks across municipal facilities
- * Implemented Watchwire Utility Tracking Platform
- * Implemented eBike fleet

CITY MANAGER'S OFFICE – Administration

continued

FY 2024 Accomplishments (cont'd)

Council Priority - Pursue innovative strategies for economic diversification:

- * Focused efforts toward bringing broadband to Sedona
- * Solicited Requests for Information (RFIs) from internet service providers

Council Priority - Complete Emergency Preparedness Plan:

- * Launched Know Your Zone using "Ready-Set-Go"
- * Completed Evacuation and Re-entry Plan
- * Created the Community Emergency Preparedness Guide

Council Priority - Chamber Contract Review:

- * City of Sedona designated official Destination Marketing & Management Organization
- * Approved contract with SCC&TB for continued operations of Visitor Center
- * Launched new tourism bureau website www.scenicsezona.com
- * Created Tourism Advisory Board
- * Approved launch of Winter and Summer Destination Marketing Campaign & new Sedona Brand
- * Approved Tourism Strategic Plan

Council Priority - Improve citizen communication/relations:

- * Approved hiring of Web Content Manager position
- * Completed 2024 Council priorities & 2023 City accomplishments video
- * Completed FY 2024 City Budget Survey

Council Priority - Monitor short-term rentals:

- * Continued to fight for local control at the state legislative level

Council Priority - Mitigate trailhead congestion/impact to neighborhoods:

- * Completed Back O' Beyond safety and drainage improvements

Council Priority - Complete Community Plan update:

- * Approved Community Plan

Council Priority - Accelerate Ranger Station Park buildout:

- * Approved park design and art features for the park's landscaping, playground, and restrooms
- * Completed the landscaping, playground, and restrooms at the park
- * Approved purchase of the Stormy Bay sculpture and completed installation at the park

Council Priority - Complete environmental impact study on OHVs/trail access:

- * Completed study
- * Received recommendations from the Greater Sedona Recreational Collaborative
- * Approved voluntary agreement with local OHV rental industry

Council Priority - Review assessment for airport acquisition:

- * Approved contract for full evaluation of Airport structure & operations
- * Reviewed assessment for airport acquisition

Council Priority - Construct eight pickleball courts at Posse Grounds Park:

- * Approved location of courts & associated amenities
- * Completed construction and installation of eight pickleball courts

Council Priority - Initiate and implement enterprise resource planning (ERP) system:

- * Approved contract with consultant to assist with purchase of ERP system
- * Launched kickoff meeting
- * Completed initial needs assessment

Council Priority - Revisit Sedona Land Development Code (LDC) in light of newer policy goals (i.e., housing and sustainability):

- * Approved second round of updates to LDC

Other Accomplishments:

- * Approved consultant contract to work with staff to initiate the master planning process for the Cultural Park

FY 2025 Objectives

Overall City Value - Fiscal Sustainability:

- * 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 and reduce homelessness
- * Explore opportunities to reduce carbon emissions by 50% by 2030
- * Expand broadband services
- * Consider concepts for Cultural Park development
- * Pursue short term rental legislation to regain local control
- * Monitor Tourism Management
- * Evaluate airport acquisition by City

CITY MANAGER'S OFFICE – Administration

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
City Council agenda bill items reviewed	185	185	185	182	182
Established Council Priorities	9	19	19	14	14

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 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 2017-2022)	80%	79%	N/A	N/A	55% (Lower than NCS benchmark)	N/A
National Citizen Survey: Overall customer service by Sedona employees (police, receptionists, planners, etc.) (% responses favorable)		85%	N/A	N/A	82% (Similar to NCS benchmark)	N/A
Employee Survey: The City is a good place to work (% responses favorable)		92%	92%	90%	N/A	N/A

CITY MANAGER'S OFFICE – Communications & Citizen Engagement

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ -	0%	\$ 348,770	\$ 292,320	\$ 284,671
Supplies & Services	-	0%	100,470	100,470	55,768
Subtotal Direct Costs	\$ -	0%	\$ 449,240	\$ 392,790	\$ 340,439
Internal Charges	-	0%	87,670	83,320	70,670
Total Expenditures	\$ -	0%	\$ 536,910	\$ 476,110	\$ 411,109
Expenditures by Fund					
General Fund Portion	\$ -	0%	\$ 535,590	\$ 474,790	\$ 408,641
Other Funds Portion	\$ -	0%	\$ 1,320	\$ 1,320	\$ 2,468
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ 187,920	\$ 166,640	\$ 143,889
Estimated Visitor Generated	\$ -	0%	\$ 348,990	\$ 309,470	\$ 267,221
Employee Time Allocation (FTEs) (Budgeted)	0.00		2.90		3.00

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. Starting FY 2025, the Communications and Citizen Engagement program has been moved to a new department - Communications, Tourism & Economic Initiatives.

FY 2024 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 targeted content and increase in videos.
- * Created specialized website content for top initiatives including Sedona in Motion (SIM), emergency management and transit.
- * Collaborated on communications plans on high profile projects including the Community Plan and SIM projects like the Forest Road connection project and the pedestrian crossing at Oak Creek project.
- * Executed the FY 2024 budget survey.
- * Executed the Volunteer Luncheon and Citizens Academy.
- * Communicated and produced the City’s accomplishments and City Council’s priorities to residents in one video.
- * Executed Straight Talk with Karen.
- * Published monthly eNews Round Up and annual Community Report.
- * Substantially completed the website optimization project for the City’s website.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Citizens participating in City work groups	N/A	75	77	81	42
Citizens participating in Citizens Academy	N/A	20	20	22	21
New citizen work groups created	N/A	8	7	11	4
Active work groups	N/A	11	12	13	6
Nixle community alert subscribers	N/A	4,300	4,700	4,100	3,652
Total Facebook followers	N/A	10,800	11,200	10,366	9,288
Sedona resident Facebook followers	N/A	1,500	1,140	1,129	1,191
Press releases issued	N/A	95	100	126	101
Total Instagram followers	N/A	4,100	4,200	3,267	2,990
City Talk columns published	N/A	24	24	24	21

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	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
National Citizen Survey: Quality of public information services (% responses favorable)		N/A	N/A	N/A	69% (Similar to NCS benchmark)	N/A
Digital reach and open rates of City issued e-notifications		N/A	5,250 subscribers / 40% open rate	5,800 subscribers / 44% open rate	5,015 subscribers / 46% open rate	4,705 subscribers / 40% open rate
Citizens Academy Participants Survey: Experience was valuable (% responses favorable)		N/A	75%	100%	100%	100%
Work Group Participants Survey: Experience was valuable (% responses favorable)		N/A	100%	100%	100%	100%

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Employee Survey: Overall, I am satisfied with internal City communication (% responses favorable)		N/A	75%	N/A	66.28%	N/A

CITY MANAGER'S OFFICE – Sustainability

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ -	0%	\$ -	\$ -	\$ 262,370
Supplies & Services	-	0%	-	-	460,844
Capital & Debt Service	-	0%	-	-	8,855
Subtotal Direct Costs	\$ -	0%	\$ -	\$ -	\$ 732,068
Internal Charges	-	0%	-	-	91,520
Total Expenditures	\$ -	0%	\$ -	\$ -	\$ 823,588
Expenditures by Fund					
General Fund Portion	\$ -	0%	\$ -	\$ -	\$ 795,101
Other Funds Portion	\$ -	0%	\$ -	\$ -	\$ 28,487
Funding Sources					
Program Revenues	\$ -	0%	\$ -	\$ -	\$ 9,561
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ -	\$ -	\$ 284,909
Estimated Visitor Generated	\$ -	0%	\$ -	\$ -	\$ 529,118
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		3.00

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.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Greenhouse gas emissions produced by municipal operations (metric tons of CO2 equivalent)	N/A	N/A	N/A	2,050 in CY2022	2,500
Energy consumed in City operations (MWh) through APS	N/A	N/A	N/A	N/A	3,947,886
Renewable energy generated at City facilities (kilowatt hours)	N/A	N/A	N/A	N/A	1,400,000
Water consumed in City operations (gallons)	N/A	N/A	N/A	N/A	17,000,000
Fuel used by City fleet (gallons)	N/A	N/A	N/A	N/A	45,012
Paper purchased for City operations (sheets)	N/A	N/A	N/A	N/A	435,000
Electronics recycling collected (weight in pounds)	N/A	N/A	N/A	3,900	11,438
Household hazardous waste collected (weight in pounds)	N/A	N/A	N/A	8,100	12,900

CITY MANAGER'S OFFICE – Sustainability

continued

Council Priority - Climate Action Plan Goal 50-50 by 2030:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Sustainability Alliance rating		N/A	N/A	N/A	N/A	Silver
Department of Energy SolSmart rating		N/A	N/A	N/A	Bronze	Bronze
% of energy purchased from renewable sources (goal of 100% renewable energy by 2025)		N/A	N/A	N/A	45%	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	N/A	N/A	3%	3%
% of 100% recycled-content paper purchased (goal of 100% recycled-content paper by 2022)		N/A	N/A	N/A	N/A	100%

CITY MANAGER'S OFFICE – Arts & Culture

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 114,130	58%	\$ 106,470	\$ 104,780	\$ 103,086
Supplies & Services	32,850	17%	28,600	23,400	10,255
Subtotal Direct Costs	\$ 146,980	74%	\$ 135,070	\$ 128,180	\$ 113,341
Internal Charges	51,420	26%	44,160	42,510	38,540
Total Expenditures	\$ 198,400	100%	\$ 179,230	\$ 170,690	\$ 151,881
Expenditures by Fund					
General Fund Portion	\$ 198,400	100%	\$ 179,230	\$ 170,690	\$ 151,881
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 69,440	35%	\$ 62,730	\$ 59,740	\$ 53,158
Estimated Visitor Generated	\$ 128,960	65%	\$ 116,500	\$ 110,950	\$ 98,723
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, the monthly Moment of Art presentations to City Council, as well as working with Community Development regarding Art in Private Development.

FY 2024 Accomplishments

Community Plan Community Goal - Enhance opportunities for artistic display, engagement, and learning:

- * Procured the first public art sculpture for the Ranger Station Park, as well as being a member in the work group proposing themed concepts, hardscapes, and other urban design ideas.
- * Collaborated with Public Works and engineering to install art into two of the four roundabouts along State Route 179, as well as presented the unveiling to the public with the artists and the Mayor.
- * Created and supervised the Mayors Arts Awards Work Group to review submissions for a new award designed and commissioned an artist to create 4 new awards, as well as submitted a public Call for nominations.
- * Relaunched the Artists in the Classroom program procuring 32 artists, the largest number in 10 years, as well as signed up a combination of 16 new and returning high level artists.
- * Initiated a partnership between the Sustainability Department and local school principals and additionally contributed ideas on how to increase environmental awareness with students through the arts.
- * Exhibited and celebrated the work of Max Ernsts granddaughter, Amy Ernst, for her first show in Sedona, showing after her exhibits in Cologne, Germany; Sarasota, Florida; and New York City.

FY 2025 Objectives

Community Plan Community Goal - Enhance opportunities for artistic display, engagement, and learning:

- * Continue to work with Community Development and the Sedona Heritage Museum, developing plans to incorporate themed signage and interpretive zones sharing Sedona’s history and art throughout the park.
- * Collaborate with Public Works engineering to plan the installation of two of the four remaining roundabouts along SR 179 and present the unveiling to the public with the artists and the Mayor.
- * Plan and supervise the Mayors Arts Awards event: oversee the work group choosing four recipients, procure a photographer, musician, caterer and videographer, to film recipients and emcee the event.
- * Continue to partner with Sustainability to plan future environmental awareness projects for local schools through the arts.
- * Partner with the Director of Sedona Library to develop youth art exhibits, as well as collaborate on other creative programming through Artists in the Classroom and City Hall Art Rotation programs.
- * Coordinate cultural programming with the Executive Director of Sedona Heritage Museum to create community events through the arts.

CITY MANAGER'S OFFICE – Arts & Culture

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Artist in the Classroom assignments per year	35	50	28	25	10
Artist in the Classroom students reached	600	750	500	450	250
City Hall Art Rotation Program artists exhibited per year	15	25	24	26	11
City Hall Art Rotation Program viewings plus attendees for Artist Receptions	300	200	250	230	40
Moment of Art for City Council artists performed	28	24	33	16	13

**Community Plan Community Goal -
Enhance opportunities for artistic display, engagement, and learning:**

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 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)		68%	N/A	N/A	64% (Similar to NCS benchmark)	N/A
Artist Survey: Artist in the Classroom experience was valuable (% responses favorable)		100%	100%	96%	95%	90%
Teacher Survey: Artist in the Classroom experience was valuable (% responses favorable)		100%	100%	90%	90%	90%

CITY MANAGER'S OFFICE – Short-Term Rental Monitoring & Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ -	0%	\$ -	\$ -	\$ 89,659
Supplies & Services	-	0%	-	-	64,640
Subtotal Direct Costs	\$ -	0%	\$ -	\$ -	\$ 154,299
Internal Charges	-	0%	-	-	69,960
Total Expenditures	\$ -	0%	\$ -	\$ -	\$ 224,259
Expenditures by Fund					
General Fund Portion	\$ -	0%	\$ -	\$ -	\$ 159,619
Other Funds Portion	\$ -	0%	\$ -	\$ -	\$ 64,640
Funding Sources					
Program Revenues	\$ -	0%	\$ -	\$ -	\$ 224,259
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		1.00

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. The Short-Term Rental Monitoring and Administration program has been transferred to the City Clerk’s Office starting FY 2024.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 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.	N/A	N/A	N/A	1,148	1,215
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.	N/A	N/A	N/A	1,105	1,105

CITY MANAGER'S OFFICE – Short-Term Rental Monitoring & Administration

continued

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Percentage of short-term rentals in compliance with permit requirements* *FY22 numbers reflect the number of emergency contact registrations; the annual permitting program launched January 2023.		N/A	N/A	N/A	93%	90%

CITY MANAGER'S OFFICE – Housing

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ -	0%	\$ -	\$ -	\$ 177,331
Supplies & Services	-	0%	-	-	81,142
Subtotal Direct Costs	\$ -	0%	\$ -	\$ -	\$ 258,472
Internal Charges	-	0%	-	-	45,370
Total Expenditures	\$ -	0%	\$ -	\$ -	\$ 303,842
Expenditures by Fund					
Other Funds Portion	\$ -	0%	\$ -	\$ -	\$ 303,842
Funding Sources					
Program Revenues	\$ -	0%	\$ -	\$ -	\$ 303,842
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		2.00

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.

Program costs are primarily allocated to the Housing Fund.

Starting FY 2024, the Housing program has been moved to a separate department.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Council meetings and work sessions	N/A	N/A	N/A	1	1
Down-payment assistance applications	N/A	N/A	N/A	15	15

Council Priority - Affordable/Workforce Housing & Homelessness:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Housing Production: New affordable housing units created		N/A	N/A	N/A	3	3
Housing Investment: Affordable housing projects assisted with housing funds		N/A	N/A	N/A	1	1
Down-payment assistance applications approved and funded		N/A	N/A	N/A	1	1



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	New Part Time Temp
Department	City Manager's Office
Program	Arts & Culture
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$14,430
Priority	High

I. Description of Request

The Arts & Culture Specialist is seeking funds for a part time contractor to provide support as the need for help becomes apparent. This position would assist with administrative and varied duties related to the Artist in the Classroom, City Hall Art Rotation, Art in Public Places, Mayors Arts Awards programs, as well as other projects that arise. The background for this position would require someone proficient in Microsoft and Adobe Creative Cloud programs. The amount of this request would be \$10,000 for FY24/25 and reevaluated for the following fiscal year. The total amount for this request, including IT needs is \$14,430.

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 workload for the Arts & Culture Specialist has been at capacity and at times overextended beyond 40 hour work weeks. In addition to overseeing seven programs independently, other intergovernmental needs have arisen as dictated in the community plan. Working on urban design with Community Development as a member of the Ranger Station Park work group has been added, as well as developing art programming with sustainability in all local schools. As these and other initiatives arise in the arts, having additional assistance with administrative tasks, will allow the Arts & Culture Specialist more quality time dedicated to higher level projects.

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, the Arts & Culture Specialist will proceed at capacity, but unable to extend services further than the current workload.

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 time frame for this plan would be as the need arises per program and per project. HR will market the position and start the recruiting process to the public. The accomplishments will be measured and evaluated through the Arts & Culture performance measures for the new fiscal year.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

With an additional resource, the Arts & Culture Specialist will have more time to focus on thoroughly developing the Arts & Culture goals, advance more qualitative initiatives that are outlined in the community plan and increase value of all programs. All of these enhancements will contribute to nurturing more valuable creative connections in our community.

CAPITAL PROJECTS DETAILS

Project Summary

Project Title: Art in the Roundabouts

Location: SR 179 Roundabouts

Phase: of **Project #:** AC-02
(If Applicable)

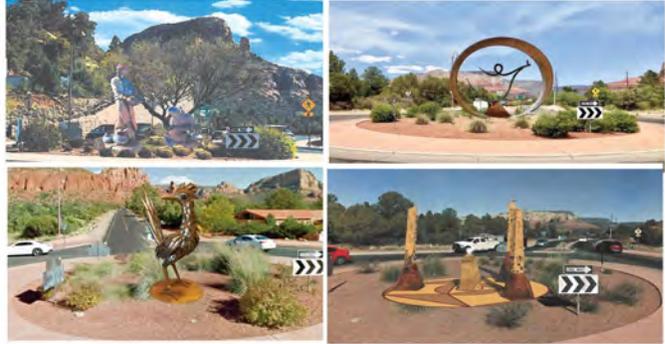
	Original	Revised (if applicable)
Start Date	July 2019	May 2021
Estimated Completion Date	June 2020	October 2024

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. This project adds art pieces to the four remaining roundabouts on SR 179. Two of the roundabouts will be completed in FY 2024. Included in the project for FY 2025 are the expenditures for the final payments to two of the four artists, the installation costs for those two roundabouts, 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 roundabouts on SR 179 identified for this project that will have new sculpture installations.

For Continuing Projects

Estimated Project Status as of June 30, 2024:

We anticipate at least 2 of the 4 sculptures to be installed (Canyon Drive and Morgan Road).

Project Balance	
Original Approved Project Budget	\$300,000
Approved Budget Increases/Decreases	\$67,675
Current Approved Total Project Budget	\$367,675
Requested Budget Increase/Decrease	\$0
Requested Total Project Budget	\$367,675
Estimated Expenditures through June 30, 2024	\$248,675
Budget Balance Remaining	\$119,000

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

The budget was increased for the exclusion of a donated sculpture that was originally anticipated to be used. Instead, all four sculptures will be installed from the selected finalists in the RFP process. Design and ADOT approvals are nearing completion with the exception of 1 roundabout. There is a chance the installation/construction will carry over to the next fiscal year.

Budget Detail

Project Cost Estimates:

Funding Status	Cost Category	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
Carry Over	Construction - Contracted	\$50,000	\$54,000				\$104,000
Carry Over	Public Art Purchase	\$198,675	\$65,000				\$263,675
	Totals	\$248,675	\$119,000	\$0	\$0	\$0	\$367,675

Project Funding Estimates:

Funding Source	Prior Years Estimate	FY2025	FY2026	FY2027	Future Years	Project Totals
1% for Arts	\$183,675	\$119,000				\$302,675
Donations	\$65,000					\$65,000
Totals	\$248,675	\$119,000	\$0	\$0	\$0	\$367,675

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

Donation received to cover cost of certain sculptures.

Total Operating Impacts:

	FY2025	FY2026	FY2027	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.

COMMUNICATIONS, TOURISM & ECONOMIC INITIATIVES

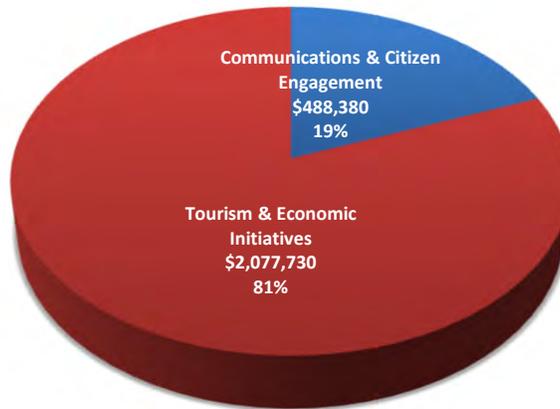
Mission Statement

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.

