

AGENDA



2:00 P.M.

CITY COUNCIL MEETING

WEDNESDAY, NOVEMBER 13, 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 **3 MINUTES**.
- Submit written comments to the City Clerk.

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

2. ROLL CALL

3. SPECIAL BUSINESS

LINK TO DOCUMENT =

- a. AB 3086 Discussion/possible direction regarding Sedona In Motion (SIM) projects overview with updates of traffic improvements demonstrated by presenting Traction modeling Dashboard with a focus on current trends, transit, and Uptown Parking.
- b. Discussion/possible action regarding ideas for future meetings/agenda items.

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:

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

5. ADJOURNMENT

Posted: 10/29/2024

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.



**CITY COUNCIL
AGENDA BILL**

**AB 3086
November 13, 2024
Special Business**

Agenda Item: 3a
Proposed Action & Subject: Discussion/possible direction regarding Sedona In Motion (SIM) projects overview with updates of traffic improvements demonstrated by presenting Traction modeling Dashboard with a focus on current trends, transit, and Uptown Parking.

Department	Public Works / Kurt Harris
Time to Present	180 min
Total Time for Item	200 min
Other Council Meetings	March 27, June 13, August 15, December 11, 2018; March 27, May 29, July 23, October 22, 2019; February 11, June 24, October 14, 2020; February 24, June 9, October 12, 2021; January 25, May 11, October 12, 2022; April 11, August 9, December 13, 2023; April 24, July 10, 2024
Exhibits	A. PowerPoint Presentation

Finance Approval	Reviewed 10/21/24 BGW		
City Attorney Approval	Reviewed 10/22/24 KWC	Expenditure Required	
		\$	NA
City Manager's Recommendation	Reviewed 10/29/24	Amount Budgeted	
		\$	NA
		Account No. (Description)	

SUMMARY STATEMENT

Background:

The January 2018 City of Sedona Transportation Master Plan (TMP) evaluated Citywide transportation needs and concluded with recommended strategies to address the congestion and mobility needs of residents, visitors, and commuters. These strategies have been developed into a system of capital improvement projects that collectively have been identified and promoted as the Sedona In Motion (SIM) program. The SIM program is a multi-modal transportation initiative embracing Sedona's community values for improved traffic flow, community connections, business and tourism connections, economic vitality and diversity, environmental stewardship, walkability, and a sense of place.

At the July 10th council meeting, staff provided an SIM update which included an initial report on new traffic control strategies implemented at the Y Roundabout and adjacent intersections and crosswalks. At the October 22nd council meeting, staff provided an update on the SIM 4C Pedestrian Crossing at Oak Creek Project completion with findings regarding testing

restrictions for the adjacent at-grade pedestrian crossing, and the status of future warrant analysis. This presentation will provide a SIM overview of strategies and modeling findings demonstrating traffic improvement using travel time and volumes in the high-congestion corridors of the city, along with a focus on transit, Uptown parking, and other key priorities. Transit will be the first topic as, per council request, there will be an in-depth background provided along with a general update. This will be followed by a dashboard overview of current findings and modeled net benefits of future projects. Then staff will provide an update on other key projects.