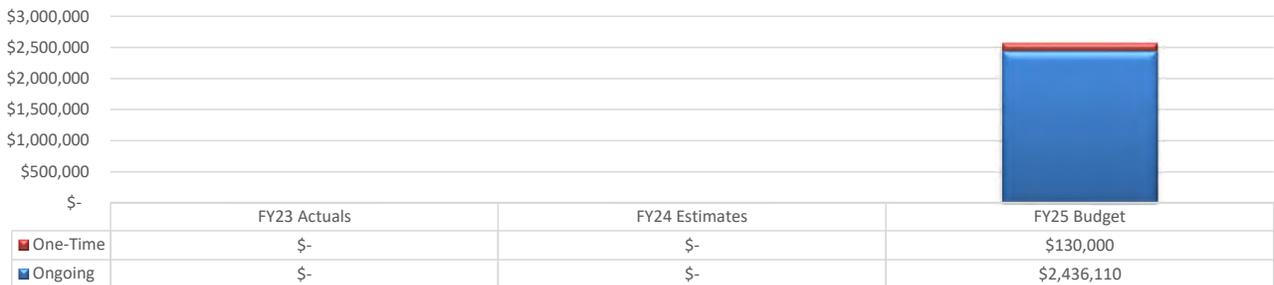
Description

This Department consists of management and execution of strategies for: the Communications and Citizen Engagement program and the Tourism and Economic Initiatives program. The Communications and Citizen Engagement program keeps residents informed and engaged about all things City-related. The Tourism and Economic Initiatives program functions as the official destination and management organization for Sedona and supports economic diversification efforts in Sedona and Verde Valley wide.

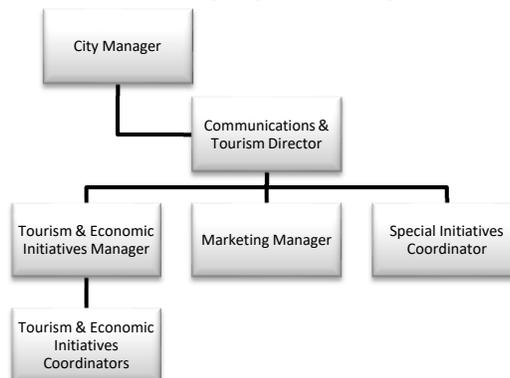
FY 2025 PROGRAM EXPENDITURES: \$2,566,110



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



COMMUNICATIONS, TOURISM & ECONOMIC INITIATIVES – Communications & Citizen Engagement

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 281,160	58%	\$ -	\$ -	\$ -
Supplies & Services	127,550	26%	-	-	-
Subtotal Direct Costs	\$ 408,710	84%	\$ -	\$ -	\$ -
Internal Charges	79,670	16%	-	-	-
Total Expenditures	\$ 488,380	100%	\$ -	\$ -	\$ -
Expenditures by Fund					
General Fund Portion	\$ 487,730	100%	\$ -	\$ -	\$ -
Other Funds Portion	\$ 650	<1%	\$ -	\$ -	\$ -
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 170,930	35%	\$ -	\$ -	\$ -
Estimated Visitor Generated	\$ 317,450	65%	\$ -	\$ -	\$ -
Employee Time Allocation (FTEs) (Budgeted)	2.20		0.00		0.00

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 2024 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 targeted content and increase in videos.
- * Created specialized website content for top initiatives including Sedona in Motion (SIM), emergency management and transit.
- * Collaborated on Communications Plans on high profile projects including the Community Plan and SIM projects like the Forest Road Connection Project and the Pedestrian Crossing at Oak Creek.
- * Executed the FY 2024 budget survey.
- * Executed the Volunteer Luncheon and Citizens Academy.
- * Communicated and produced the City’s accomplishments and City Council’s priorities to residents in one video.
- * Executed Straight Talk with Karen.
- * Published monthly eNews Round Up and annual Community Report.
- * Substantially completed the website optimization project for the City’s website.

FY 2025 Objectives

Community Plan Community Goal – Cultivate an appreciation and respect for Sedona’s distinctive community character:

- * Continue to inform and engage residents in high profile initiatives like SIM with quality public information materials and meaningful public involvement opportunities like work groups, surveys, public meetings, etc.
- * Continue Straight Talk programming, the monthly eNews Round Up, video creation, and seek out other communications initiatives.
- * Continuously improve functionality and usability of existing website and related platforms, with a focus on search engine optimization, navigation, and content.
- * Coordinate the 2024 Citizens Academy and Volunteer Luncheon.
- * Perform the Community Survey.

COMMUNICATIONS, TOURISM & ECONOMIC INITIATIVES – Communications & Citizen Engagement

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Citizens participating in City work groups	70	75	77	81	42
Citizens participating in Citizens Academy	20	20	20	22	21
New citizen work groups created	7	8	7	11	4
Active work groups	9	11	12	13	6
Nixle community alert subscribers	5,300	4,300	4,700	4,100	3,652
Total Facebook followers	11,700	10,800	11,200	10,366	9,288
Sedona resident Facebook followers	1,600	1,500	1,140	1,129	1,191
Press releases issued	105	95	100	126	101
Total Instagram followers	4,350	4,100	4,200	3,267	2,990
City Talk columns published	24	24	24	24	21

Community Plan Community Goal -

Cultivate an appreciation and respect for Sedona’s distinctive community character:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
National Citizen Survey: Quality of public information services (% responses favorable)		70%	N/A	N/A	69% (Similar to NCS benchmark)	N/A
Digital reach and open rates of City issued e-notifications		6,000 subscribers / 44% open rate	5,250 subscribers / 40% open rate	5,800 subscribers / 44% open rate	5,015 subscribers / 46% open rate	4,750 subscribers / 40% open rate
Citizens Academy Participants Survey: Experience was valuable (% responses favorable)		75%	75%	100%	100%	100%
Work Group Participants Survey: Experience was valuable (% responses favorable)		75%	100%	100%	100%	100%
Employee Survey: Overall, I am satisfied with internal City communication (% responses favorable)		75%	75%	N/A	66.28%	N/A

COMMUNICATIONS, TOURISM & ECONOMIC INITIATIVES – Tourism & Economic Initiatives

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 588,860	28%	\$ -	\$ -	\$ -
Supplies & Services	1,341,850	65%	-	-	-
Subtotal Direct Costs	\$ 1,930,710	93%	\$ -	\$ -	\$ -
Internal Charges	147,020	7%	-	-	-
Total Expenditures	\$ 2,077,730	100%	\$ -	\$ -	\$ -
Expenditures by Fund					
General Fund Portion	\$ 2,077,730	100%	\$ -	\$ -	\$ -
Funding Sources					
Program Revenues	\$ 1,851,000	89%	\$ -	\$ -	\$ -
Funding from General Revenues:					
Estimated Resident Generated	\$ 79,360	4%	\$ -	\$ -	\$ -
Estimated Visitor Generated	\$ 147,370	7%	\$ -	\$ -	\$ -
Employee Time Allocation (FTEs) (Budgeted)	4.80		0.00		0.00

The Tourism and Economic Initiatives program includes the following:

- * Strategic planning and implementation of the City's economic diversification vision.
- * Business assistance to local businesses inclusive of assistance with financing, business planning, and community assistance.
- * Additional resources to partner organizations to help establish or grow business.
- * Data and demographic information both locally and regionally.
- * Advocating as the voice of the businesses while working internally with the City team.

FY 2024 Accomplishments

Council Priority – Tourism Impacts:

- * Launched a Tourism Program and became the official Destination Marketing and Management Organization.
- * Hired 2 Coordinators and 1 Tourism Manager.
- * Launched tourism database and entered all 500+ Sedona tourism businesses.
- * Launched Scenic Sedona and accompanying social media platforms.
- * Launched Symphony to make data driven decisions.
- * Kicked off the Tourism Advisory Board.
- * Agreed on roles moving forward with the Sedona Chamber of Commerce.
- * Launched the winter marketing campaign.
- * Executed Arizona Office of Tourism (AOT) marketing opportunities.
- * Completed the strategic plan, destination marketing plan, and branding effort.
- * Launched summer destination marketing campaign.

FY 2025 Objectives

Council Priority – Tourism Impacts:

- * Execute strategic plan and marketing plan.
- * Assess next steps on Sustainable Tourism Plan.
- * Develop a Visitors Guide.
- * Create destination marketing campaigns in times of need (off-peak seasons).
- * Establish plan for visitor services.
- * Hire 2 additional coordinators.
- * Continue holding Tourism Advisory Board meetings and making data-driven decisions.

COMMUNICATIONS, TOURISM & ECONOMIC INITIATIVES - Tourism & Economic Initiatives

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Media professionals assisted	100	N/A	80	N/A	N/A
Travel Trade professionals assisted	40	N/A	25	N/A	N/A
Meeting planners assisted	40	N/A	30	N/A	N/A
Destination Marketing Campaigns launched	2	N/A	2	N/A	N/A
Travel Trade and Media Missions attended	6	N/A	6	N/A	N/A
Social media posts created	260	N/A	120	N/A	N/A
Newsletter subscribers	500	N/A	150	N/A	N/A
Digital newsletters sent	12	N/A	3	N/A	N/A
Businesses assisted for listing/database needs	200	N/A	150	N/A	N/A
Tourism Advisory Board Meetings	4	N/A	12	N/A	N/A
Visitors assisted at Visitor Center via in person, email and telephone	150,000	N/A	140,000	144,074	N/A
Fuerza Local Sedona graduates	4-6	N/A	4-6	N/A	N/A
Developers assisted via Econa to promote building workforce housing in Northern Arizona	5	N/A	5	N/A	N/A
Econa recruitment guides produced and distributed to Sedona area	100	N/A	100	N/A	N/A
VVREO revolving loans given to Sedona business applicants	2	N/A	2	N/A	N/A

Council Priority - City Tourism Bureau Management:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Unique website visits		75,000	N/A	35,000	N/A	N/A
Visitor Guide views		7,500	N/A	N/A	N/A	N/A
Return on ad spend from trackable destination marketing campaigns		5:1	N/A	5:1	N/A	N/A
Email newsletter open rate		25%	N/A	20%	N/A	N/A
New social media followers		1,000	N/A	500	N/A	N/A
Social media engagements		1,500	N/A	1,000	N/A	N/A
Annual daily room rate for hotels (ADR)		\$340	N/A	\$335	\$333	\$343.70
Bed tax collections (in millions)		\$9.3	\$8.0	\$9.1	\$8.6	\$8.9
City sales tax (in millions)		\$33.2	\$30.4	\$32.8	\$31.7	\$32.8
Hotel occupancy rate		67%	N/A	66%	65.4%	68.1%
Visitor Service Survey: % satisfied measured at Visitor Center and/or electronically		100%	N/A	100%	100%	99%

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.

Starting FY 2025, the Tourism and Economic Initiatives Department has been restructured and moved to the Communications, Tourism, and Economic Initiatives Department.

FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



TOURISM & ECONOMIC INITIATIVES – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ -	0%	\$ 354,250	\$ 216,010	\$ 107,569
Supplies & Services	-	0%	710,400	854,400	91,347
Capital & Debt Service	-	0%	-	-	3,673
Subtotal Direct Costs	\$ -	0%	\$ 1,064,650	\$ 1,070,410	\$ 202,589
Internal Charges	-	0%	81,520	75,460	39,680
Total Expenditures	\$ -	0%	\$ 1,146,170	\$ 1,145,870	\$ 242,269
Expenditures by Fund					
General Fund Portion	\$ -	0%	\$ 1,041,170	\$ 1,145,870	\$ 236,394
Other Funds Portion	\$ -	0%	\$ 105,000	\$ -	\$ 5,875
Funding Sources					
Program Revenues	\$ -	0%	\$ 928,930	\$ 1,001,510	\$ 5,648
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ 76,030	\$ 50,530	\$ 82,817
Estimated Visitor Generated	\$ -	0%	\$ 141,210	\$ 93,830	\$ 153,804
Employee Time Allocation (FTEs) (Budgeted)	0.00		3.10		1.00

A portion of the program costs are allocated to the Public Transit Enterprise Fund and represents that fund's share of the cost of traffic control. 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. A portion of this program is also paid by the Grants, Donations and Restricted Funds.

Starting FY 2025, the Tourism and Economic Initiatives Department has been restructured and moved to the Communications, Tourism, and Economic Initiatives Department.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Unique website visits	N/A	800	N/A	N/A	804
Inquiries from businesses	N/A	50	N/A	N/A	50
Business visits/outreach	N/A	30	0	0	40
Businesses assisted with business planning	N/A	25	25	0	25
Business workshops/trainings hosted or partnered	N/A	10	12	0	12

**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	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Expansion and investment in targeted sector		N/A	\$500,000	N/A	\$0	\$4,000,000
Private capital investment invested by businesses served		N/A	\$500,000	N/A	\$0	\$3,000,000
Number of business loans / total value of loans		N/A	5 / \$500,000	N/A	0 / \$0	7 / \$6,500,000
Jobs resulting from businesses served		N/A	15	N/A	0	30
Jobs created above median earnings*		N/A	10	N/A	0	20
Percentage of businesses surveyed that find value in workshops		N/A	100%	100%	N/A	100%



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Destination Marketing
Department	Communications, Tourism & Economic Initiatives
Program	Tourism & Economic Initiatives
Funding Request Type	Other Ongoing
Source of Funds	General Fund
Amount Requested	\$200,000
Priority	High

I. Description of Request

The Communications, Tourism and Economic Initiatives Department is seeking \$200,000 for destination marketing in order to have dedicated funds to market targeted markets during times of need in our off-seasons when our infrastructure can handle the visitation. This marketing could include both out of market advertising and also in-market education. It could be a mix of traditional aspirational imagery and messaging and also management-specific messaging, and will be on-brand with our current branding effort. Historically (pre-pandemic in FYs 18, 19 and 20), the Sedona and Chamber of Commerce has asked for approximately \$500,000 for destination marketing and this has included the price for the advertising materials. The Tourism Program is asking for a similar amount of money for destination marketing for FY25 now that travel is more predictable post-pandemic and management messaging are more important than ever. Because the Tourism Team has the capacity to do some of advertising materials (also called creative) creation in house, and will also be contracting out for these services, this amount - estimated to be \$150,000 - has been pulled out of this \$500,000 Chamber benchmark number. Therefore the City will be looking to spend \$350,000 on advertising-specific costs. Additionally, already established in the FY25 budget is \$150,000 for destination marketing. This leaves a \$200,000 gap, hence the ask in this decision package. This request is made to support our tourism economy during the need periods, be an extension of the newly established brand, and follow the need not only aspirational marketing but for management marketing going forward. This will help businesses staff more steadily all year round, rather than the peaks and valleys that we see during the Spring and the Fall; will help attract the right person at the right time to Sedona; and re-enforce the community's values for the visitor to understand better.

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 problem is two-fold: we need to attract people to Sedona during off-peak to flatten out the peaks and valleys of Sedona's visitation trend. This will help businesses plan better and be able to have year-round staff. The second problem is we need to attract the right type of person who is the type of visitor we want them to be: we want them to appreciate Sedona's beauty; treat the area like they live here by picking up trash, parking once and using transit, and being respectful of our neighborhoods and residents; and we want them to be able to afford to support our local businesses, which are an asset to our locals. Targeted destination marketing will look for that person, market to them, and then educate them once they come in market.

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.

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 this funding is approved, money will be spent on in-market education all year long, as well as targeted out-of-market marketing planned for the Winter and Summer season. The performance metrics will be measured by our visitor surveys to determine if the treat Sedona with respect/sustainability messaging resonated with visitors and if their behavior changed because of it. Additionally, credit card spending and hotel occupancy data will be tracked during the booking window of any campaign to determine if our hotels and short-term rentals were booked more during need periods and if visitors spent more money at our local businesses.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

With targeted destination marketing, it has the chance to not only attract a person who can afford to support our local businesses but also converts those day tripper to stop and shop, or stay overnight. These conversions translate to increased local business sales and room nights during our need periods, potentially resulting in more sales and bed tax.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Two Tourism Coordinators
Department	Communications, Tourism & Economic Initiatives
Program	Tourism & Economic Initiatives
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$223,440
Priority	High

I. Description of Request

The Communications, Tourism and Economic Initiatives Department is seeking funds to create two new positions at range SG-14 that will assist in coordination efforts for the City's Tourism Program. This position level is comparable to the other Tourism Coordinator currently on staff. This request is made to put more resources into the City's Tourism Program as we discover the gaps that are arising in a growing program. These positions will provide support to the tourism team in a variety of need areas including database, visitor services, travel trade, group sales and media support.

The total amount for this request, using the HR position calculator and including IT needs is \$223,440 (see IT needs specifically broken out below in the implementation section. Note: this may require facilities needs as the initial thought is to create a shared office at the Brewer Road facility, since there are no open office spaces at the Roadrunner facility.

For comparison, here is the position allocation of the Chamber of Commerce in FY22:

Positions for both Visitor Center and Tourism Bureau

- 1 Visitor Center Director - 100%
- 7 Visitor Center Part Time Employees - 100%
- 1 Visitor Center Manager - 100%
- 1 Tourism Development Director - 100%
- 1 Admin Assistant/Events & Ops - 50%
- 1 Social Media & Content Manager - 75%
- 1 Digital Marketing Manager - 75%
- 1 Finance Director - 70%
- 1 Graphic Designer - 85%
- 1 Marketing Director - 90%
- 1 President/CEO - 65%

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 creation of the City's Tourism Program, much of the work to date has been completed by people who were not working on tourism before FY24 and have full time jobs in other areas. To date, only one dedicated Tourism Coordinator has been hired, with a Tourism Manager position currently posted and another coordinator to be hired before the end of the FY; as the program develops, and as areas like our visitor services, travel trade, group sales and media divisions are built out, staff will be needed to assist in these areas that are currently being covered by either the Sedona Chamber of Commerce and Tourism Bureau or our consultant Heather Herman, or aren't coming in at the potential full frequency yet because we're a new program and the Arizona Office of Tourism relationship is still building. As the Sedona

Chamber continues to focus more on business support and they shift destination management functions to the City and knowing that our contract with Heather is temporary, having the ability to staff up with two additional coordinators will allow the City to function properly as a full service tourism bureau.

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.**

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 these positions are approved, recruitment will begin as the need for the positions arises. The point is not to staff up because we think we will be busy with work, but rather as the needs become evident, we will have the authority to hire two more coordinators. This position's performance metrics will be based on visitor services, database, travel trade, media and groups sales programming needs. IT needs for each position are as follows:

Base Hardware, IT Account 60-6224-21-6246:
\$1,600 Microsoft Surface Laptop 4
\$300 Microsoft Surface Thunderbolt 4 Dock
\$80 2x Microsoft USB-C to DisplayPort adapter
\$15 2x CAT6 patch cable
\$500 2x NEC/LG 24" monitors
\$200 Cisco 1841 IP Phone
\$25 HP USB keyboard & Mouse combo
\$45 Yubikey 5 NFC
\$2765 Total 60-6224-21-6246 (rounded \$2800)

Base Software, IT Account 60-6224-21-6436:
\$200/year Office 365 G3
\$50/year Intune MDM
\$72/year AD Premium P1
\$50/year DUO third factor
\$20/year Office 365 Veeam Backup
\$787 Total 60-6224-21-6436 (rounded \$800)

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

With a stronger tourism team, the Tourism Program will run smoother. With more staff, it provides the ability for more resources to run more dialed campaigns, provide better/more information for our visitors, and offer a clearer message for our tourism professionals who visit the destination. These improvements feed into the concept of attracting the right type of visitor at the right time. This could in turn translate to increased visitation during our need periods, potentially resulting in more sales and bed tax.

MUNICIPAL COURT

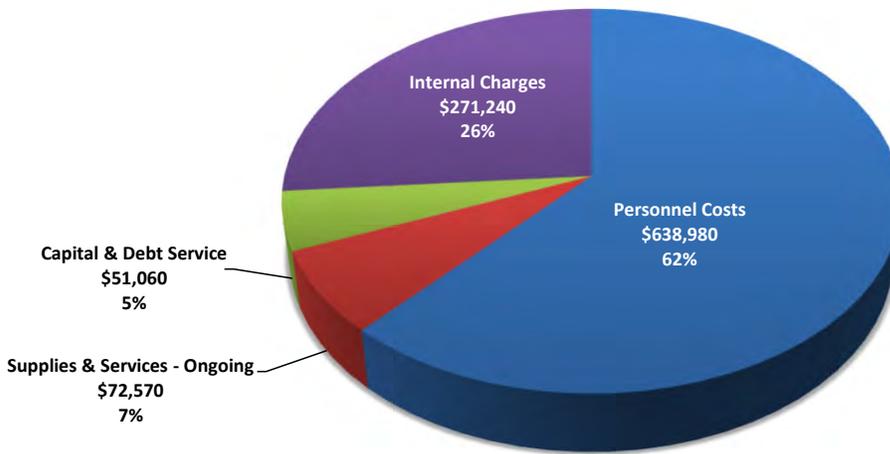
Mission Statement

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.

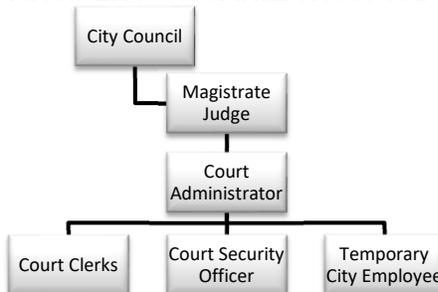
FY 2025 PROGRAM EXPENDITURES: \$1,033,850



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



MUNICIPAL COURT – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 638,980	62%	\$ 576,220	\$ 568,650	\$ 499,329
Supplies & Services	72,570	7%	106,870	85,170	51,530
Capital & Debt Service	51,060	5%	51,060	51,060	46,805
Subtotal Direct Costs	\$ 762,610	74%	\$ 734,150	\$ 704,880	\$ 597,664
Internal Charges	271,240	26%	232,280	226,190	200,990
Total Expenditures	\$ 1,033,850	100%	\$ 966,430	\$ 931,070	\$ 798,654
Expenditures by Fund					
General Fund Portion	\$ 1,033,730	100%	\$ 951,310	\$ 915,950	\$ 786,990
Other Funds Portion	\$ 120	<1%	\$ 15,120	\$ 15,120	\$ 11,664
Funding Sources					
Program Revenues	\$ 230,000	22%	\$ 183,550	\$ 230,000	\$ 234,338
Funding from General Revenues:					
Estimated Resident Generated	\$ 281,350	27%	\$ 274,010	\$ 245,370	\$ 197,511
Estimated Visitor Generated	\$ 522,500	51%	\$ 508,870	\$ 455,700	\$ 366,805
Employee Time Allocation (FTEs) (Budgeted)	6.33		6.33		5.80

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 2024 Accomplishments

Overall City Value - Good Governance:

- * Reconciled court finances with the assistance of Administrative Office of the Courts.
- * 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 2025 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.
- * Continue working with Administrative Office of the Courts to ensure reconciliation of 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 post-adjudicated cases which have been lingering for years.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Civil Traffic citations filed	2,470	2,704	2,021	1,787	1,236
Criminal citations filed	328	328	318	300	236
Local - Non-Criminal Ordinance citations filed	92	92	75	41	72
Orders of Protection and Injunctions Against Harassments filed	40	40	31	31	31



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Ongoing Temporary Court Clerk
Department	Municipal Court
Program	Administration
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$58,250
Priority	High

I. Description of Request

The current temporary court clerk is an experienced clerk, with over 24 years experience, who is able to fulfill a variety of court tasks. This person is a valuable and indispensable asset to the court. In addition to performing daily court clerk tasks, this person is a valuable resource and trainer for new court clerks.

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?

Due to the ongoing court staffing issues, the current temporary court clerk has proven to be one of the most reliable and proficient clerks this court has ever had. The current temporary court clerk provides exceptional public 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.

The current temporary court clerk is absolutely essential for the court to function properly. New court clerks lack the knowledge and experience of the current temporary court clerk. In short, the court would struggle to serve the public and meet its administrative and financial mandates without the help of this individual.

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 will continue to perform daily duties upon approval of this request.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

The temporary court clerk has the experience to research and address cases in collection status to generate additional court revenue.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	New Court Clerk Position-Post-Adjudicated Cases
Department	Municipal Court
Program	Administration
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$77,300
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 for FY22 were 1577; FY23 were 2163; and projected FY24 is 2470. Because the court has been understaffed, there are over 500 post-adjudicated cases that have been neglected. The number of post-adjudicated cases continues to increase as new criminal cases are resolved. Currently, Defendants owe over \$1.13 million in fines which the Court is unable to enforce/collect because the Court does not have sufficient staff. The current case filings for Sedona are 2414. The following is a comparison of other local courts: Camp Verde has 1018 filings with 3.0 court clerks and Cottonwood has 1150 filings with 3.5 court clerks.

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 over 500 post-adjudicated cases which require monitoring by a court clerk which is not possible with the current understaffing of court personnel. It takes about one to one and a half years to train a new court clerk to become proficient with the court management system and other aspects of the position. Without adequate staffing, the current staff is under pressure and stress to try to address everything that needs to be accomplished on a daily basis. This has resulted in staff turnover and the need to continually hire and train new staff.

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. When hundreds of defendants fail or refuse to pay their fines, and the court does not hold defendants accountable, they are depriving the City and other agencies of thousands of dollars of revenue.



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	New Court Clerk
Department	Municipal Court
Program	Administration
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$77,300
Priority	High

I. Description of Request

An additional court clerk is needed to address the increased workload created by additional filings and to assist the public on an everyday basis. Court filings for FY22 were 1,577; for FY23 2,163; and projected for FY24 2,470. Besides the increased number of court filings, court staff are inundated daily with phone calls, in-person requests, case management requirements, financial responsibilities and other tasks. The current court staff is stressed and overwhelmed and requires additional help to ensure the court operates efficiently. Current Sedona court filings are 2414. A comparison of other local courts is as follows: Camp Verde has 1018 filings with 3.0 court clerks which equates to 339 cases per clerk and Cottonwood has 1150 filings with 3.5 court clerks which equates to 328 cases per clerk. In comparison, Sedona's 3.0 court clerks are asked to handle 804 cases per clerk annually.

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?

Because of the ongoing short-staffing issue at the court, the current staff is unable to timely manage the day-to-day court responsibilities. This has resulted in the court administrator having to fulfill court clerk duties on a daily basis rather than focus exclusively on her court administrative duties. In order to fulfill her court administrative duties, the court administrator has regularly worked additional hours on Fridays, Saturdays and Sundays--at no additional pay. Also, it takes a year to one and a half years to adequately train a court clerk so he/she is competent to handle court cases and the court management system.

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 not supported, the court will not be able to function properly and will likely result in the turnover of current court personnel due to the ongoing stress created by being understaffed and overworked. As noted historically, the resignation or termination of a court clerk diminishes the ability of the court to function properly by increasing the workload of the remaining staff and having to continually hire and train new court clerks.

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.**

Upon approval of the new court clerk position, the job will be advertised and the appropriate individual will be hired as soon as possible.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

An additional court clerk will enable the court to timely process and monitor case files to ensure fines are being paid, thus enhancing the city's revenue.

HUMAN RESOURCES

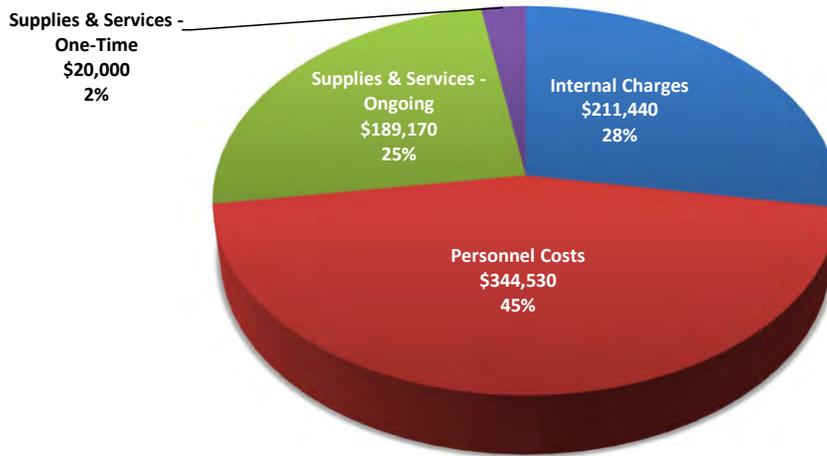
Mission Statement

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.

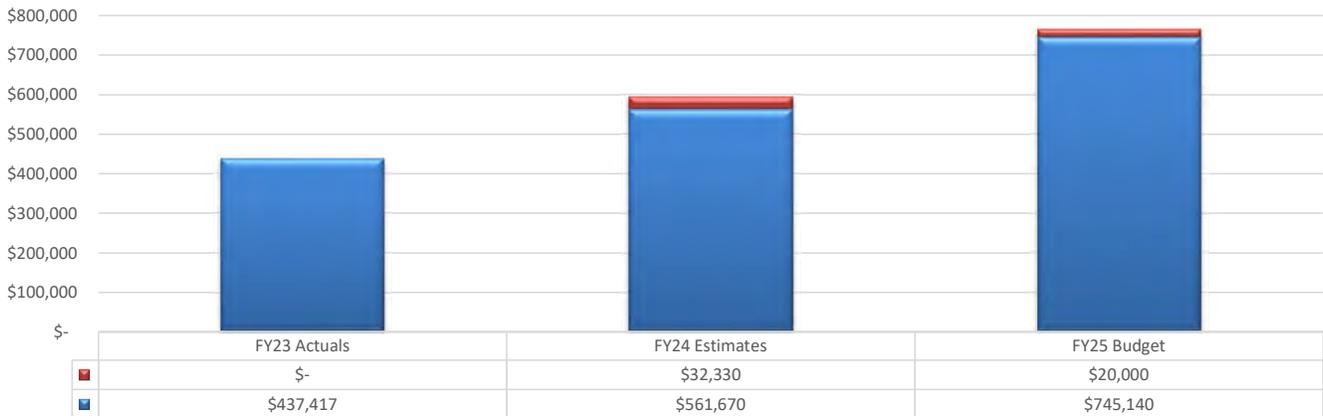
Description

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.

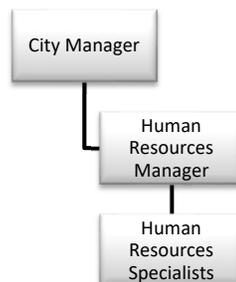
FY 2025 PROGRAM EXPENDITURES: \$765,140



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



HUMAN RESOURCES – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 344,530	45%	\$ 255,700	\$ 268,960	\$ 218,725
Supplies & Services	209,170	27%	147,600	167,600	90,642
Subtotal Direct Costs	\$ 553,700	72%	\$ 403,300	\$ 436,560	\$ 309,367
Internal Charges	211,440	28%	160,260	157,440	128,050
Total Expenditures	\$ 765,140	100%	\$ 563,560	\$ 594,000	\$ 437,417
Expenditures by Fund					
General Fund Portion	\$ 765,140	100%	\$ 563,560	\$ 594,000	\$ 431,174
Other Funds Portion	\$ -	0%	\$ -	\$ -	\$ 6,243
Funding Sources					
Allocations to Other Departments	\$ 760,270	99%	\$ 560,260	\$ 590,700	\$ 431,174
Program Revenues	\$ 4,870	1%	\$ 3,300	\$ 3,300	\$ -
Funding from General Revenues:					
Estimated Resident Generated	\$ -	0%	\$ -	\$ -	\$ 2,185
Estimated Visitor Generated	\$ -	0%	\$ -	\$ -	\$ 4,058
Employee Time Allocation (FTEs) (Budgeted)	3.00		2.17		2.00

The Human Resources Department provides a full range of services to regular and seasonal employees. The Department implements 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.

Human Resources oversees the local PSPRS Board and safety.

A portion of the Human Resource Department is allocated to the Information Technology Internal Service Fund for technology costs not managed by the Information Technology Department. In addition, a portion of the department costs is covered by a portion of purchasing card cashback monies for certain employee appreciation costs.

FY 2024 Accomplishments

Overall City Value - Good Governance:

- * Recruitment and hiring including the key positions of Deputy Chief of Police, Police Lieutenants, Human Resources Manager, and Grants Analyst.
- * 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.

FY 2025 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 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	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Job postings	40	70	50	67	67
Applications received and reviewed	1,000	700	1,000	1,400	1,400
Individual job interviews conducted	120	200	130	150	150
Regular new hires on-boarded	35	35	45	56	45
Workers compensation claims with medical treatment(s)	10	10	10	11	10

HUMAN RESOURCES – Administration

continued

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Workers comp claims per 100 FTEs (ICMA Benchmark 2017-2022)	12.1 (all) / 9.6 (cities under 30,000 pop.)	7.1	6.5	7	6.9	6.9
Workers comp EMOD ratings		0.80	0.80	0.80	0.80	0.80
Worker days lost to injury per 100 FTEs (ICMA Benchmark 2017-2022)	95.9 (all) / 60.3 (cities under 30,000 pop.)	15	0	24	23.8	0
Total FTEs per 1,000 population (ICMA Benchmark 2017-2022)	10.3 (all) / 11.7 (cities under 30,000 pop.)	16.9	15.7	16.5	16.3	15.2
Total FTEs per 1,000 population + annualized visitor population		8.6	7.8	8.4	8.2	7.6
Employee Survey: I plan to be working here in five years (% responses favorable)		80%	85%	68%	N/A	N/A
Employee Survey: I am satisfied with our healthcare-related benefits (% responses favorable)		90%	90%	85%	N/A	N/A
Employee Survey: Employees have good working relationships with coworkers (% responses favorable)		97%	94%	97%	N/A	N/A
Employee Survey: Employees feel the City is a good place to work (% responses favorable)		95%	92%	92%	N/A	N/A
Employee Survey: Employees feel their work is meaningful and understand how their job supports the City's mission (% responses favorable)		95%	94%	91%	N/A	N/A
Turnover percentages (ICMA Benchmark 2017-2022)* *ICMA benchmarks do not include retirements, deaths, or part-time positions	7.5% (all) / 8.4% (cities under 30,000 pop.)	15%	8%	18%	21%	22%
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 2024-25**

Request Title	HR Specialist
Department	Human Resources
Program	Administration
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$91,500
Priority	High

I. Description of Request

Human Resources is seeking to add an entry level position HR Specialist that can assist with the department's daily activities and create needed capacity for expansion of services. This position will assist the HR department in daily routine activities as well as additional activities that allow for current staff to go beyond the current HR capacity.

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?

Human Resources has been operating a near capacity for many years and as staffing levels across the organization have increased, the HR department staffing level has not. The past 11 years the staff has gone from about 120 employees to about 180, approximately 50% increase. During that same growth period, the complexities of the job market for many positions as well as the competitive nature of many of these positions, among other reasons, have led to turnover leading to additional workload. Additionally, the need to be more outwardly facing and more active in recruiting leads, results in the need for more staff time.

Technology has been able to address these for the most part over the years, especially volume, with some processes more streamlined, however this is only a part of the role HR plays. Seeking an additional staff member to process as well as work on outreach opportunities we have not participated historically in may bring additional talent to the pools of applicants we are seeking, with emphasis on quality.

Finally, the additional capacity this will afford the HR team will be utilized to work on retaining current talent through additional programs such as onboarding cultural activities beyond day one as well as regular follow-up to ensure our talent continues to be cultivated positively along career paths that add to the potential to retain longer-term employees. Risk Management can also be more active as capacity would be used for mitigation and continuing to expand on a safety culture.

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.

Risk Management activities will also be a benefactor as HR will have capacity to expand activities to mitigate risk across the organization. Continuing with status quo is not going to end our ability to operate effectively but will not allow for expansion opportunities as suggested. We could continue to find ways to streamline current processes and add service as 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.**

It is proposed that this position consider a timeline for recruitment after the initial recruitment activities at budget time occur as capacity to train during the first month or two of the fiscal year may actually inhibit the proper/accurate processing of fiscal year transition activities for the organization. It would be proposed that bringing someone on after the first quarter would allow for proper training and ultimately a smoother implementation of the additional capacity they would create.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Human Resources does not create revenue, but activities are meant to limit expenses associated with the cost to our business when talent is lost. The expertise, experience and institutional/community knowledge are often lost, and the recruitment and development of new talent and transitional delay is not generally measurable. We do however know that this does cost the organization more leading to need for additional revenue to offset these expenses where good retention would save revenue for other priorities.

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.

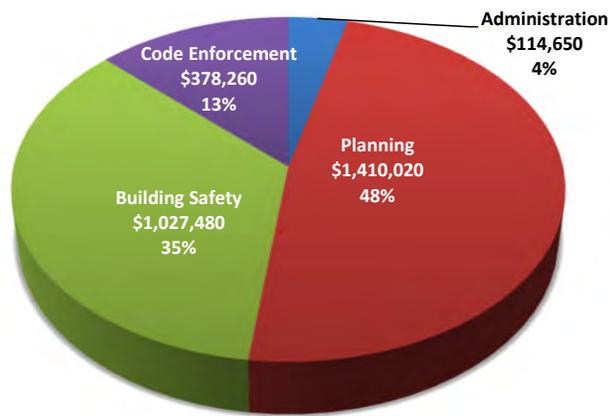
Description

The Community Development Department is comprised of 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 Long-Range Planning and the Planning and Zoning and Historic Preservation Commissions)
- * Building Safety
- * Code Enforcement

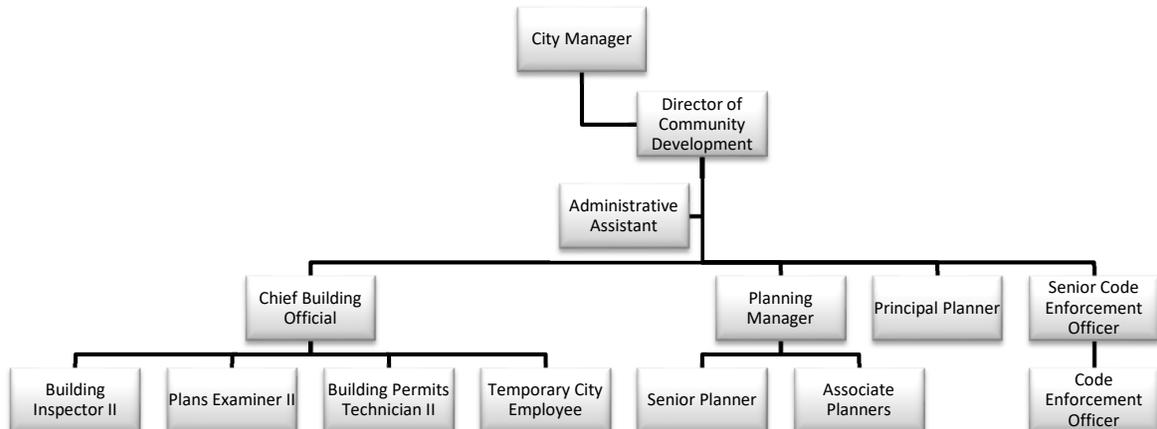
FY 2025 PROGRAM EXPENDITURES: \$2,930,410



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



COMMUNITY DEVELOPMENT – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 71,080	62%	\$ 65,950	\$ 66,090	\$ 51,914
Supplies & Services	6,250	5%	6,570	5,350	5,962
Subtotal Direct Costs	\$ 77,330	67%	\$ 72,520	\$ 71,440	\$ 57,876
Internal Charges	37,320	33%	104,340	102,240	28,860
Total Expenditures	\$ 114,650	100%	\$ 176,860	\$ 173,680	\$ 86,736
Expenditures by Fund					
General Fund Portion	\$ 114,650	100%	\$ 176,860	\$ 173,680	\$ 86,736
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 40,130	35%	\$ 61,900	\$ 60,790	\$ 30,358
Estimated Visitor Generated	\$ 74,520	65%	\$ 114,960	\$ 112,890	\$ 56,378
Employee Time Allocation (FTEs) (Budgeted)	0.65		0.65		0.55

The Administration program provides support to the other program areas of Community Development: Building Safety, Code Enforcement, Planning (including the Planning and Zoning and Historic Preservation Commissions) and Long-Range Planning efforts.

FY 2024 Accomplishments

Overall City Value - Good Governance:

- * Implementation of process improvement.
- * Staff training ongoing for each program area.
- * All scheduled Commission training completed.
- * Continued video recording and broadcasting of Planning and Zoning Commission meetings, and cross-trained additional Planners in the process.
- * 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.
- * Coordinated new interdepartmental connections and programs to better meet the needs and requirements of the City, Community Plan and City Council priorities.

Council Priority – Community Plan Update:

- * Completed the Community Plan Update. (Scheduled for Council March 12, 2023)
- * Initiated minor Land Development Code (LDC) updates. (Full update commencement anticipated in FY 2026.)

Council Priority - Cultural Park:

- * Issued Request for Proposals (RFP) for Cultural Park master plan consultant.

Council Priority - Accelerate Ranger Station Park Buildout:

- * Convened a work group to develop the park theme/story and identified areas for, and designs of, hardscape items such as benches, tables, games, shade structures, art, interpretive panels, etc.

Council Priority - Building Code Updates

- * Commencement of the building code updates with anticipated completion in FY 2025.

COMMUNITY DEVELOPMENT – Administration

continued

FY 2025 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.
- * Complete building code updates.