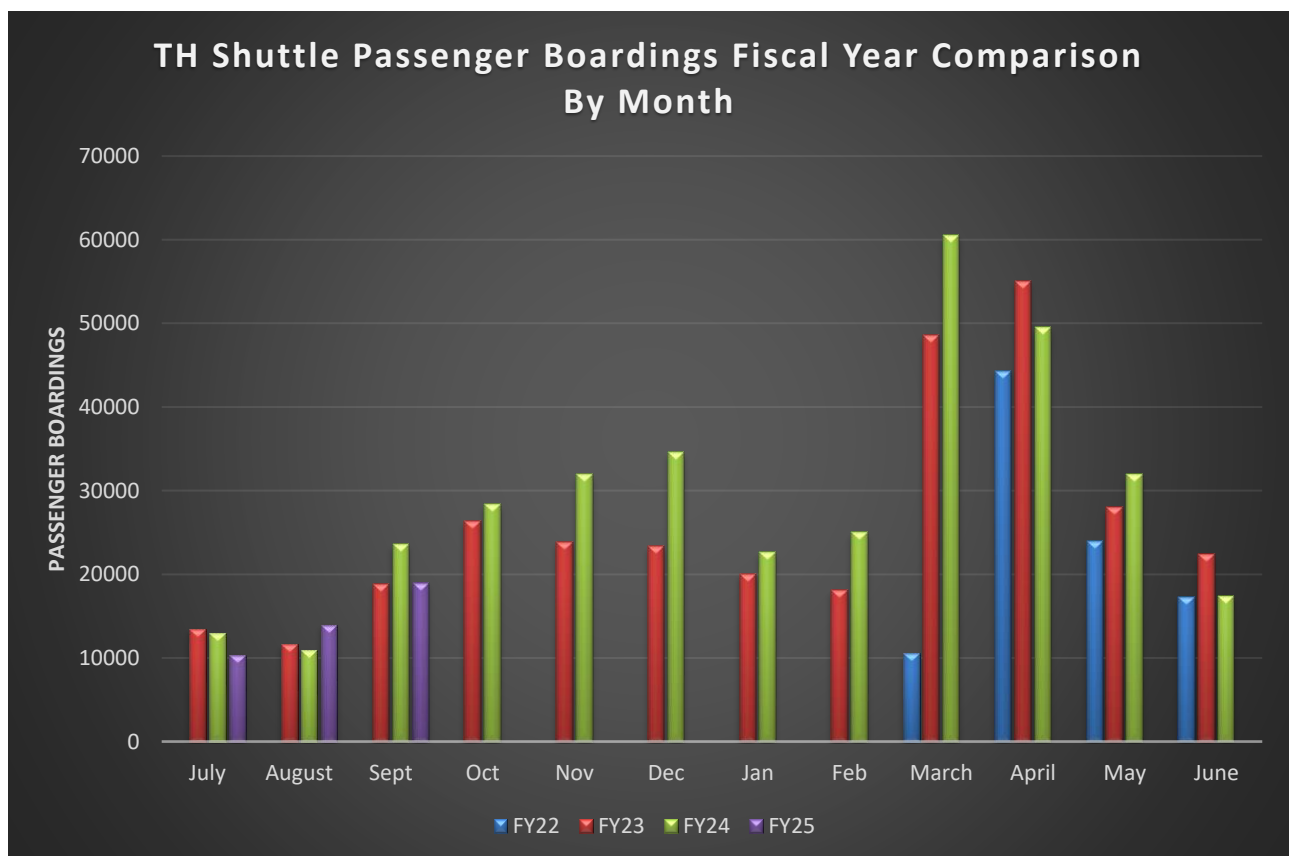
Please note the next council SIM Update is currently scheduled for February 26, 2025.

Transit Update:

SIM-7/8 Enhanced Transit Service

Trailhead Routes:

As of September 30, 2024, the shuttle system logged **799,426** passenger boardings since its March 24, 2022, launch date. (587 days of operation).