Council Priority - Cultural Park:

- * Complete the Cultural Park master plan process.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Public Meetings and Work Sessions - City Council	15	15	10	13	15
Public Meetings and Work Sessions - Planning and Zoning Commission	15	15	15	12	15
Public Meetings - Historic Preservation Commission	6	5	9	5	7
Public Meetings - Variance/Appeals	4	4	4	3	4

COMMUNITY DEVELOPMENT – Planning

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 841,490	60%	\$ 687,520	\$ 649,850	\$ 670,641
Supplies & Services	189,560	13%	255,770	145,200	75,249
Subtotal Direct Costs	\$ 1,031,050	73%	\$ 943,290	\$ 795,050	\$ 745,889
Internal Charges	378,970	27%	328,670	318,890	270,110
Total Expenditures	\$ 1,410,020	100%	\$ 1,271,960	\$ 1,113,940	\$ 1,015,999
Expenditures by Fund					
General Fund Portion	\$ 1,409,320	100%	\$ 1,271,960	\$ 1,113,940	\$ 1,015,999
Other Funds Portion	\$ 700	<1%	\$ -	\$ -	\$ -
Funding Sources					
Program Revenues	\$ 308,290	22%	\$ 345,480	\$ 308,290	\$ 335,057
Funding from General Revenues:					
Estimated Resident Generated	\$ 385,610	27%	\$ 324,270	\$ 281,980	\$ 238,330
Estimated Visitor Generated	\$ 716,120	51%	\$ 602,210	\$ 523,670	\$ 442,612
Employee Time Allocation (FTEs) (Budgeted)	7.54		7.21		7.20

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. 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 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 began to stabilize last year, and decreased this year, though still at higher levels than were seen a couple years ago (pre-COVID pandemic).

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 having a relatively stable team until 2019, the past 4+ 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. In February 2023 (for last year's budget narrative), the team had 3 Associate Planners who had all been with the City for less than 1 year (8 months, 6 months, and 2 weeks). As of January 2024, all 3 of those planners have left the City for different opportunities and we are once again starting over. The 3 Associate Planners (mid-level) have been replaced by 2 Assistant Planners (entry-level), with one position still vacant. This has led to a significant amount of training as new team members settle into/learn their new roles and responsibilities and learn the established processes. This turnover in staff and the 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 (and if they stay with the City), 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 historic, archeological, and cultural heritage. The planning team provides support to the HPC.

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 - Planning

continued

FY 2024 Accomplishments

Council Priority - Update Land Development Code:

- * Completed a minor LDC update related to grading/drainage and guest houses.
- * Began to work with Sustainability Staff to identify potential code updates.
- * Continued to monitor development and identify potential revisions to the LDC.

Council Priority - Affordable/Workforce Housing and Homelessness:

- * Continued discussions with the Housing Manager to find ways to update the Developer Incentives Guidelines for Affordable Housing (DIGAH) and LDC to encourage/incentivize both affordable and market rate long-term housing.
- * Began processing a zone change and development review application for a 54-unit affordable housing development on Goodrow Lane.
- * Processed an amendment to the development review approval for Sunset Lofts which will reduce the cost of construction.
- * In conjunction with the Housing Manager, met with landowners and developers for potential affordable housing developments throughout the City to discuss City requirements.

Community Plan Community Goal - Preserve and celebrate the community's history:

- * Began processing two new historic landmark applications for the Chapel at Tlaquepaque and the Kiva House (56 Lynx Drive).

Community Plan Land Use, Housing, and Growth Goal - Ensure harmony between the built and natural environments:

- * Continue to use adopted Community Focus Area (CFA) plans in review of development projects.

Council Priority - Community Plan Update:

- * Approval of updated Community Plan (March 2024). The update process included multiple public outreach meetings, meetings with stakeholders and a citizen work group, a public review draft of the plan (published December 2023), public forums, and work sessions and public hearings with the Planning and Zoning Commission and City Council.

COMMUNITY DEVELOPMENT - Planning

continued

FY 2025 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.
- * Expand use of exhibits, illustrations, and/or pictures to help commissioners visualize the project/proposal.

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 build out of the Ranger Station Park Master Plan including exterior rehabilitation of the historic buildings and the location and design of hardscapes (park furniture, art installations, playground equipment).

Council Priority - Affordable/Workforce Housing and Homelessness:

- * Participate in affordable housing activities.
- * Work with the Housing Manager to update the DIGAH policy document.
- * Work with the Housing Manager to explore code changes that could incentivize affordable housing and/or long-term rental housing.
- * Participate in, and oversee the creation of, a master plan for the Cultural Park.

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.

Council Priority - Community Plan Update:

- * Continue to participate in project evaluation of major development and Capital Improvement Program (CIP) projects for compliance with the Community Plan.
- * Participate in, and oversee the creation of, a master plan for the Cultural Park.
- * Restart the Uptown CFA Planning process (CFA plan was placed on hold to allow for completion of the 10-year Community Plan Update).
- * Evaluate existing CFA plans and the LDC in light of the newly adopted Community Plan and propose changes, if needed.

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 and exterior of both structures as well as the location and design of hardscapes (park furniture, art installations, playground equipment).
- * Designate and recognize historic resources through the Historic Resource Recognition Program.
- * Prepare an Annual Report for State Historic Preservation Office, as required.

COMMUNITY DEVELOPMENT - Planning

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Community Plan Amendments/CFAs	1	3	1	4	6
Zone changes	5	6	5	5	9
Development reviews - major	10	15	11	15	18
Development reviews - minor	2	2	1	1	1
Conditional Use permits	5	7	3	7	7
Temporary Use permits	45	40	45	48	41
Sign permits, permanent	40	60	40	49	60
Film permits	8	10	8	8	8
Subdivisions	5	5	5	5	5
Minor Modifications (formerly Admin. Waiver)	2	2	2	2	0
Land Division permits	20	25	15	17	30
Variance/appeals	2	4	1	3	4
Land Development Code amendments	2	1	2	1	1
Zoning verification letters	30	25	35	18	28
Public meetings and work sessions - City Council	15	15	12	13	15
Public meetings and work sessions - Planning and Zoning Commission	15	15	13	12	15
Public meetings - Historic Preservation Commission	6	5	9	5	7
New landmarked properties - Historic Preservation Commission	2	2	0	0	0
Civic pride/education events - Historic Preservation Commission	1	1	1	0	0
Certificates of Appropriateness issued - Historic Preservation Commission	0	0	0	0	0
Certificates of No Effect issued - Historic Preservation Commission	2	2	1	1	1
Historic Recognition Awards issued - Historic Preservation Commission	2	2	1	1	1
Education training exercises - Historic Preservation Commission	3	3	3	1	1

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Customer Survey: Overall customer service (% responses favorable)		100%	100%	100%	100%	100%
Temporary use permits: Average days to issue		10	11	10	11	12
Sign permits, permanent: Average days to issue		8	8	8	10	12

COMMUNITY DEVELOPMENT – Building Safety

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 517,090	50%	\$ 525,790	\$ 494,910	\$ 424,812
Supplies & Services	183,260	18%	165,740	165,080	165,895
Capital & Debt Service	13,760	1%	10,510	10,510	10,281
Subtotal Direct Costs	\$ 714,110	70%	\$ 702,040	\$ 670,500	\$ 600,988
Internal Charges	313,370	30%	235,900	227,250	229,410
Total Expenditures	\$ 1,027,480	100%	\$ 937,940	\$ 897,750	\$ 830,398
Expenditures by Fund					
General Fund Portion	\$ 1,026,780	100%	\$ 936,540	\$ 896,350	\$ 829,194
Other Funds Portion	\$ 700	<1%	\$ 1,400	\$ 1,400	\$ 1,204
Funding Sources					
Program Revenues	\$ 260,720	25%	\$ 312,300	\$ 260,720	\$ 302,988
Funding from General Revenues:					
Estimated Resident Generated	\$ 268,370	26%	\$ 218,970	\$ 222,960	\$ 184,594
Estimated Visitor Generated	\$ 498,390	49%	\$ 406,670	\$ 414,070	\$ 342,816
Employee Time Allocation (FTEs) (Budgeted)	4.80		5.30		4.84

The City of Sedona is internationally known for its environment - red rocks, cool geological formations, miles of trails and incredible views. Not so widely recognized is Sedona's built environment - the homes, businesses, restaurants, resorts and many other structures occupied by our residents, visitors, and workers. It is the responsibility of the Building Safety program to safeguard the public health, safety, and general welfare of the occupants of new and existing buildings and structures.

To fulfill this responsibility the Building Safety program does the following:

- * Adopts building construction and safety codes/requirements that are the minimum standard for health and safety.
- * Educates the public, contractors, engineers, and architects on these adopted minimum standards, and the permitting process.
- * Reviews proposed construction plans to ensure that the finished project will provide the minimum safe and healthy environment.
- * Issues permits in order to document expected compliance with the adopted codes and state and federal requirements.
- * Inspects construction work and occupiable spaces to ensure compliance with the approved plans and safety requirements.
- * Manages the records related to permitting, occupancy, and inspections for future consultation by owners, contractors, and safety officials.
- * Supports the work of related programs/departments/agencies, such as Code Enforcement, Planning, GIS, Public Works, Housing, Sedona Fire District, Yavapai County, and Coconino County.

Protecting people and property, by ensuring compliance with minimum standards for safety and health, is a significant and critical task involving many technical aspects. It is work that demands conscientiousness, broad knowledge of construction and safety, focus on details, highly developed communication skills, and an ability to deal with high stress situations.

The services we provide for the public, owners, contractors, architects, and engineers must be delivered efficiently, effectively, timely, and accurately. To this end, we are constantly evaluating our processes, our customer information/outreach/education, our timeliness, and our effectiveness.

Currently, there are five members of the Building Safety program. First and foremost are our two Permit Technicians, who assist customers with information, permit applications, plan submittals, fees, and permit issuance. Our Permit Technicians must be well-versed in the permitting process and multiple codes such as the Land Development code and the many building codes. Two other staff, our Plans Examiner and our Building Inspector, are essential to ensuring that final construction complies with the plans and code requirements. All permitted work gets plan-reviewed. If it is not done in the beginning, it occurs in the field when cost to make corrections are many times higher than what changing a plan sheet will cost. Currently, our Plans Examiner focuses on residential projects and our Building Inspector inspects residential and commercial projects and reviews and inspects photovoltaic projects. Supporting these positions is the position of Chief Building Official. The Chief Building Official guides, coaches, trains, advises, and supports team; performs commercial plan reviews; administers the budget; and provides technical expertise in the codes and standards.

With a small team, the constantly shifting levels of work could trigger significant overtime and burnout. To handle the variations in plan review volume or complexity, the City utilizes the services of a third-party plan reviewer. This helps us maintain acceptable service levels without adding or over taxing staff.

FY 2025 will see the completion of several multi-family projects that have received approval in FY 2024. High interest rates will continue to slowdown activity across the spectrum.

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 2024 Accomplishments

Community Plan Land Use, Housing, and Growth Goal – Grow only within currently established residential and commercial limits:

- * Expanded the role of our Plans Examiner I to cover more reviews and improve customer service.
- * Completed onboarding of new Building Inspector I and new Chief Building Official.
- * Maintained customer service levels with reduction of Permit Technicians from 3 to 2.
- * Allowed all staff additional days of training at Arizona Building Official Education Institutes.

Community 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 ongoing talks and meetings with large realtor professional groups.
- * Continued the process of working 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 1.1 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. We have seen an increase in contacts from realtors regarding work that might not have had a permit.

FY 2025 Objectives

Overall City Value – Good Governance:

- * While maintaining our mandated review times, improve the clarity of requested correction comments to increase the approval rate for second submittals and reduce the number of third reviews.
- * Staff are very mindful of our goal to perform inspections on the day that they are requested to be done regardless of the number of request. Several alternatives are used when the number of inspections requested exceed the capacity of our one inspector - offering approval by photo if appropriate, having other staff perform inspections, and confirming that the project is ready for the inspection (some inspection requests are based on anticipation, and some are not ready and can be moved). Our inspector does have the discretion to respond to same day request based on number of request and complexity of inspections. This is not tracked but occurs at a similar rate to delayed inspections, thus benefitting our regular contractors.
- * A knowledgeable reviewer, inspector, or permit technician can offer much better service and act in a more flexible manner to resolve issues and reduce hurdles to project completion. Increasing that knowledge occurs via formal and informal training. The process of preparing for and obtaining national industry certification raises the capability of our staff and provides increased opportunities for staff promotions or expansion of work roles improving staff morale.
- * Through the end of FY 2024 and FY 2025, we look to add 8-10 new certifications among current staff.

Community 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 International Codes and the 2023 National Electric Code (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 citywide 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	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Single-family building permits - new construction	40	60	30	59	71
Single-family permits - new construction - Total valuation	\$35,000,000	\$40,000,000	\$28,000,000	\$36,160,000	\$51,000,000
Single-family building permits - remodel/rehab	130	130	130	140	177
Single-family permits - remodel/rehab - Total valuation	\$12,000,000	\$8,000,000	\$15,000,000	\$10,700,000	\$10,500,000
Commercial building permits - new construction	2	4	1	7	4
Commercial building permits, new construction - Total valuation	\$1,000,000	\$14,000,000	\$0	\$26,125,000	\$3,800,000
Commercial building permits - remodel/rehab	45	55	44	40	96
Commercial building permits - remodel/rehab - Total valuation	\$13,500,000	\$13,500,000	\$22,500,000	\$13,750,000	\$32,500,000
Manufactured Homes building permits	2	6	1	6	3
Manufactured Homes building permits - Total valuation	\$200,000	\$300,000	\$100,000	\$341,500	\$80,000
Photovoltaic building permits	100	115	96	119	106
Photovoltaic building permits - Total valuation	\$2,500,000	\$3,500,000	\$2,000,000	\$3,660,000	\$3,500,000
Photovoltaic building permits - Total KW	750	1,000	700	1,130	740
Tenant Occupancy permits (CofOs)	75	70	70	60	114
Miscellaneous permits (sheds, decks, fences, pools, etc.)	230	230	210	236	233
Miscellaneous permits - Total valuation	\$5,500,000	\$5,500,000	\$4,500,000	\$3,700,000	\$7,300,000
Off-premise Sign permits	22	22	22	26	22
Temporary Sign permits	45	45	60	45	30
Right-of-Way permits	180	180	200	230	162
Wastewater permits	20	15	20	18	28
Inspections	2,000	4,200	2,000	2,100	4,623

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Initial plan review: Timeframe in days - Residential permits		7.0	7.0	6.3	5.7	5.4
Initial plan review: Timeframe in days - Residential Alterations		10.0	10.0	9.3	8.5	8.3
Initial plan review: Timeframe in days - Commercial permits		12	12	10.7	9.9	9.7
Initial plan review: Timeframe in days - Photovoltaic		7.0	7.0	8.4	6.6	6.1
Initial plan review: Timeframe in days - Tenant Occupancy		4	4	3.4	3.3	3.1
Initial plan review: Timeframe in days - Tenant Improvements (Includes Commercial Alterations)		11.0	11.0	10.8	10.2	10.0
Initial plan review: Timeframe in days - Miscellaneous permits		5.0	5.0	3.5	3.9	4.1
Internal Survey: Overall customer service (% responses favorable)		90%	90%	100%	100%	100%

COMMUNITY DEVELOPMENT – Code Enforcement

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 230,780	61%	\$ 218,960	\$ 210,680	\$ 165,161
Supplies & Services	19,220	5%	22,130	20,630	7,728
Subtotal Direct Costs	\$ 250,000	66%	\$ 241,090	\$ 231,310	\$ 172,889
Internal Charges	128,260	34%	82,220	78,610	193,190
Total Expenditures	\$ 378,260	100%	\$ 323,310	\$ 309,920	\$ 366,079
Expenditures by Fund					
General Fund Portion	\$ 376,960	100%	\$ 321,910	\$ 308,520	\$ 365,196
Other Funds Portion	\$ 1,300	<1%	\$ 1,400	\$ 1,400	\$ 883
Funding Sources					
Program Revenues	\$ 10,000	3%	\$ 57,000	\$ 750	\$ -
Funding from General Revenues:					
Estimated Resident Generated	\$ 128,890	34%	\$ 93,210	\$ 108,210	\$ 128,128
Estimated Visitor Generated	\$ 239,370	63%	\$ 173,100	\$ 200,960	\$ 237,951
Employee Time Allocation (FTEs) (Budgeted)	2.15		2.25		2.38

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 remained steady during the FY 2023 and FY 2024 fiscal years, and the complexity of certain types has grown as well. Short-term vacation rentals have remained steady with the number and complexity of complaints with property owners who continue to renovate and modify their homes without proper approvals, permits, and/or licensed contractors. Some of the other most common types of code cases include outside storage, unsightly properties, overgrown weeds, exterior lighting, illegal signs, and an increase in trash violations, mostly due to wildlife.

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 2024 Accomplishments

Overall City Value - Public Safety:

- * Researched, drafted, and presented parking restrictions, specifically for RV parking, in uptown Sedona.
- * Collaborated with the municipal court to ensure proper codes are accepted by the Arizona Office of Courts.
- * 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 four civil citations.
- * Successfully adjudicated two civil citations in municipal court on cases involving construction without permits, Land Development Code violations, and City ordinance violations.
- * Attended the annual Code Enforcement League of Arizona (CELA) conference and completed training in conducting Code Enforcement investigations.
- * Currently collaborating with Arizona Game and Fish to reduce javelina incidents related to trash and feeding of wildlife.
- * Worked with Sedona Fire Marshall on zoning and potential hazardous material investigations.

COMMUNITY DEVELOPMENT – Code Enforcement

continued

FY 2025 Objectives

Overall City Value - Good Governance:

- * Continue strong enforcement action against repeat offenders of building code safety violations by issuance of civil or criminal citations.
- * Work with the 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.

Overall City Value - Public Safety:

- * 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 the 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.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Total code cases/investigations	780	700	700	595	662
Cases resolved through voluntary compliance	295	250	235	232	220
Cases resolved through forced compliance	45	40	40	13	39
Cases unsubstantiated	60	50	50	24	62
Cases closed/miscellaneous	360	360	300	301	327

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Average days from complaint to first investigation		1	1	1	1	1
Average days from investigation to voluntary compliance		45	45	45	47	44
Average days from investigation to transfer to court		N/A	N/A	87	N/A	N/A
Average days from investigation to forced compliance		90	60	90	130	46

GENERAL SERVICES

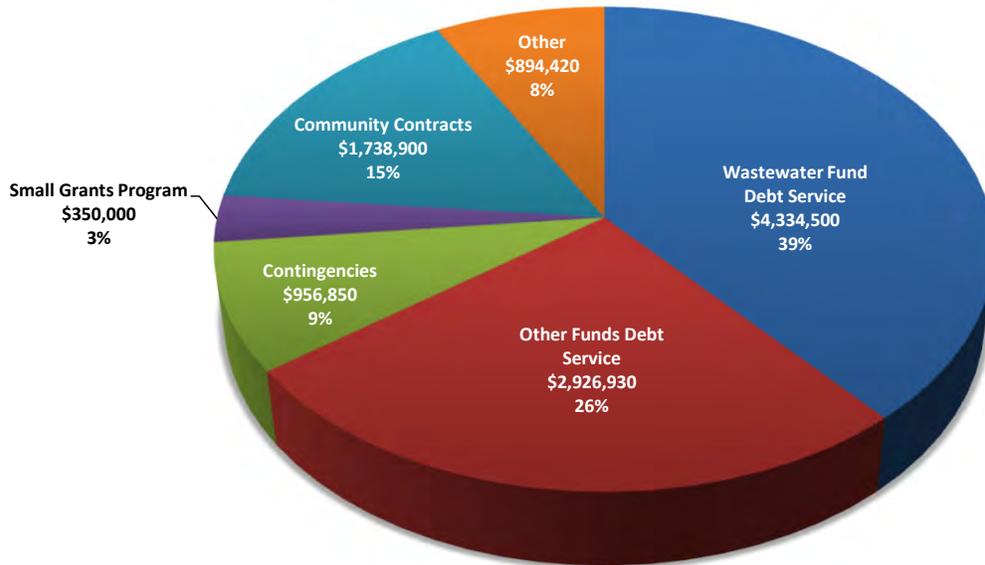
Description

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.

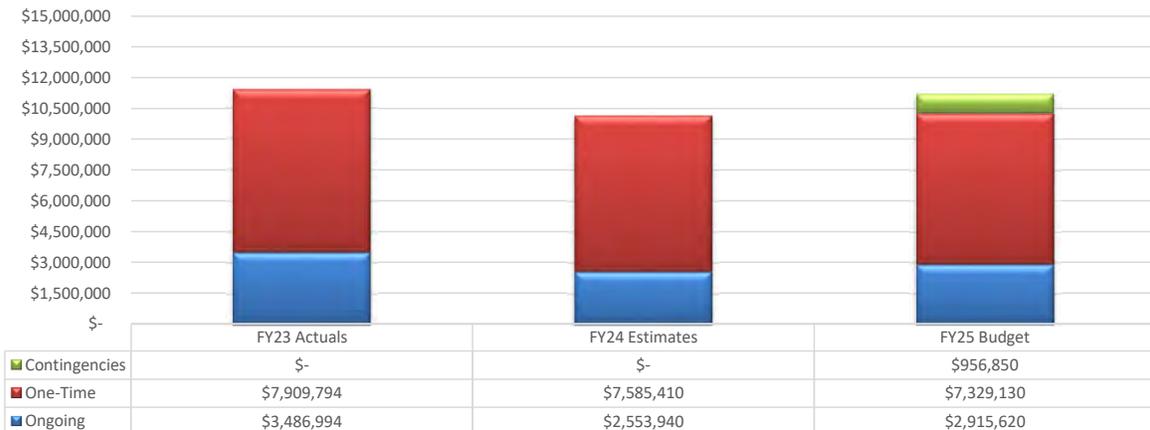
The General Services Department also includes the General Fund; Affordable Housing Fund; Grants, Donations and Restricted Funds; and Wastewater Enterprise Fund contingency budgets, which include the following:

- * \$200,000 general operating contingency (General Fund)
- * \$100,000 general operating contingency (Wastewater Enterprise Fund)
- * \$100,000 contingency for judgments (General Fund)
- * \$56,850 contingency for Housing (Housing Fund)
- * \$500,000 contingency for unknown grants and donations revenues that may be received during the year (Grants, Donations and Restricted Funds)

FY 2025 PROGRAM EXPENDITURES: \$11,201,600



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



GENERAL SERVICES – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 40,000	0%	\$ 40,000	\$ 24,900	\$ 25,124
Supplies & Services	2,927,660	26%	2,814,350	2,646,970	2,280,042
Capital & Debt Service	7,271,130	65%	7,479,460	7,463,410	7,619,058
Contingencies	956,850	9%	3,331,050	-	-
Subtotal Direct Costs	\$ 11,195,640	100%	\$ 13,664,860	\$ 10,135,280	\$ 9,924,224
Internal Charges	5,960	<1%	4,070	4,070	4,070
Total Expenditures	\$ 11,201,600	100%	\$ 13,668,930	\$ 10,139,350	\$ 9,928,294
Expenditures by Fund					
General Fund Portion	\$ 5,569,100	50%	\$ 5,941,260	\$ 4,975,010	\$ 4,896,894
Wastewater Fund Portion	\$ 4,434,500	40%	\$ 4,640,700	\$ 4,540,700	\$ 4,541,291
Other Funds Portion	\$ 1,198,000	11%	\$ 3,086,970	\$ 623,640	\$ 490,109
Funding Sources					
Allocations to Other Departments	\$ 576,140	5%	\$ 524,940	\$ 516,080	\$ 472,250
Program Revenues	\$ 5,641,000	50%	\$ 7,736,220	\$ 5,172,840	\$ 5,039,956
Funding from General Revenues:					
Estimated Resident Generated	\$ 1,744,560	16%	\$ 1,892,720	\$ 1,557,650	\$ 1,545,631
Estimated Visitor Generated	\$ 3,239,900	29%	\$ 3,515,050	\$ 2,892,780	\$ 2,870,457
Employee Time Allocation (FTEs) (Budgeted)	0.00		0.00		0.00

The Administration program includes the various and 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	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Small grants awarded	30	20	27	28	26
Average small grant award amount	\$6,830	\$9,000	\$6,212	\$10,100	\$10,394
Total small grants awarded	\$350,000	\$200,000	\$181,200	\$190,275	\$270,256
Range of small grant awards	\$3,500 - \$25,000	\$3,500 - \$25,000	\$1,650 - \$20,000	\$1,800 - \$15,000	\$3,500 - \$25,000

GENERAL SERVICES – Sustainable Tourism Contract

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Supplies & Services	\$ -	0%	\$ -	\$ -	\$ 1,468,494
Expenditures by Fund					
General Fund Portion	\$ -	0%	\$ -	\$ -	\$ 1,468,494
Funding Sources					
Program Revenues	\$ -	0%	\$ -	\$ -	\$ 1,468,494
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. Starting FY 2025, the Sustainable Tourism Contract program has been restructured and moved to the Communications, Tourism, and Economic Initiatives Department.

Council Priority - Sustainable Tourism:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Annual average daily room rate for hotels (ADR)		N/A	N/A	N/A	\$309.99	\$343.70
Bed tax collections (in millions)		N/A	N/A	N/A	\$8.6	\$8.9
City sales tax collections (in millions)		N/A	N/A	N/A	\$31.7	\$32.8
Hotel occupancy rate		N/A	N/A	N/A	65.2%	68.1%
Visitors assisted at visitor center, via email, and via telephone		N/A	N/A	N/A	144,074	124,393
Visitor Service Survey: % satisfied measured at visitor center and/or electronically		N/A	N/A	N/A	100%	99%

**City of Sedona
 FY 2024-25 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	FY 2025 Proposed	Proposed Budget Increase Over Total FY 2024
Humane Society	\$ 48,678	\$ 49,895	\$ 64,785	\$ 66,793	\$ -	\$ 66,793	\$ 66,800	\$ 4,063	\$ 70,863	\$ 71,919	\$ 77,026	\$ 93,090	\$ 96,450	\$ 3,360
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	244,500	8,500
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	896,350	31,150
Sedona Recycles	72,000	82,875	100,000	203,100	-	203,100	175,000	25,000	200,000	203,000	217,413	250,000	259,000	9,000
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	82,880	2,880
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	155,400	5,400
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	\$ 1,734,580	\$ 60,290

NOTE: The service contracts include provisions for increases based on the 12-month Western Region Consumer Price Index (CPI) for December, with a maximum increase of 5%. The December 2023 CPI was 3.6%, so the budget for each service contract has been increased by that amount for FY 2023.

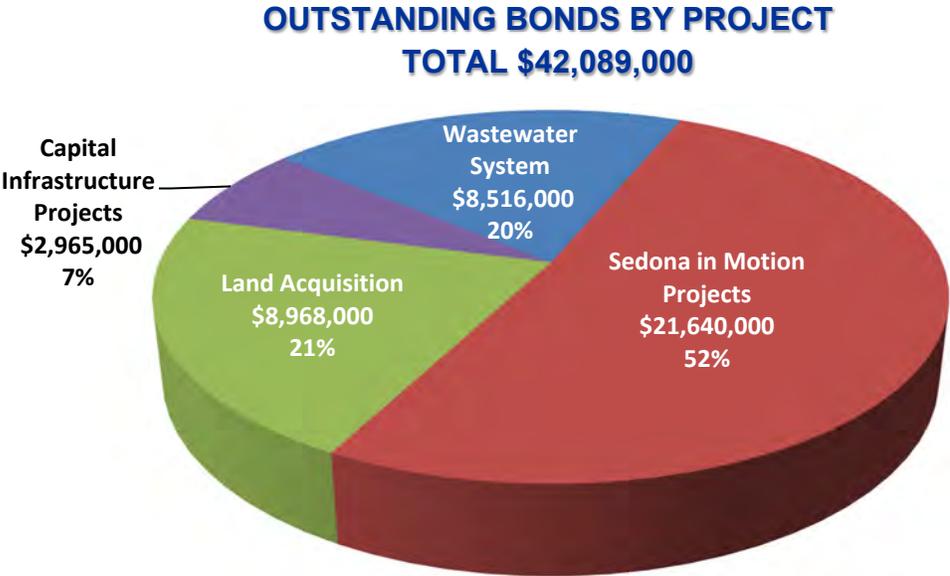
DEBT SERVICE

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 construction costs and expected increases in interest rates. Bonds were also issued in fiscal year 2022-23 for the acquisition of 41 acres of land. Not included is the possible issuance of bonds in late fiscal year 2023-24 for the Uptown parking garage. Other than these recent bond issuances, 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 \$42 million in outstanding bonds⁽¹⁾ – 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, 2024.



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.⁽²⁾ The rating affirms 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-*

⁽¹⁾Excluding possible bond issuance for Uptown parking garage.

⁽²⁾While S&P did not raise the City’s bond rating for the Series 2022 bond issuance, the insurer used for a credit enhancement to AA offered an incredibly low rate, indicating that the insurer views the City’s financial position as even stronger than S&P does.

DEBT SERVICE

continued

Bonded Debt Repayment Summary

The table below summarizes the principal and interest payments for fiscal year 2024-25 by bond issuance.

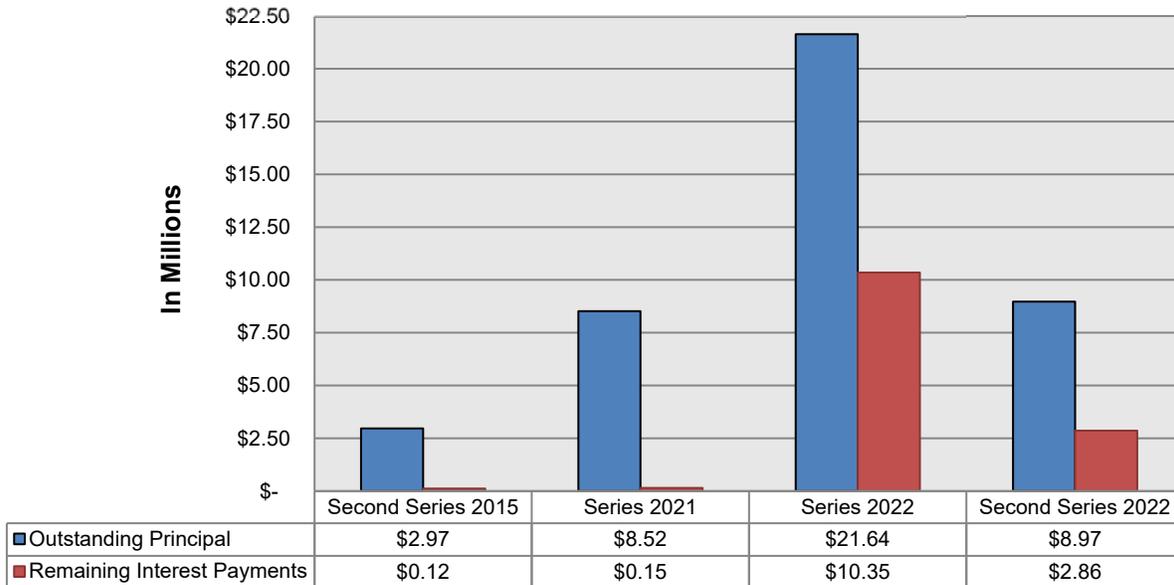
FY 2025 BOND PAYMENTS

Bond Series	FY25 Principal ⁽³⁾	FY25 Interest ⁽³⁾	Total FY25 Payment
Second Series 2015	\$ 970,000	\$ 57,521	\$ 1,027,521
Series 2021	4,233,000	98,786	4,331,786
Series 2022	-	942,000	942,000
Second Series 2022	532,000	377,553	909,553
Total Annual Payment	\$ 5,735,000	\$ 1,475,859	\$ 7,210,859

⁽³⁾The July 1, 2024 principal and interest payments have been accrued in the prior year. These amounts represent the principal and interest payments for January 1, 2025 and July 1, 2025.

The following chart summarizes the total outstanding principal and interest on City bonds outstanding⁽⁴⁾ for the next 18 years, when all current outstanding bonds will be retired.

REMAINING BOND PRINCIPAL AND INTEREST



⁽⁴⁾Excluding possible bond issuance for Uptown parking garage.

DEBT SERVICE

continued

Bonded Debt Repayments by Fund

The following table details the remaining principal and interest payments of all outstanding bonds by fund.⁽⁵⁾

FUTURE BOND PAYMENTS BY FUND

Fiscal Year	General Fund ⁽⁶⁾		Transportation Sales Tax Fund ⁽⁶⁾		Development Impact Fees Fund ⁽⁶⁾		Wastewater Fund		Totals
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	
2024-25	\$ 1,502,000	\$ 786,924	\$ -	\$ 341,580	\$ -	\$ 248,570	\$4,233,000	\$ 98,786	\$ 7,210,859
2025-26	1,545,000	745,709	-	341,580	-	248,570	4,283,000	49,683	7,213,541
2026-27	1,934,103	703,137	340,855	341,580	248,042	248,570	-	-	3,816,287
2027-28	966,176	641,751	353,546	324,537	257,278	236,168	-	-	2,779,456
2028-29	1,010,852	598,198	371,677	306,860	270,472	223,304	-	-	2,781,362
2029-30 through 2032-34	5,808,421	2,261,107	2,184,734	1,232,879	1,589,845	897,174	-	-	13,974,160
2034-35 through 2038-39	5,297,678	947,502	2,701,455	711,444	1,965,867	517,722	-	-	12,141,668
2039-40 through 2041-42	1,951,610	157,996	1,894,645	153,385	1,378,745	111,619	-	-	5,648,000
Total	\$20,015,869	\$6,842,324	\$7,846,912	\$3,753,845	\$5,710,249	\$2,731,697	\$8,516,000	\$ 148,468	\$55,565,335

⁽⁵⁾Excluding possible bond issuance for Uptown parking garage.

⁽⁶⁾The payments for Series 2022 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, transportation sales tax, and/or development impact fees.

Financed Purchases

The City has entered into financed purchase agreements for police vehicles, public transit vehicles, a street sweeper, a dump truck/snowplow vehicle, a police video system, a vactor truck, and energy saving equipment. The following table details the remaining principal and interest payments for all financed purchase agreements.

FUTURE PAYMENTS FOR FINANCED PURCHASES⁽⁷⁾

Fiscal Year	General Fund		Streets Fund		Public Transit Fund		Wastewater Fund		Totals
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	
2024-25	\$239,335	\$24,995	\$ 69,111	\$ 6,789	\$261,861	\$35,709	\$114,656	\$22,073	\$ 774,528
2025-26	180,768	18,794	71,008	4,891	268,343	26,490	119,815	16,914	707,023
2026-27	147,639	13,589	19,807	2,933	275,539	16,994	125,207	11,522	613,229
2027-28	73,696	8,912	20,740	2,000	134,088	7,201	130,841	5,888	383,364
2028-29	77,496	5,943	21,716	1,023	-	-	-	-	106,179
2029-30 through 2030-31	78,449	4,250	-	-	-	-	-	-	82,700
Total	\$797,382	\$76,484	\$202,382	\$17,635	\$939,830	\$86,392	\$490,519	\$56,397	\$2,667,023

⁽⁷⁾Does not include 4 police vehicles to be financed in fiscal year 2024-25 with total estimated annual payments of approximately \$95,000 for 5 years.

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⁽⁸⁾

Fiscal Year	General Fund		Streets Fund		Wastewater Fund		Information Technology Fund		Totals
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	
2024-25	\$ 181,299	\$ 43,198	\$34,245	\$ 6,324	\$29,121	\$ 6,755	\$18,394	\$1,955	\$ 321,291
2025-26	178,769	37,095	21,946	4,484	28,745	4,573	18,824	1,526	295,961
2026-27	160,067	31,101	16,645	2,945	22,967	2,404	19,263	1,086	256,477
2027-28	149,326	25,988	18,159	1,431	14,753	610	19,713	636	230,616
2028-29	129,318	22,396	6,413	117	1,413	15	16,779	178	176,615
2029-30 through 2033-34	647,696	83,274	-	-	-	-	-	-	730,970
2034-35 through 2038-39	519,940	32,060	-	-	-	-	-	-	552,000
2039-40 through 2040-41	271,776	4,224	-	-	-	-	-	-	276,000
Total	\$2,517,526	\$279,336	\$97,409	\$15,302	\$96,983	\$14,356	\$92,973	\$5,381	\$2,839,930

⁽⁸⁾Does not include 10 fleet vehicles to be leased in fiscal year 2024-25 with estimated annual payments of approximately \$158,670 for 5 years.

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⁽⁹⁾

Fiscal Year	Pledged Excise Tax Revenues	Principal	Interest	Total	Coverage
2024-25 (budget)	\$42,873,150	\$5,735,000	\$1,475,859	\$7,210,859	5.95
2025-26 (proj.)	42,802,640	5,828,000	1,385,541	7,213,541	5.93
2026-27 (proj.)	45,127,180	2,523,000	1,293,287	3,816,287	11.82
2027-28 (proj.)	46,343,730	1,577,000	1,202,456	2,779,456	16.67
2028-29 (proj.)	47,607,470	1,653,000	1,128,362	2,781,362	17.12

⁽⁹⁾Does not include possible bond issuance for Uptown parking garage.

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

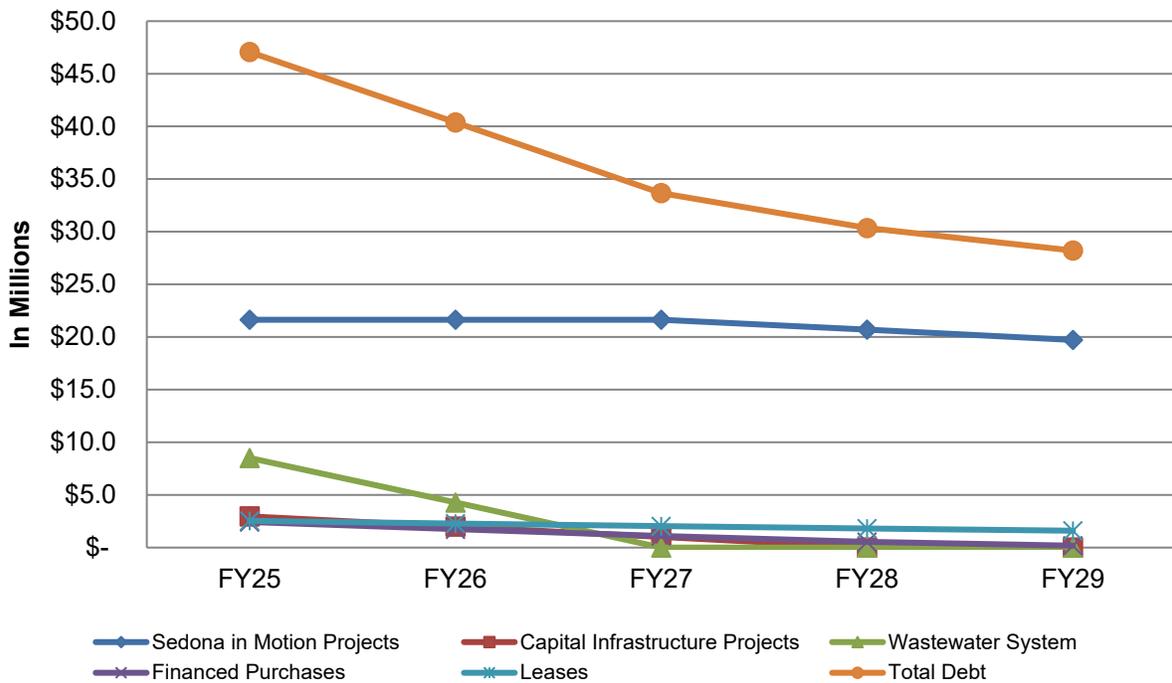
Outstanding Debt Balances

The following information details the outstanding debt balances for the next five years, assuming no early redemptions or refinancing. The final debt payment is July 1, 2042.

OUTSTANDING DEBT BALANCES BY FISCAL YEAR⁽¹⁰⁾

As of July 2	Sedona in Motion Projects	Land Acquisition	Capital Infrastructure Projects	Wastewater System	Financed Purchases	Leases	Totals
2024	\$21,640,000	\$8,968,000	\$2,965,000	\$8,516,000	\$2,430,114	\$2,547,826	\$47,066,940
2025	21,640,000	8,436,000	1,995,000	4,283,000	1,745,151	2,280,160	40,379,311
2026	21,640,000	7,881,000	1,005,000	-	1,105,217	2,031,581	33,662,798
2027	20,700,000	7,303,000	-	-	537,026	1,810,504	30,350,530
2028	19,725,000	6,701,000	-	-	177,662	1,606,415	28,210,077

OUTSTANDING DEBT BALANCES⁽¹⁰⁾



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.

⁽¹⁰⁾Does not include possible bond issuance for Uptown parking garage or fiscal year 2024-25 financed purchase for 4 police vehicles or leases for 10 fleet vehicles.