T.H. Boardings Bargraph

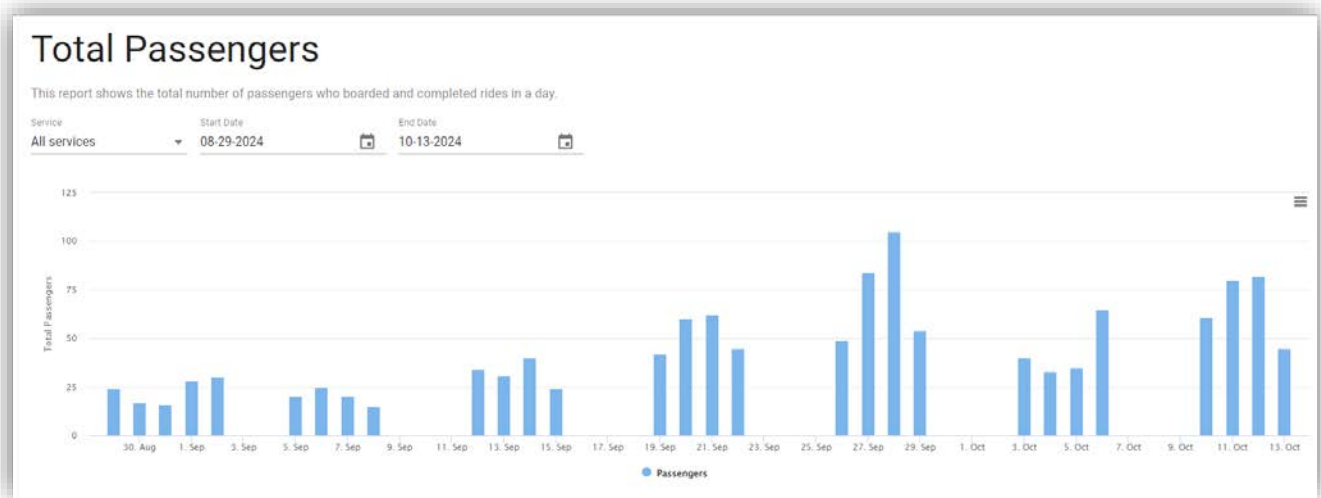
Sedona Shuttle Connect (Microtransit Demand Response Service):

As of Sunday October 13, 2024 the new Sedona Shuttle Connect service had been operating for twenty-nine (29) days and completed 699 trips – transporting 1,266 passengers. These are the statistics through Sunday 10/13:

Table 1- Microtransit Analytics

Indicator	Measure
Total Trips Booked	792
Total Trips Cancelled	89
Total No Shows	4
Total Completed Trips	699
Total Passengers	1,266
Average Wait Time (Min)	4.12
On Time Performance ¹	88.84%
% Shared Rides ²	57.80%

While it is very early in the program, ridership has been showing an upward trend since the service launch.



Ridership Exhibit

Transit Maintenance & Operations Facility:

As of this writing the final contract award for the design and engineering of the transit maintenance and operation facility is pending and under negotiation. It is anticipated that this effort will be completed within 17 months of the final contract award.

RIDE Exchange:

The preliminary conceptual design of the RIDE Exchange was completed in FY23; however, final design & engineering will be delayed pending future decisions and identified funding to

establish regional transit services to the VOC, Oak Creek Canyon, and other destinations outside of the city limits.

Grants Update:

Since FY21, the city has been awarded over **\$2.2 million** in FTA grant funding to support the development of its transit system. The tables below list the current status of active grant applications, project descriptions, applications in progress, grant research requests, and future grant opportunities for both transit and non-transit projects:

Table 2- Grant Applications List

ACTIVE GRANT APPLICATIONS							
Project #	Grant	Federal Share	Local Share	Total	Awarded	Funded	Local Share %
1	FFY21 - ADOT/FTA 5339	\$353,909	\$62,455	\$416,364	YES	YES	15.0%
2	FFY22 - ADOT/FTA 5311 - Year 1	\$129,400	\$70,850	\$200,250	YES	YES	35.0%
3	FFY22 - ADOT/FTA 5311 - Year 2	\$128,418	\$70,139	\$198,557	YES	YES	35.0%
4	FFY22 - ADOT/FTA 5339	\$720,000	\$180,000	\$900,000	YES	YES	20.0%
5	FFY23 - ADOT/FTA 5339	\$199,855	\$35,269	\$235,124	YES	PENDING	15.0%
6	FFY23 - ADOT/TA Program	\$122,192	\$7,386	\$129,578	YES	PENDING	5.7%
7	FFY23 - ADOT/RTAP	\$2,352	\$0	\$2,352	YES	YES	0.0%
8	FFY 24 ADOT / FTA 5311 - Year 1	\$103,100	\$51,900	\$155,000	YES	PENDING	33.5%
9	FFY 24 ADOT / FTA 5311 - Year 2	\$103,100	\$51,900	\$155,000	PENDING	PENDING	0.0%
10	US DOT-FHA AIIP	\$196,800	\$49,200	\$246,000	PENDING	PENDING	20.0%
	Totals	\$2,059,126	\$579,099	\$2,638,225			22.0%