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
Second Series 2015 Bonds	7/1/2025-27	1.94%	\$ 2,965,000	115,721	Eligible to be called without premium
Series 2021 Bonds	7/1/2025-26	1.16%	8,516,000	148,468	Prepayment penalty
Series 2022 Bonds	7/1/2027-42	4.0%-5.0%	21,640,000	10,352,250	Callable 7/1/2032 without premium
Second Series 2022 Bonds	7/1/2025-37	4.21%	8,968,000	2,859,895	Callable anytime with 30-day notice without premium
Energy Efficiency Equipment	12/20/2024-30	3.60%	249,404	37,555	No prepayment penalty
FY 2021 Police Vehicles	FY 2025	1.82%-1.85%	64,365	1,186	Early termination penalty
Police Camera System	8/30/2024-25	1.85%	76,148	2,120	Early termination penalty
Street Sweeper	4/26/2025-26	2.05%	103,138	3,182	Early termination penalty
FY 2022 Police Vehicles	FY 2025- FY 2027	1.74%-2.72%	227,366	10,940	No prepayment penalty
Trailhead Shuttles	12/15/2024-26	1.95%	431,588	16,923	No prepayment penalty
Micro-Transit Vehicles	2/1/2025-28	5.37%	508,242	69,469	No prepayment penalty
Vactor Truck	6/15/2025-28	4.50%	490,519	56,397	No prepayment penalty
Dump Truck/ Snowplow	7/13/2024-28	4.71%	99,244	14,453	No prepayment penalty
FY 2024 Police Vehicles	3/7/2025-29	4.44%	180,099	24,683	No prepayment penalty
Fleet Vehicles	FY 2025- FY 2029	4.70%-11.86%	381,910	62,065	No prepayment penalty
Parking Lots	FY 2025- FY 2033	0.19%-1.25% (imputed)	82,764	5,305	No termination penalty
Postage Meter	FY 2025- FY 2026	0.58% (imputed)	9,165	60	No termination penalty
School District Administrative Site	FY 2025- FY 2041	1.49% (imputed)	1,973,269	246,231	No termination penalty if execute purchase
Copiers	7/2024-4/2029	2.31% (imputed)	100,719	5,829	Early termination penalty

DEBT SERVICE
continued

Individual Debt Issuances

The following tables detail each outstanding debt issue, including the type of debt instrument, dates of issuance, remaining principal and interest payments, and the purpose of the debt.

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
1/1/2025	\$ -		\$ 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	\$ 2,985,000		\$ 115,721	\$ 3,080,721

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
1/1/2025	\$ -		\$ 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	\$ 8,516,000		\$ 148,468	\$ 8,664,468

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
1/1/2025	\$ -		\$ 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		\$ 10,352,250	\$ 31,992,250

Bond Purpose

1. Uptown parking garage – Due to delays in the garage construction, option 4 was utilized.
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, 2032, 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
1/1/2025	\$ -		\$ 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	891,377
Total	\$ 8,968,000		\$ 2,859,895	\$ 11,827,895

Bond Purpose

Land acquisition – former Cultural Park

Subject to Call for Redemption Prior to Stated Maturity Dates?

Yes, anytime with 30-day 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
12/20/2024	\$ 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	\$ 249,404		\$ 37,555	\$ 286,959

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
7/30/2024	\$ 17,319	1.82%	\$ 315	\$ 17,634

Original Principal \$183,119
Issued November 20, 2020
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
11/20/2024	\$ 47,046	1.85%	\$ 870	\$ 47,916

Debt Purpose	4 police vehicles
Subject to Early Payoff?	Yes, with termination penalty

CITY OF SEDONA
POLICE VIDEO SYSTEM FINANCED PURCHASE

Original Principal \$185,261
Issued August 30, 2020
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
8/30/2024	\$ 37,725	1.85%	\$ 1,409	\$ 39,134
8/30/2025	38,424	1.85%	711	39,134
Total	\$ 76,148		\$ 2,120	\$ 78,267

Debt Purpose	Police video 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
4/26/2025	\$ 51,046	2.05%	\$ 2,114	\$ 53,160
4/26/2026	52,092	2.05%	1,068	53,160
Total	\$ 103,138		\$ 3,182	\$ 106,321

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
11/18/2024	\$ 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	\$ 77,385		\$ 2,708	\$ 80,094

Original Principal \$243,466
Issued April 28, 2022
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
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	\$ 149,981		\$ 8,232	\$ 158,213

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
12/15/2024	\$ 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	149,148
Total	\$ 431,588		\$ 16,923	\$ 448,512

Debt Purpose	5 shuttle vehicles
Subject to Early Payoff?	Yes, no prepayment penalty

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
2/1/2025	\$ 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	\$ 508,242		\$ 69,469	\$ 577,711

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
VACTOR TRUCK FINANCED PURCHASE
Original Principal \$600,812
Issued June 23, 2023
(Wastewater Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
6/15/2025	\$ 114,656	4.50%	\$ 22,073	\$ 136,729
6/15/2026	119,815	4.50%	16,914	136,729
6/15/2027	125,207	4.50%	11,522	136,729
6/15/2028	130,841	4.50%	5,888	136,729
Total	\$ 490,519		\$ 56,397	\$ 546,916

Debt Purpose	Vactor truck
Subject to Early Payoff?	Yes, no prepayment penalty

CITY OF SEDONA
DUMP TRUCK/SNOWPLOW FINANCED PURCHASE
Original Principal \$99,244
Issued July 13, 2023
(Streets Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
7/13/2024	\$ 18,065	4.71%	\$ 4,674	\$ 22,739
7/13/2025	18,916	4.71%	3,824	22,739
7/13/2026	19,807	4.71%	2,933	22,739
7/13/2027	20,740	4.71%	2,000	22,739
7/13/2028	21,716	4.71%	1,023	22,739
Total	\$ 99,244		\$ 14,453	\$ 113,697

Debt Purpose	Dump truck/snowplow
Subject to Early Payoff?	Yes, no prepayment penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
FY 2024 POLICE VEHICLES FINANCED PURCHASE
Original Principal \$180,099
Issued March 7, 2024
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
3/7/2025	\$ 32,960	4.44%	\$ 7,996	\$ 40,956
3/7/2026	34,423	4.44%	6,533	40,956
3/7/2027	35,952	4.44%	5,005	40,956
3/7/2028	37,548	4.44%	3,408	40,956
3/7/2029	39,215	4.44%	1,741	40,956
Total	\$ 180,099		\$ 24,683	\$ 204,782

Debt Purpose	2 police vehicles
Subject to Early Payoff?	Yes, no prepayment penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
PRE-GASB 87 PARKING LOT LEASE
Original Principal \$6,741 (as of GASB 87 implementation)
Additional Principal for FY 2023 Extension \$8,981
Issued November 4, 2013
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
7/31/2024	\$ 1,124	0.19%	\$ 1	\$ 1,125
10/31/2024	1,124	0.19%	1	1,125
Total	\$ 2,248		\$ 2	\$ 2,250

Lease Purpose	Sacajawea Plaza – 46 parking spaces
Subject to Early Termination?	Yes, no termination penalty

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 2025	\$ 8,132	6.78%-7.64%	\$ 125	\$ 8,258

Original Principal \$148,515
Issued from October 10, 2019 to February 12, 2020
(Streets Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2025	\$ 15,329	4.74%-7.55%	\$ 261	\$ 15,589

Original Principal \$33,178
Issued November 18, 2019
(Wastewater Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2025	\$ 3,149	6.29%	\$ 50	\$ 3,198

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⁽¹¹⁾

Original Principal \$98,146
Additional Principal for FY 2023 CPI Adjustment \$4,278
Issued January 19, 2021
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
1/10/2025	\$ 7,445	1.25%	\$ 1,002	\$ 8,448
1/10/2026	7,791	1.25%	910	8,701
1/10/2027	8,149	1.25%	813	8,962
1/10/2028	8,520	1.25%	711	9,231
1/10/2029	8,903	1.25%	605	9,508
1/10/2030	9,299	1.25%	494	9,793
1/10/2031	9,708	1.25%	379	10,087
1/10/2032	10,132	1.25%	258	10,389
1/10/2033	10,569	1.25%	132	10,701
Total	\$ 80,516		\$ 5,304	\$ 85,819

Lease Purpose	Sinagua Plaza – 17 parking spaces
Subject to Early Termination?	Yes, no termination penalty

⁽¹¹⁾Each year, the annual lease payment will be adjusted based on the greater of 3% or the Consumer Price Index (CPI) 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 2025	\$ 4,941	4.80%	\$ 380	\$ 5,322
FY 2026	5,185	4.80%	136	5,322
Total	\$ 10,126		\$ 516	\$ 10,642

Original Principal \$36,524
Issued May 27, 2021
(Streets Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2025	\$ 7,645	4.90%	\$ 563	\$ 8,208
FY 2026	7,343	4.90%	181	7,524
Total	\$ 14,987		\$ 744	\$ 15,731

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
9/30/2024	\$ 1,140	0.58%	\$ 13	\$ 1,153
12/31/2024	1,142	0.58%	12	1,153
3/31/2025	1,143	0.58%	10	1,153
6/30/2025	1,145	0.58%	8	1,153
9/30/2025	1,146	0.58%	7	1,153
12/31/2025	1,148	0.58%	5	1,153
3/31/2026	1,150	0.58%	3	1,153
6/30/2026	1,151	0.58%	2	1,153
Total	\$ 9,165		\$ 60	\$ 9,225

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 2025	\$ 18,075	4.90%-6.40%	\$ 2,006	\$ 20,081
FY 2026	19,127	4.90%-6.40%	954	20,081
FY 2027	6,210	4.90%-6.40%	77	6,287
Total	\$ 43,412		\$ 3,034	\$ 46,446

Original Principal \$62,186
Issued July 6, 2021 to June 24, 2022
(Wastewater Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2025	\$ 12,519	5.00%-8.80%	\$ 1,994	\$ 14,513
FY 2026	13,388	5.00%-8.80%	1,125	14,513
FY 2027	7,443	5.00%-8.80%	332	7,775
Total	\$ 33,349		\$ 3,452	\$ 36,801

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⁽¹²⁾
Original Principal \$2,277,233
Issued August 1, 2021
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
7/1/2024-6/1/2025	\$ 109,440	1.49%	\$ 28,560	\$ 138,000
7/1/2025-6/1/2026	111,076	1.49%	26,924	138,000
7/1/2026-6/1/2027	112,737	1.49%	25,263	138,000
7/1/2027-6/1/2028	114,422	1.49%	23,578	138,000
7/1/2028-6/1/2029	116,133	1.49%	21,867	138,000
7/1/2029-6/1/2030	117,870	1.49%	20,130	138,000
7/1/2030-6/1/2031	119,632	1.49%	18,368	138,000
7/1/2031-6/1/2032	122,421	1.49%	16,579	138,000
7/1/2032-6/1/2033	123,236	1.49%	14,763	138,000
7/1/2033-6/1/2034	125,079	1.49%	12,921	138,000
7/1/2034-6/1/2035	126,949	1.49%	11,051	138,000
7/1/2035-6/1/2036	128,847	1.49%	9,153	138,000
7/1/2036-6/1/2037	130,773	1.49%	7,227	138,000
7/1/2037-6/1/2038	132,728	1.49%	5,272	138,000
7/1/2038-6/1/2039	134,713	1.49%	3,287	138,000
7/1/2039-6/1/2040	136,727	1.49%	1,273	138,000
7/1/2040	11,486	1.49%	14	11,500
Total	\$ 1,973,269		\$ 246,231	\$ 2,219,500

Lease Purpose	School District Administrative site
Subject to Early Termination?	Yes, no termination penalty if execute purchase

⁽¹²⁾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 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 2025	\$ 12,346	8.23%-9.75%	\$ 3,734	\$ 16,079
FY 2026	13,513	8.23%-9.75%	2,566	16,079
FY 2027	14,791	8.23%-9.75%	1,288	16,079
FY 2028	5,737	8.23%-9.75%	173	5,910
Total	\$ 46,387		\$ 7,761	\$ 54,148

Original Principal \$67,040
Issued April 18, 2023 to May 15, 2023
(Wastewater Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2025	\$ 12,376	9.44%-9.60%	\$ 4,733	\$ 17,109
FY 2026	13,606	9.44%-9.60%	3,503	17,109
FY 2027	14,957	9.44%-9.60%	2,152	17,109
FY 2028	14,422	9.44%-9.60%	671	15,093
Total	\$ 55,362		\$ 11,059	\$ 66,421

Lease Purpose	4 fleet vehicles
Subject to Early Payoff?	Yes, no penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
FY 2024 ENTERPRISE FLEET LEASES

Original Principal \$91,499
Issued from August 23, 2023 to November 22, 2023
(General Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2025	\$ 15,642	9.18%-11.86%	\$ 7,870	\$ 23,512
FY 2026	17,417	9.18%-11.86%	6,096	23,512
FY 2027	19,396	9.18%-11.86%	4,116	23,512
FY 2028	21,604	9.18%-11.86%	1,908	23,512
FY 2029	6,046	9.18%-11.86%	120	6,166
Total	\$ 80,105		\$ 20,111	\$ 100,216

Original Principal \$80,468
Issued November 9, 2023
(Streets Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2025	\$ 13,884	8.74%	\$ 5,706	\$ 19,591
FY 2026	15,147	8.74%	4,443	19,591
FY 2027	16,525	8.74%	3,066	19,591
FY 2028	18,028	8.74%	1,562	19,591
FY 2029	7,987	8.74%	175	8,163
Total	\$ 71,572		\$ 14,953	\$ 86,525

Lease Purpose	3 fleet vehicles
Subject to Early Payoff?	Yes, no penalty

DEBT SERVICE
continued

Individual Debt Issuances (cont'd)

CITY OF SEDONA
COPIERS LEASE⁽¹⁰⁾
Original Principal \$3,305
Issued April 16, 2024

(Wastewater Fund and Information Technology Fund)

Remaining Payment Dates	Principal	Interest Rate	Interest	Total
FY 2025	\$ 19,926	2.31%	\$ 2,118	\$ 22,044
FY 2026	20,392	2.31%	1,653	22,044
FY 2027	20,868	2.31%	1,176	22,044
FY 2028	21,356	2.31%	689	22,044
FY 2029	18,177	2.31%	193	18,370
Total	\$ 100,719		\$ 5,829	\$ 106,548

Lease Purpose	13 copiers
Subject to Early Termination?	Yes, with termination penalty

⁽¹⁰⁾The lease includes variable payments, a per copy charge, that are not included in the liability because they are not fixed in substance.

FINANCIAL SERVICES

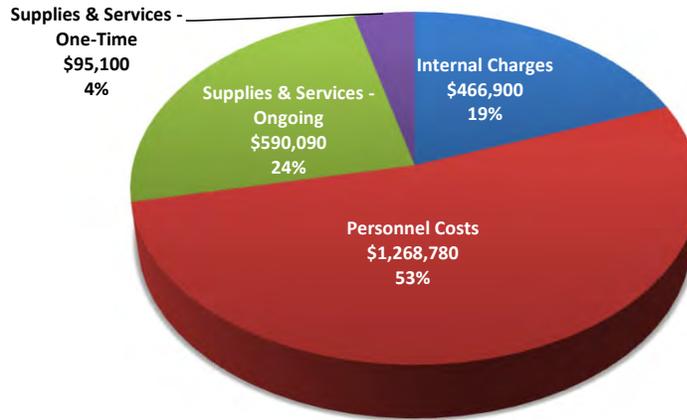
Mission Statement

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.

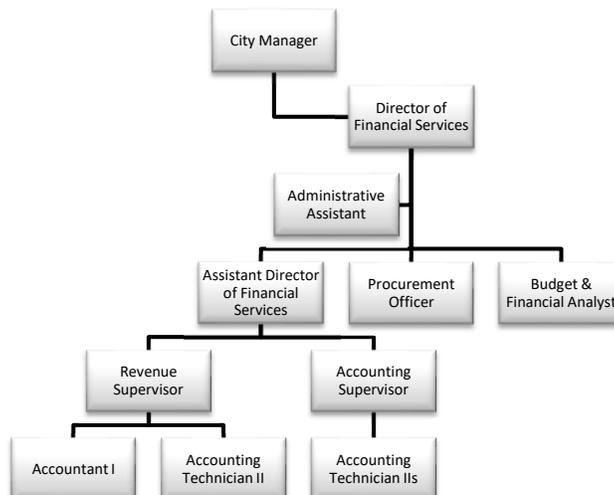
FY 2025 PROGRAM EXPENDITURES: \$2,420,870



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



FINANCIAL SERVICES – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 1,268,780	52%	\$ 1,156,210	\$ 1,129,730	\$ 1,065,395
Supplies & Services	685,190	28%	628,490	494,920	385,591
Subtotal Direct Costs	\$ 1,953,970	81%	\$ 1,784,700	\$ 1,624,650	\$ 1,458,088
Internal Charges	466,900	19%	445,900	430,180	354,140
Total Expenditures	\$ 2,420,870	100%	\$ 2,230,600	\$ 2,054,830	\$ 1,812,228
Expenditures by Fund					
General Fund Portion	\$ 2,270,150	94%	\$ 2,079,300	\$ 1,939,540	\$ 1,735,432
Wastewater Fund Portion	\$ 146,340	6%	\$ 147,140	\$ 111,150	\$ 74,326
Other Funds Portion	\$ 4,380	<1%	\$ 4,160	\$ 4,140	\$ 2,470
Funding Sources					
Allocations to Other Departments	\$ 2,213,090	91%	\$ 2,031,110	\$ 1,891,550	\$ 1,691,155
Program Revenues	\$ 207,780	9%	\$ 199,490	\$ 163,280	\$ 121,073
Employee Time Allocation (FTEs) (Budgeted)	11.00		11.56		11.24

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. A portion is also covered by the Public Transit Enterprise Fund for the cost of Verde Shuttle passes.

FY 2024 Accomplishments

Overall City Value - Fiscal Sustainability:

- * Received the Certificate of Achievement for Excellence in Financial Reporting for the Annual Comprehensive Financial Report for FY 2022 – the 24th year the City has received this award.
- * Obtained the GFOA Distinguished Budget Presentation Award for FY 2023 Budget – the tenth year the City has received the award.
- * Develop, coordinate, and facilitate solicitations required to secure consulting services for a new Enterprise Resource Planning (ERP) software.
- * 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.
- * Procured and initiated contract with investment advisor and consultant PFM.
- * Re-positioned FY 2025 budget calendar timelines to be more in line with pre-COVID budget timelines.
- * Established an accounts receivable hotline for Spanish residents.
- * Prepared and published financial reports in a timely manner.
- * Developed written policy for cash handling.
- * Implemented AZ Tax Central for tracking sales tax payments.

FY 2025 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 2025.
- * Obtain the Government Finance Officers Association (GFOA) Distinguished Budget Presentation Award for the FY 2026 Budget.
- * Prepare financial reports timely.
- * 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.
- * Develop, coordinate, and facilitate solicitations required to secure a new Enterprise Resource Planning (ERP) software.
- * Participate in selection and implementation of new ERP software.
- * Complete the implementation of the contract management software.
- * Roll out the new centralized procurement program.
- * Develop a procurement webpage.
- * Implement standardized electronic contract routing procedure.
- * Implement the investment management contract with PFM to invest City cash reserves.
- * Adhere to GFOA's best budget practices and enforce timeline for FY 2026 budget process.
- * Keep the wastewater delinquency rate below 15%.

FINANCIAL SERVICES – Administration

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Manual journal entries	850	850	800	788	1,160
Employee payments (total direct deposits and checks issued)	4,550	4,570	4,500	4,493	4,282
W-2s issued	250	280	245	259	257
Accounts payable payments processed	3,500	3,700	3,400	3,267	3,577
Purchase orders issued	250	250	225	195	211
Operating budget organization units	266	260	259	280	268
Projects in capital improvement plan	84	79	80	69	72
Average wastewater accounts billed per month	6,890	6,880	6,890	6,880	6,854
Wastewater account transfers	470	550	470	478	729
Wastewater accounts with deferred connection agreements	0	0	0	2	3
Wastewater accounts on environmental penalty	15	15	17	15	18
Delinquent wastewater accounts and total delinquent balance	38/\$55K	40/\$70K	39/\$56K	40/\$68K	58/\$71K

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 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	3.77% yield / 5.50% benchmark	3.093% yield / 5.100% benchmark	1.090% yield / 1.180% benchmark
Bond rating (Standard and Pools)		AA-	AA-	AA-	AA-	AA-
Audit findings		0	0	0	1	0
Department ongoing expenditures as percentage of total City operating expenditures		4.25%	4.48%	4.33%	4.05%	3.98%
Internal Survey: Overall satisfaction with service and support (% of responses favorable)		100%	100%	100%	N/A	97%
Cost per employee pay		\$37.22	\$32.25	\$31.39	\$27.51	\$27.35
Accounts payable transactions processed within 30 calendar days: Date received by various City departments to date processed by Financial Services (ICMA Benchmark 2017-2022)	86% (all) / 81% (cities under 30,000 pop.)	90%	92%	86%	82%	92%
Purchases made via purchasing card/credit card as a percentage of all purchases (ICMA Benchmark 2017-2022)	5% (all) / 4% (cities under 30,000 pop.)	10%	10%	10%	10%	9%
Purchasing card cash back awards		\$36,000	\$35,000	\$35,115	\$32,997	\$21,202
Cost per accounts payable transaction (procurement function separated starting FY24)		\$44.75	\$37.23	\$35.08	\$52.42	\$43.55
GFOA Distinguished Budget Presentation Award		Yes	Yes	Yes	Yes	Yes
Percentage difference in budgeted revenues to actuals		+/-10%	+/-10%	-1%	-10%	<1%
Percentage difference in budgeted expenditures to actuals		15%	15%	16%	30%	16%
Wastewater delinquency rate		11%	15%	11%	13%	13%
Wastewater customers paying electronically		80%	82%	78%	73%	76%
Cost per cash receipt		\$8.51	\$6.95	\$8.28	\$7.68	\$5.68



**City of Sedona
Decision Package
Fiscal Year 2024-25**

Request Title	Senior Tax Auditor
Department	Financial Services
Program	Administration
Funding Request Type	Personnel
Source of Funds	General Fund
Amount Requested	\$97,830
Priority	Medium

I. Description of Request

An in-house Senior Tax Auditor position, with a reduction in the contracted sales tax auditor budget from \$72,000 to \$20,000 to retain support for technical questions. Includes computer equipment and software (\$3,800), furniture (\$3,000), and remodel of office space (\$23,000). Position is projected to be Range SG-17.