Table 3- Project Priority List

Project #	Project Description
1	Two Microtransit Vehicles
2	Administration & MicroTransit Operating – Year 1
3	Administration & MicroTransit Operating – Year 2
4	Engineering & Design Transit M&O Facility
5	One Additional Microtransit Vehicle
6	Design costs for a shared use path for Brewer Road.
7	Funding for City TA to attend the RTAP National Conference in Dec.
8	Transit Administration / Operating Funds FFY24-FFY25 Year 1
9	Transit Administration / Operating Funds FFY24-FFY25 Year 2
10	Back O' Beyond Safety & SUP Alternative Analysis

Table 4- Grant Applications in Progress

Grant Applications in Progress		
Grand Program	Project	Grant Amount
AZ State Parks	Ranger Park Rehab	TBD
AZ Energy Efficient Conservation Block Grant	Technical Consultant Service for Decarb Road Map	\$150,000 (\$0 local share)

Table 5- Grant Applications Requests

Grant Applications – Research Requests		
Grant Program	Project	Grant Amount
FEMA “Community Risk Reduction” Program	Street Sign Evac Zone Identification & Public Education	TBD
USDOT Federal Lands Access Program	Operating funds – Trailhead shuttle program	TBD
FEMA “Community Risk Reduction” Program	Public information – heat related illness to reduce SAR calls on USFS trails.	TBD
Rural Surface Transportation Program	Microtransit operating & capital funding	TBD

Table 6- Future Grant Opportunities

Future Grant Opportunities			
Grant Program	Project	Grant Amount	Next Grant Cycle
USDOT Nationally Significant Lands & Tribal Program	Construction – Transit Maintenance & Operations Facility	Up to \$25 million.	July 2025

Sedona Transit Advisory Committee:

The Sedona Transit Advisory Committee (STAC) continues to meet monthly to review the city’s transit programs – providing recommendations through staff to the City Manager’s Office.

Additional information about the STAC’s membership, bylaws, meeting dates, agendas, and meeting minutes can be found at <https://sedonashuttle.com/transit-advisory-committee/>

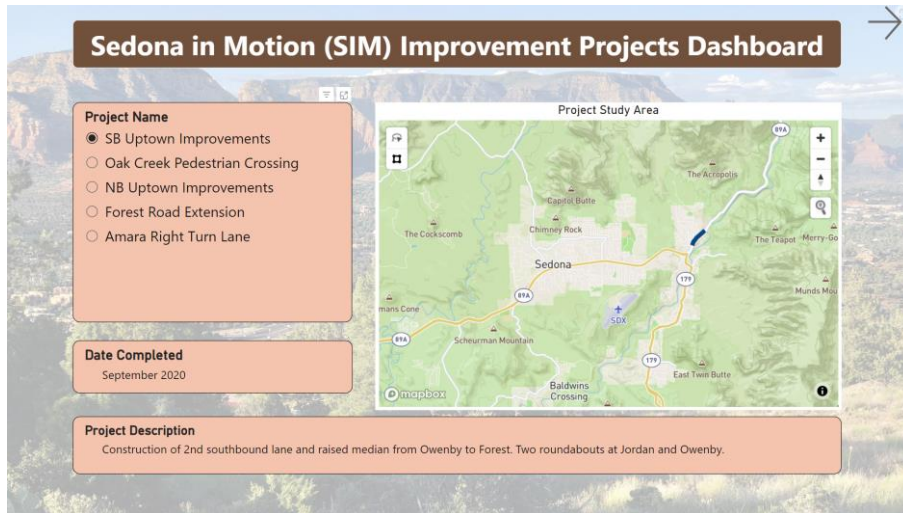
Dashboard Update:

Kimley-Horn, will present an overview of the Sedona In Motion (SIM) Program with a focus on:

- Aerial imagery/videos of projects completed and under construction in how they are interrelated/connected and function.
- Finalized Data Dashboard instructional presentation that is to be uploaded to website.
- Traffic Modeling (VISSIM), specifically project interrelationship and interconnectivity
- Traffic Monitoring in Uptown (Selected camera footage)