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 requests for sales tax data requiring manual calculations have increased. Workloads have prohibited the ability to do other analytics that have been done in the past such as split between visitor and resident generated tax revenues, tax revenues generated by region (Uptown, West Sedona, 179/Hillside), tax revenues by retail category (galleries, etc.), tax revenues by retail location (local, online), etc. This position would provide the capacity to perform these analyses on a much more regular basis. While we could request AZ Department of Revenue (ADOR) to do audits of our taxpayers, they would not be interested in doing any audits of businesses that are not very large companies themselves. The City currently contracts for sales tax audit services. We consider that firm to be the only viable option for contracted sales tax audits. It is a small firm with likely no one to take over when the owner retires. Sales tax audits are an important part of ensuring taxpayer compliance. The contracted auditor performs about 15-20 audits per year, while an in-house auditor would be able to conduct significantly more. Due to workloads, we have declined opportunities to coordinate with ADOR for taxpayer trainings and other outreach programs. This position would provide the capacity to perform outreach with the taxpayers to help ensure better compliance.

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.

We could continue as is with the contracted sales tax auditor, no participation in outreach programs, and rare opportunities to conduct analytics and special report generation. When the owner of the contracted sales tax firm retires, we would likely have no resource for audits. Audits are an important component to gaining compliance.

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 Council approves this request, we will have conversations with the contracted sales tax auditor about a support contract for technical questions. We expect this position to need this resource at least in the beginning. Remodel work will need to be done to provide a space for this position. Recruitment of an individual with prior experience and ability to mostly work independently will be important.

V. Cost Savings/Revenue Enhancements

Please explain any cost savings, new funding sources or increased revenues.

Sales tax audits and educational outreach have an ongoing impact on the collection of sales tax revenues. Over the past 14 years, the contracted sales tax auditor has generated over \$2 million in audit collections, which averages approximately \$145,000 per year. This does not include the compounding effect of subsequent compliance following the audits, which is estimated at about \$15-\$20 million over the 14-year timeframe. This position would continue to add to the compliance and revenue generation. Depending on the balance of the various analytical tasks and audits performed, this position would likely at least double or triple the number of audits completed which would impact the level of audit collections and ongoing compliance.

HOUSING

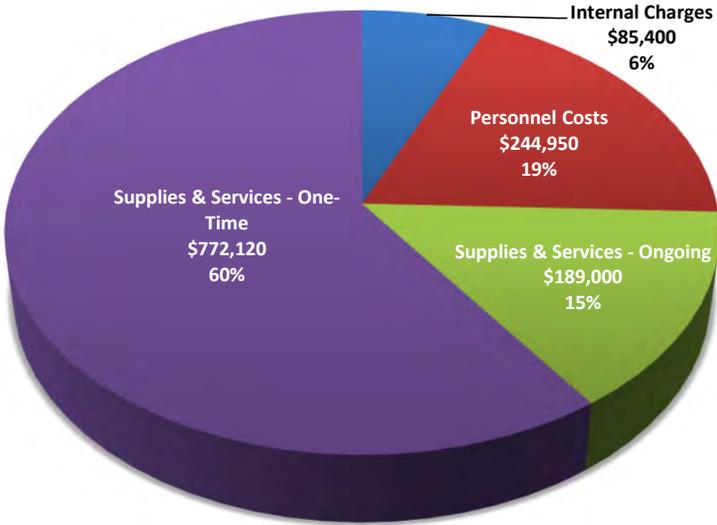
Mission Statement

To support a sustainable and inclusive community by expanding and preserving housing opportunities affordable to the local workforce and existing residents

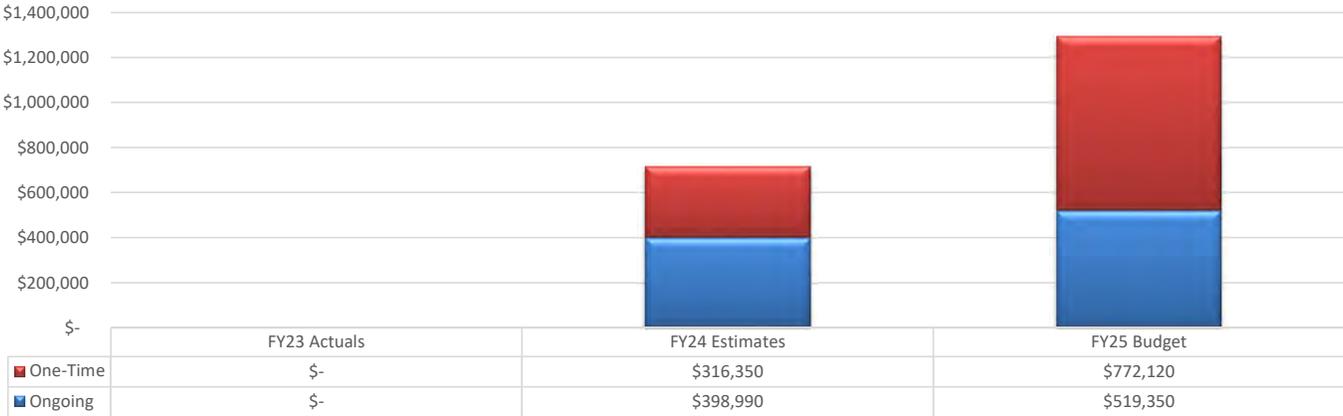
Description

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.

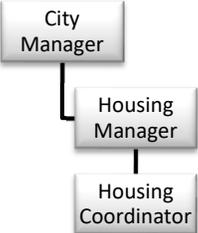
FY 2025 PROGRAM EXPENDITURES: \$1,291,470



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



HOUSING – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 244,950	19%	\$ 231,660	\$ 228,410	\$ -
Supplies & Services	961,120	74%	1,049,600	409,900	-
Subtotal Direct Costs	\$ 1,206,070	93%	\$ 1,281,260	\$ 638,310	\$ -
Internal Charges	85,400	7%	82,190	77,030	-
Total Expenditures	\$ 1,291,470	100%	\$ 1,363,450	\$ 715,340	\$ -
Expenditures by Fund					
Other Funds Portion	\$ 1,291,470	100%	\$ 1,363,450	\$ 715,340	\$ -
Funding Sources					
Program Revenues	\$ 1,611,760	125%	\$ 1,423,780	\$ 979,220	\$ -
Employee Time Allocation (FTEs) (Budgeted)	2.00		2.00		0.00

Program costs are primarily allocated to the Housing Fund. A portion of this program is funded by the Grants, Donations, and Restricted Funds for the Steps to Recovery Housing project and the Safe Place to Park program.

FY 2024 Accomplishments

Council Priority - Affordable/Workforce Housing and Homelessness:

- * Maintained inventories of vacant land suited for workforce housing, and land with redevelopment potential for workforce housing.
- * Updated Development Incentives and Guidelines for Affordable Housing (DIGAH) document. Codified DIGAH and Land Development Code (LDC) updates, identifying any code impediments to affordable housing development. Ongoing as time permits and will carry over to FY 2025.
- * Considered allowing full kitchens in guest houses – delayed for further analysis and for other communities' banning of short-term rentals (STRs) in guest homes/accessory dwelling units (ADUs) to withstand legal challenges.
- * Continued to explore additional public-private partnerships ongoing. Total of 587 affordable units currently in predevelopment (+107 market-rate apartments)
- * Dreamcatcher Inn - Explored possible acquisition/long-term lease of 24 transitional housing studios (10 ready-to-rent extended stay hotel rooms and 14 with kitchens to be added). - Update: Housing Solutions of Norther Arizona (HSNAZ) was not able to secure grant funding to advance this project.
- * Goodrow property/private nonprofit developer approximately 54 units - In public outreach phase, plans submitted to Community Development for three-story townhomes and apartments.
- * Soldiers Pass Apartments/private property owner - 38 units in architectural design.
- * 401 Jordan Road (City-owned) - local developer proposed 5,000 square foot retail plus 46 units affordable housing. Working on refining numbers – 4% tax credit/bond deal.
- * 2250 Shelby Drive - With 4% tax credits and other funding from Arizona Department of Housing (ADOH), developer's gap is at \$2.25 million. Council has approved proposed City funding to fill the gap, and development review will go to PandZ in 2024.
- * 2035 Shelby Drive (the corner hillside lot at the south end of Sunset Drive) - Proposed 99 units, half affordable. Developer is finalizing budget and identifying bank financing and private equity.
- * Sunset Lofts - Applying for grant funding and reworking affordability levels to close current \$4 million development gap.
- * Preliminary discussions with St. John Vianney Catholic Church to add housing (possibly senior housing) to their redevelopment plans, which include a retreat center and will require rezoning.
- * Request for Proposals (RFP) for Cultural Park Phase 1 Housing resulted in two viable proposals. Proposals have been scored and Housing Manager is currently negotiating with the top-ranked developer in hopes of bringing something forward for Council's consideration.
- * Continuing community outreach and public engagement strategy/communications in support of affordable housing, including ongoing regular social media regarding programs offered and housing information sessions at the Library to reach the Spanish-speaking community on issues raised regarding landlord tenant law and Fair Housing in April 2024.
- * Fair Housing Proclamation to highlight Fair Housing issues in April 2024.
- * Explored temporary use of the Cultural Park for a Safe Place to Park program for Sedona workforce. On January 9, Council discussed and directed staff to move forward with the program, pending final Council action for contracts and zoning change. On February 6, PandZ recommended of approval for zoning change. Zoning and ADOH and VVHC contracts approved by City Council on March 12.
- * \$875,000 grant awarded by ADOH for the proposed Safe Place to Park program.
- * Developed partnership with Verde Valley Homeless Coalition (VVHC) to enhance capacity and services into Sedona, including operating the Safe Place to Park program.

HOUSING – Administration

continued

FY 2025 Objectives

Council Priority - Affordable/Workforce Housing and Homelessness:

- * Continue to maintain inventories of vacant land suited for workforce housing.
- * Re-propose ADU allowances/guest houses with kitchens.
- * Continuing to explore additional development partnerships and create development agreements for affordable housing development: Dreamcatcher Inn acquisition by HSNAZ with possible nonprofit partnership, negotiate affordability at Soldiers Pass Apartments with private property owner (38 units in architectural design), solicit bids for the redevelopment of 401 Jordan Road (City-owned) with affordable housing, 2035 Shelby Drive proposed 99 units with half affordable, support St. John Vianney Catholic Church in adding housing (possibly senior housing) to their redevelopment plans, re-issue RFP for Cultural Park Phase 1 Housing.
- * Support Steps to Recovery in their application for additional Community Development Block Grant (CDBG) funds for their transitional housing project.
- * Continuing community outreach and public engagement strategy/communications in support of affordable housing, including ongoing regular social media regarding programs offered and promoting Fair Housing and understanding of the state's landlord/tenant laws.
- * Continue to provide technical services/support to local nonprofits for grant-seeking and program development.
- * Convene local employers in a strategy to financially support housing development for the local workforce.
- * Complete (with consultant) and respond to the recommendations of the Homelessness Needs Assessment.
- * Continue to work with VVHC to build their capacity to expand services into Sedona, including operating the Safe Place to Park program.
- * Revise the Rent Local program to expand its appeal to STR owners.
- * Stand up the Emergency Voucher program for cold/wet weather sheltering.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Council meetings and work sessions	4	4	7	1	1
Down-payment assistance applications	20	20	25	14	14
Rent Local applications	10	20	7	N/A	N/A
Housing inquiries	50	N/A	54	N/A	N/A
Outreach and engagement events attended/hosted	10	N/A	10	4	N/A
Safe Place to Park participants	80	N/A	40	N/A	N/A

Council Priority - Affordable/Workforce Housing & Homelessness:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Housing Production: New deed-restricted affordable housing units approved		100	N/A	60	30	3
Housing Investment: Affordable housing projects assisted with housing funds		3	3	1	1	1
Down-payment assistance applications approved and funded		10	10	3	1	1
People housed through Rent Local Program		10	10	6	N/A	N/A
New affordable housing units available (CofO)		30	N/A	0	0	N/A
Safe Place to Park participants housed		40	N/A	4	N/A	N/A
Voluntary deed restrictions placed		20	N/A	12	N/A	N/A

CITY ATTORNEY'S OFFICE

Mission Statement

The City Attorney's Office provides quality legal advice and services to the City Council, City departments, and City boards/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, personnel, and elected and appointed officials in several key areas:

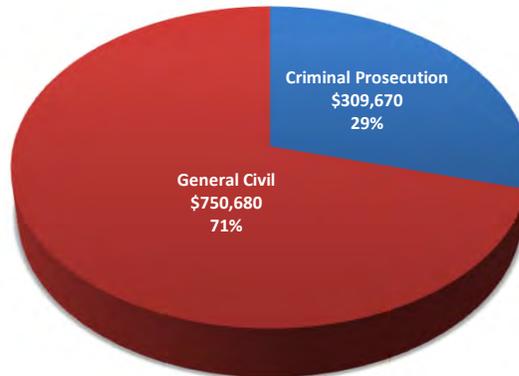
* Administration - The City Attorney's Office provides legal advice to the Mayor and Council, the City Manager, City departments and the City's boards and commissions; drafts, reviews, and approves all contracts entered into by the City; assists in drafting all resolutions and ordinances submitted for 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 legal support services.

* General Civil - The City Attorney's Office is responsible for initiating or defending claims and suits brought against the City.

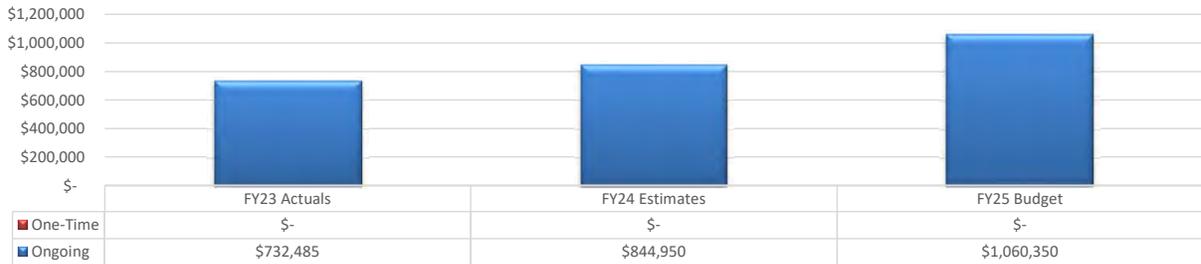
* Land Development – The City Attorney's Office reviews all planning and zoning matters related to the City; reviews changes to the Sedona Land Development Code; and provides guidance to staff of the City's Community Development Department and Planning and Zoning Commission on land development matters.

* Criminal Prosecution – The City Attorney's Office charges and prosecutes all misdemeanors and criminal traffic offenses that occur within the City limits in the Sedona Magistrate Court.

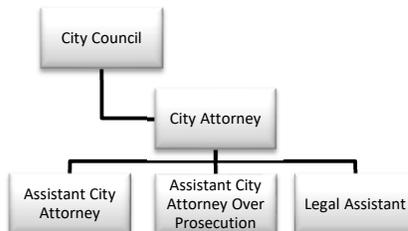
FY 2025 PROGRAM EXPENDITURES: \$1,060,350



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



CITY ATTORNEY'S OFFICE – Criminal Prosecution

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 251,840	81%	\$ 233,250	\$ 235,190	\$ 224,708
Supplies & Services	2,700	1%	2,700	2,700	-
Subtotal Direct Costs	\$ 254,540	82%	\$ 235,950	\$ 237,890	\$ 224,708
Internal Charges	55,130	18%	32,110	30,570	34,640
Total Expenditures	\$ 309,670	100%	\$ 268,060	\$ 268,460	\$ 259,348
Expenditures by Fund					
General Fund Portion	\$ 309,670	100%	\$ 268,060	\$ 268,460	\$ 259,348
Funding Sources					
Program Revenues	\$ 11,200	4%	\$ 3,000	\$ 4,200	\$ 3,300
Funding from General Revenues:					
Estimated Resident Generated	\$ 104,460	34%	\$ 92,770	\$ 92,490	\$ 89,617
Estimated Visitor Generated	\$ 194,010	63%	\$ 172,290	\$ 171,770	\$ 166,431
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 2024 Accomplishments

Overall City Value - Public Safety:

- * Successfully prosecuted cases through negotiated plea agreements or trial in the Sedona Magistrate Court.
- * Continued to successfully prosecute cases despite significant delays in disclosure of media files due to operational issues with the digital evidence management system.
- * Coordinated with Sedona Magistrate Court personnel to improve efficiency in the processing of cases.
- * Provided exceptional service to victims in compliance with Victim Rights.

FY 2025 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	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Cases filed	248	338	285	231	363
Provide an annual case law update to Police Department	4	4	4	2	2
Hours of training provided to Police Department on operational matters	17	15	32	16	20
Cases managed	262	N/A	293	284	265

CITY ATTORNEY'S OFFICE – General Civil

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 443,350	59%	\$ 324,370	\$ 320,600	\$ 287,047
Supplies & Services	206,750	28%	258,250	158,250	114,139
Subtotal Direct Costs	\$ 650,100	87%	\$ 582,620	\$ 478,850	\$ 401,187
Internal Charges	100,580	13%	103,160	97,640	71,950
Total Expenditures	\$ 750,680	100%	\$ 685,780	\$ 576,490	\$ 473,137
Expenditures by Fund					
General Fund Portion	\$ 650,680	87%	\$ 585,780	\$ 576,490	\$ 471,964
Wastewater Fund Portion	\$ 100,000	13%	\$ 100,000	\$ -	\$ 1,173
Funding Sources					
Allocations to Other Departments	\$ 650,690	87%	\$ 575,540	\$ 576,490	\$ 471,959
Program Revenues	\$ 100,000	13%	\$ 100,000	\$ -	\$ 1,173
Employee Time Allocation (FTEs) (Budgeted)	2.35		1.89		1.89

The City Attorney's Office provides internal services to City departments, personnel, and elected and appointed officials in several key areas:

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* General Civil - The City Attorney's Office is responsible for initiating or defending claims and suits brought against the City.

* Land Development – The City Attorney's Office reviews all planning and zoning matters related to the City; reviews changes to the Sedona Land Development Code; and provides guidance to staff of the City's Community Development Department and Planning and Zoning Commission on land development matters.

FY 2024 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, drafting, and implementing new and amended ordinances, including right-of-way encroachment, lot drainage, watercourse management, parking prohibitions, and Land Development Code updates.
- * Represented City in Sabrina Beram v. City of Sedona in the 9th Circuit Court of Appeals.
- * 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 nearly 100 different legal topics.
- * Provided legal advice to the City Clerk's office on open meeting law and election issues and the fulfillment of public record requests.
- * Managed, tracked, and assisted City departments in resolving various claims against the City.
- * Hired and trained a new Assistant City Attorney.
- * Monitored bankruptcy petitions involving the City of Sedona.
- * Acted as City's Designated Public Lobbyist.

CITY ATTORNEY'S OFFICE – General Civil

continued

FY 2025 Objectives

Overall City Value - Good Governance:

- * Continue to staff all City Council and Planning and Zoning Commission meetings and other public meetings as requested.
- * Review all contracts, policies, resolutions, and ordinances; provide legal advice to City departments.
- * Continue work with the 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.
- * 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 legislation and adopted land use laws and provide advice on impacts to the City.
- * Review and assist with 2024 revisions to the Sedona Land Development Code.
- * Provide legal advice and support for the 2024 election for a City Mayor and three City Councilor positions.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Admin - City Council agenda bill items reviewed	185	185	185	182	182
Admin - Ordinances processed	14	10	14	15	9
Admin - Resolutions processed	30	35	30	45	40
Admin - Public meetings attended	69	65	71	68	67
Admin - Contracts reviewed	135	126	136	105	165
Admin - Legal opinions provided	350	267	380	357	331
Land Development - Planning and zoning matters reviewed	10	15	10	7	13
General Civil - Claims and suits against City	9	9	0	10	10
General Civil - Claims against City resolved without litigation	9	6	8	8	10
General Civil - Traffic accidents involving City vehicles	18	17	18	19	16
General Civil - Claims regarding property damage to City property	17	21	10	13	28

CITY COUNCIL

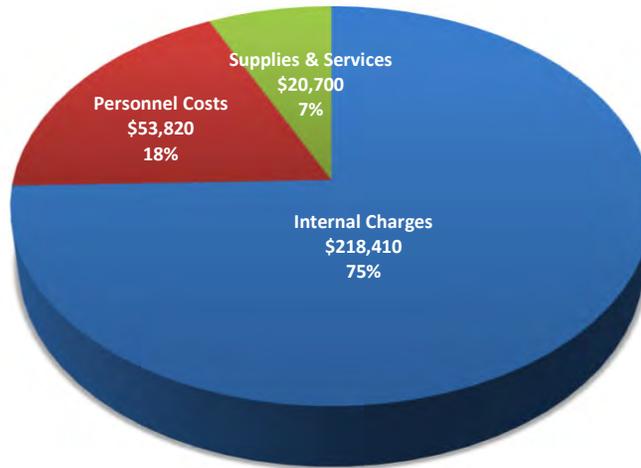
Mission Statement

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 2025 PROGRAM EXPENDITURES: \$292,930



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



CITY COUNCIL – Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 53,820	18%	\$ 53,820	\$ 53,700	\$ 51,493
Supplies & Services	20,700	7%	24,400	15,050	20,682
Subtotal Direct Costs	\$ 74,520	25%	\$ 78,220	\$ 68,750	\$ 72,174
Internal Charges	218,410	75%	240,340	239,010	163,120
Total Expenditures	\$ 292,930	100%	\$ 318,560	\$ 307,760	\$ 235,294
Expenditures by Fund					
General Fund Portion	\$ 292,930	100%	\$ 318,560	\$ 307,760	\$ 235,294
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 102,530	35%	\$ 111,500	\$ 107,720	\$ 82,353
Estimated Visitor Generated	\$ 190,400	65%	\$ 207,060	\$ 200,040	\$ 152,941
Employee Time Allocation (FTEs) (Budgeted)	7.00		7.00		7.00

FY 2024 Accomplishments

Overall City Value - Fiscal Sustainability:

- * Approved a balanced budget

Council Priority - Implement traffic improvements - Sedona In Motion:

- * Completed Back O' Beyond low water crossing
- * Completed Pinon Drive shared-use path
- * Completed Phase I of the Navoti Drive to Dry Creek shared-use path
- * Completed SIM 1B - Uptown northbound Amara turn lane
- * Approved bids for construction of the Pedestrian Crossing at Oak Creek
- * Completed final report on Uptown Parking Study and provided direction to move forward with design and obtaining Guaranteed Maximum Price (GMP) or bids on garage
- * Completed extension of Forest Road

Council Priority - Expand public transit system:

- * Approved acceptance of FTA 5339 grant for two additional micro-transit vehicles
- * Approved acceptance of \$720K grant for the design and engineering of the transit maintenance and operation facility
- * Approved Micro Transit Fare structure

Council Priority - Construct affordable/workforce housing units:

- * Awarded Community Development Block Grant to Steps to Recovery
- * Leased land and loaded \$2.25M for 30-unit, deed restricted apartment complex on Shelby Drive
- * Received \$825K grant and approved temporary work-force housing Safe Place to Park Program in partnership with Verde Valley

Homeless Coalition

- * Converted four homes from short-term rentals to long-term rentals through the Rent Local Program
- * Revised Down-payment Assistance Program and issued two additional loans for the local workers
- * Recorded 12 deed restrictions through the Deed Restriction Program
- * Assessed two proposals for an affordable apartment complex at the Cultural Park

Council Priority - Explore opportunities for environmental stewardship/sustainability:

- * Completed partnership with Oak Creek Watershed Council on watershed education and outreach
- * Completed Urban Heat Data Collection and Map Creation
- * Expanded Community Food Scraps Composting Program to 100 residences
- * Retrofitted 23 homes through the Home Energy Retrofit Project
- * Implemented Municipal Sustainability Plan
 - Installed Big Belly smart trash receptacles
 - Collected 12K lbs. of electronics and 18K lbs. of hazardous waste during the 2023 Household Hazardous Waste Event
 - Installed 13 bike racks across municipal facilities
 - Implemented Watchwire Utility Tracking Platform
 - Implemented eBike fleet

Council Priority - Pursue innovative strategies for economic diversification:

- * Focused efforts toward bringing broadband to Sedona
- * Solicited Requests for Information from Internet Service Providers

Council Priority - Complete Emergency Preparedness Plan:

- * Launched Know Your Zone using "Ready-Set-Go"
- * Completed the first-ever in the state Evacuation and Re-entry Plan
- * Created the Community Emergency Preparedness Guide

FY 2024 Accomplishments (cont'd)

Council Priority - Chamber Contract Review:

- * City of Sedona designated official Destination Marketing and Management Organization
- * Approved contract with SCCTB for continued operations of Visitor Center
- * Launched Tourism Business Database for businesses
- * Created Tourism Advisory Board
- * Approved launch of Winter and Summer Destination Marketing Campaign
- * Approved Tourism Strategic Plan

Council Priority - Improve citizen communication/relations:

- * Approved hiring of Web Content Manager position
- * Completed FY 2024 Council priorities video
- * Completed FY 2024 City Budget Survey

Council Priority - Monitor short-term rentals:

- * Continued to fight for local control at the state legislative level

Council Priority - Mitigate trailhead congestion/impact to neighborhoods:

- * Completed Back O' Beyond safety and drainage improvements

Council Priority - Complete Community Plan update:

- * Approved Community Plan

Council Priority - Accelerate Ranger Station Park buildout

- * Approved park design and art features for the park's landscaping, playground, and restrooms
- * Completed the landscaping, playground, and restrooms at the park
- * Approved purchase of the Stormy Bay sculpture and completed installation at the park

Council Priority - Complete environmental impact study on OHVs/trail access

- * Completed study
- * Received recommendations from the Greater Sedona Recreational Collaborative
- * Approved voluntary agreement with local OHV rental industry

Council Priority - Review assessment for airport acquisition

- * Approved contract for full evaluation of Airport structure & operations
- * Reviewed assessment for airport acquisition

Council Priority - Construct eight pickleball courts at Posse Grounds Park

- * Approved location of courts and associated amenities
- * Completed construction and installation of eight pickleball courts

Council Priority - Initiate and implement enterprise resource planning (ERP) system

- * Approved contract with consultant to assist with purchase of ERP system
- * Launched kickoff meeting
- * Completed initial needs assessment

Council Priority - Revisit Sedona Land Development Code (LDC) in light of newer policy goals (i.e., housing and sustainability)

- * Approved second round of updates to LDC

Other Accomplishments

- * Approved consultant contract to work with staff to initiate the master planning process for the Cultural Park

FY 2025 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 and reduce homelessness
- * Explore opportunities to reduce carbon emissions by 50% by 2030
- * Expand broadband services
- * Consider concepts for Cultural Park development
- * Pursue short term rental legislation to regain local control
- * Monitor Tourism Management
- * Evaluate airport acquisition by City

CITY COUNCIL – Administration

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
City Council communications reviewed	185	185	185	182	182
Public meetings held	62	56	62	59	54
Hours spent in City Council meetings	176	180	176	174	169

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Expenditures per capita: All General Fund services (ICMA Benchmark 2017-2022)	\$943 (all) / \$1,243 (cities under 30,000 pop.)	\$2,847	\$2,527	\$2,446	\$2,292	\$2,024
Expenditures per capita + annualized visitor population: All General Fund services		\$1,454	\$1,259	\$1,242	\$1,158	\$1,013

CITY CLERK'S OFFICE

Mission Statement

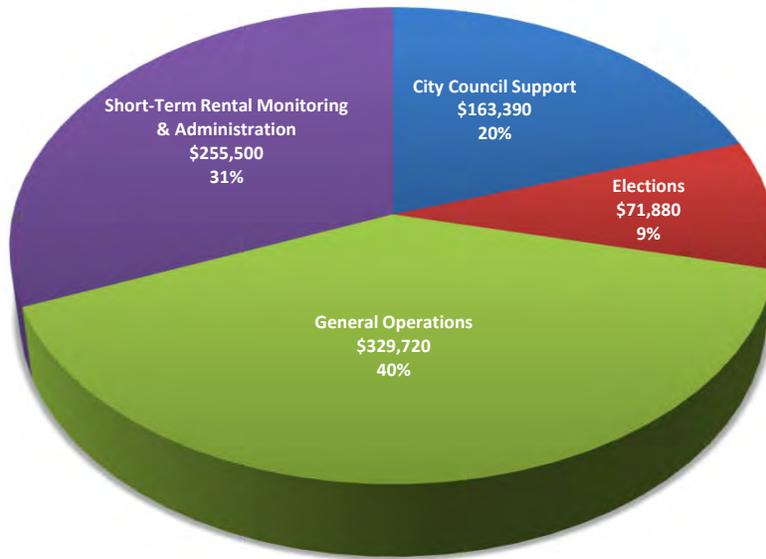
To provide exceptional service to the Mayor and City Council, the public, and City staff so that all may be guaranteed fair and impartial elections and open access to information and the legislative process.

Description

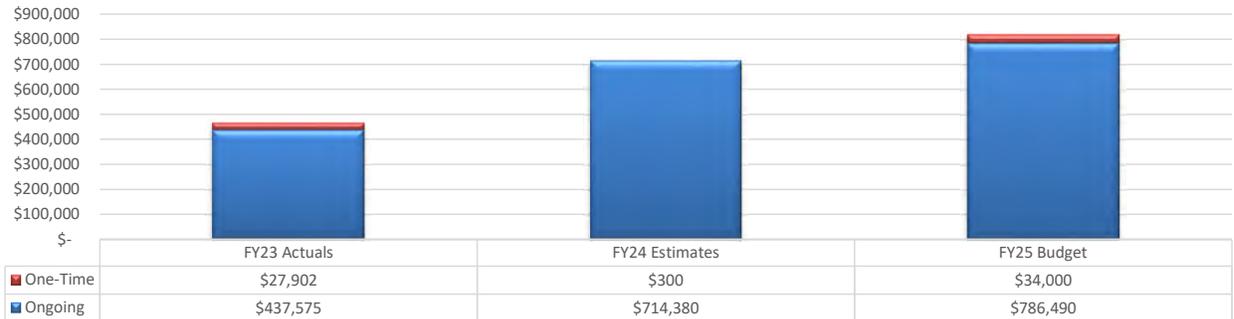
The City Clerk's Department is responsible for the following program areas:

- * City Council Support
- * Elections
- * General Operations, including customer relations, records management, permits, licenses, and registrations.
- * Short-Term Rental Monitoring and Administration

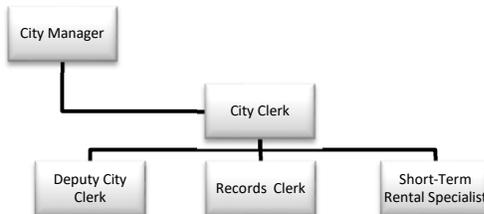
FY 2025 PROGRAM EXPENDITURES: \$820,490



FY 2023 - FY 2025 ONGOING VS. ONE-TIME EXPENDITURES



DEPARTMENT ORGANIZATION CHART



CITY CLERK'S OFFICE – City Council Support

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 107,290	66%	\$ 79,780	\$ 80,720	\$ 79,332
Supplies & Services	15,000	9%	15,000	15,000	18,430
Subtotal Direct Costs	\$ 122,290	75%	\$ 94,780	\$ 95,720	\$ 97,763
Internal Charges	41,100	25%	17,610	17,140	37,150
Total Expenditures	\$ 163,390	100%	\$ 112,390	\$ 112,860	\$ 134,913
Expenditures by Fund					
General Fund Portion	\$ 163,390	100%	\$ 112,390	\$ 112,860	\$ 134,913
Funding Sources					
Funding from General Revenues:					
Estimated Resident Generated	\$ 57,190	35%	\$ 39,340	\$ 39,500	\$ 47,220
Estimated Visitor Generated	\$ 106,200	65%	\$ 73,050	\$ 73,360	\$ 87,693
Employee Time Allocation (FTEs) (Budgeted)	0.90		0.73		0.75

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 2024 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 2025 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	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
City Council agendas posted	62	56	62	59	54
City Council agenda bills processed	185	185	185	182	182
City Council meetings attended with minutes completed	62	56	62	59	54
Hours spent in City Council meetings	176	180	176	174	169
Ordinances processed	14	16	14	15	9
Resolutions processed	30	35	30	45	40

CITY CLERK'S OFFICE - Elections

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 19,350	27%	\$ 18,690	\$ 18,940	\$ 8,863
Supplies & Services	35,450	49%	1,850	1,750	28,567
Subtotal Direct Costs	\$ 54,800	76%	\$ 20,540	\$ 20,690	\$ 37,431
Internal Charges	17,080	24%	4,780	4,600	17,480
Total Expenditures	\$ 71,880	100%	\$ 25,320	\$ 25,290	\$ 54,911
Expenditures by Fund					
General Fund Portion	\$ 71,880	100%	\$ 25,320	\$ 25,290	\$ 54,911
Funding Sources					
Program Revenues	\$ -	0%	\$ 10	\$ -	\$ 30
Funding from General Revenues:					
Estimated Resident Generated	\$ 25,160	35%	\$ 8,860	\$ 8,850	\$ 19,208
Estimated Visitor Generated	\$ 46,720	65%	\$ 16,450	\$ 16,440	\$ 35,673
Employee Time Allocation (FTEs) (Budgeted)	0.17		0.18		0.11

This program area includes conducting regular and special municipal elections, accepting campaign finance filings, and assisting Yavapai and Coconino Counties with elections.

FY 2024 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 were done in a timely manner.

FY 2025 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.
- * Coordinate Primary Election and General Election for City Council.
- * Provide Council Candidate Packets to potential candidates.
- * Serve as filing officer for City Council candidates.

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
City elections	2	0	0	2	0

Overall City Value - Fiscal Sustainability:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Cost of primary election for City Council		\$18,700	\$0	\$0	\$18,700	\$0
Cost of general election for City Council		\$8,500	\$0	\$0	\$8,500	\$0
Cost of alternative expenditure limitation election		\$0	\$0	\$0	\$7,500	\$0

CITY CLERK'S OFFICE – General Operations

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 169,750	51%	\$ 178,380	\$ 181,400	\$ 180,663
Supplies & Services	17,410	5%	18,220	17,410	7,141
Subtotal Direct Costs	\$ 187,160	57%	\$ 196,600	\$ 198,810	\$ 187,804
Internal Charges	142,560	43%	124,590	120,880	87,850
Total Expenditures	\$ 329,720	100%	\$ 321,190	\$ 319,690	\$ 275,654
Expenditures by Fund					
General Fund Portion	\$ 329,720	100%	\$ 321,190	\$ 319,690	\$ 275,654
Funding Sources					
Allocations to Other Departments	\$ 239,560	73%	\$ 255,180	\$ 255,190	\$ 211,120
Program Revenues	\$ 57,060	17%	\$ 58,580	\$ 57,060	\$ 53,577
Funding from General Revenues:					
Estimated Resident Generated	\$ 11,590	4%	\$ 2,600	\$ 2,600	\$ 3,835
Estimated Visitor Generated	\$ 21,510	7%	\$ 4,830	\$ 4,840	\$ 7,122
Employee Time Allocation (FTEs) (Budgeted)	1.81		1.97		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 2024 Accomplishments

Overall City Value - Good Governance:

- * Acted as a gatekeeper for the Sedona Citizens Connect and enhanced messaging to reporting parties.
- * Provided new online portal for all business license applications and renewal processing.

Overall City Value - Fiscal Sustainability:

- * Delivered claims to the City Attorney's Office in a timely fashion.

FY 2025 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	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Sedona Citizens Connect issues processed	300	360	300	316	385
Business license renewals issued	1,200	1,275	1,200	1,102	1,255
New business licenses issued	135	150	135	126	100
Temporary business licenses issued	140	225	140	133	200
Home-based business licenses	250	205	250	253	200
Closed business licenses	110	110	110	157	112
Special event liquor licenses	45	45	45	45	39
Liquor licenses	8	18	8	7	21
Records request received/processed	320	260	320	311	225
Civil Union registrations	50	50	50	53	20
Peddler/solicitor permits	2	2	2	2	2

Overall City Value - Good Governance:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Sedona Citizens Connect average days to close an issue		14	17	17	25	22
New business licenses processed within 30 days		100%	100%	100%	100%	100%

CITY CLERK'S OFFICE – Short-Term Rental Monitoring & Administration

BUDGET SUMMARY	FY2025 Budget	% of FY2025 Budget	FY2024 Budget	FY2024 Estimate	FY2023 Actual
Program Expenditures					
Personnel Services	\$ 94,850	37%	\$ 87,590	\$ 88,380	\$ -
Supplies & Services	7,150	3%	7,150	7,150	-
Subtotal Direct Costs	\$ 102,000	40%	\$ 94,740	\$ 95,530	\$ -
Internal Charges	153,500	60%	162,230	161,310	-
Total Expenditures	\$ 255,500	100%	\$ 256,970	\$ 256,840	\$ -
Expenditures by Fund					
General Fund Portion	\$ 255,500	100%	\$ 256,970	\$ 256,840	\$ -
Funding Sources					
Program Revenues	\$ 193,570	76%	\$ 236,400	\$ 214,000	\$ -
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.

The Short-Term Rental Monitoring and Administration program was transferred from the City Manager's Office effective FY 2024.

FY 2024 Accomplishments

Council Priority - Monitor Short-Term Rentals:

- * Published permitted properties emergency contact information on the City's website.
- * Brought permitting compliance of Sedona short-term rentals to 98%.
- * Represented short-term rental program to community, targeting property managers and realtors for education opportunities.
- * Developed training materials for property owners on permit compliance and ensuring data base accuracy.
- * Launched aggressive transaction privilege tax (TPT) licenses compliance for all permitted properties, including notices of violations/citations if necessary.
- * Resolved significant reporting errors to resume most of former reporting metrics (to be completed Q3 2025).

FY 2025 Objectives

Council Priority - Pursue short term rental legislation to regain local control:

- * Utilize GovOS tools to enhance monitoring efforts.
- * Continue to refine and distribute monthly reports of the short-term rental impacts, including reporting a breakout of short-term rentals by neighborhood.
- * Oversee the short-term rental hotline.
- * Respond to public records requests regarding short-term rentals.
- * Create presentations and communicate with stakeholders.
- * Continue collaboration 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.
- * Develop semi-annual, regional meetings with AZ towns and cities regulating short-term rentals in their communities.
- * Coordinate with Code Enforcement to enforce permit non-compliance and non-compliant Land Development Code violations.
- * Develop monthly complaint reports.

CITY CLERK'S OFFICE – STR Monitoring/Administration

continued

WORKLOAD INDICATORS	FY25 Projection	FY24 Projection	FY24 Estimate	FY23 Actual	FY22 Actual
Total number of short-term rentals within city limits* *FY24 numbers reflect the total number of permitted and unpermitted properties within city limits as of December 2023. Overall growth of active properties FY25 is expected to be minimal.	1,165	1,122	1,160	1,215	1,215
Number of permitted short-term rentals within city limits* *FY24 numbers reflect the actual number of permitted properties as of December 31, 2023 and the number of active, unpermitted properties expected to obtain a permit this fiscal year.	1,165	1,100	1,155	1,105	1,105
Total number of complaints from the short-term rental issues hotline	800	N/A	750	830	N/A

Council Priority - Short-Term Rental Legislation:

PERFORMANCE MEASURES	Benchmark	FY25 Target	FY24 Target	FY24 Estimate	FY23 Actual	FY22 Actual
Percentage of short-term rentals in compliance with permit requirements**. **2023 numbers reflect the number of permitted properties within the first six months of the permitting program that launched in January 2023.		98%	98%	98%	93%	90%
Percentage of short-term rental complaints resolved within 7 business days* *FY24 numbers represent July - December 2023 trash and lighting complaints resolved by Code Enforcement.		100%	N/A	100%	N/A	N/A