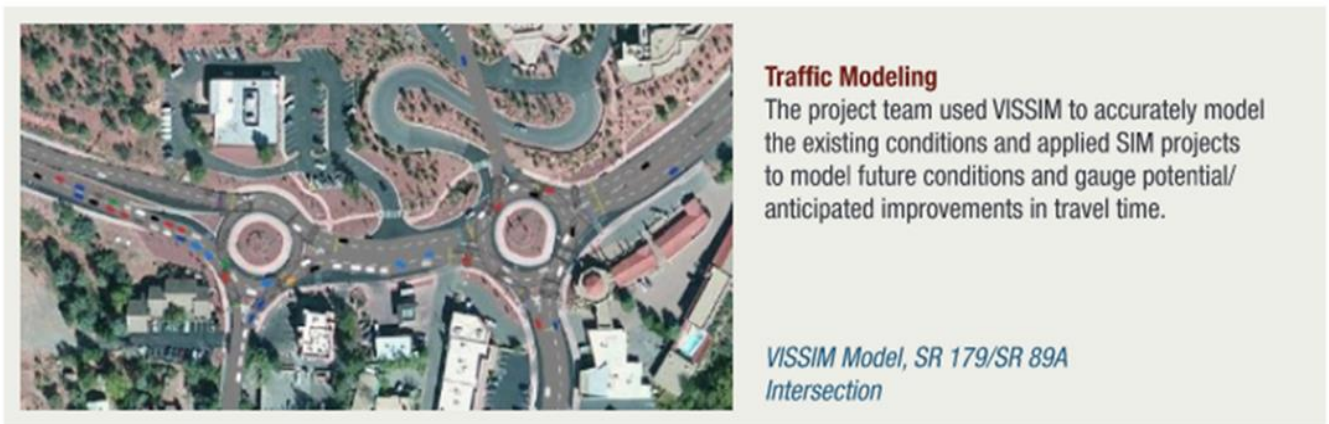
Data Dashboard:

Kimley Horn will instruct and demonstrate how to use the dashboard to understand past, and current traffic conditions with the ability to observe improvements as SIM projects come on line.



Data Dashboard Exhibit

VISSIM Model demonstrating overall traffic improvements:



VISSIM Model Exhibit

Parking Management:

The council approved a new position for a parking manager to manage parking and multi-modal improvements (including the trails program). Lance Lunsway was selected from 27 candidates. He has over 30 years of experience not only in parking, transportation, and mobility but also 20 years in master planning, connectivity, and sustainability. The objective is the same before the City incorporation for motorists to park once in Uptown destination.



Lance Lunsway, Parking Manager

The following is a summary of important findings from past parking studies with future action items:

- Uptown should strive to become a “park once” district.
- Public and private parking should be managed as part of an integrated, districtwide system.
- Enforcement is a key tool to improve parking conditions, but enforcement is a relatively expensive strategy that cannot compensate for inefficient parking policies.
- Parking spillover impacts should be minimized for Uptown residential neighborhoods.
- Time limits have their place in low-demand areas, but in high demand areas, parking pricing is the most effective tool to correct supply and demand imbalances
- Embrace new parking technologies to maximize customer satisfaction, as well as to foster enhanced parking data management and analysis.
- Any proposed parking management strategy for Uptown should be evaluated based on how well it will likely help achieve these goals.
- Will need to address peak and future demand.
- Inefficient and scattered locations, small parking lots, lack of sidewalks.
- Identified the need for a parking garage.

The current top priority projects and deliverables are as follows:

1. Parking management guidance system: Identify a system that guides the user through wayfinding, a website, and/or an app, identifying for drivers available parking and how to navigate to the spaces efficiently. This project will be in conjunction with the Uptown Parking Garage and will be implemented prior to the garage becoming operational. A goal is to develop a streamlined system utilizing one app for parking, transit, and multi-modal travel for convenience and use.
 - Status: Currently working on the procurement process to select a consultant. Program selection by Spring 2025, operational by Fall 2025.

2. Parking Fees: Develop a fee structure program for parking fees, in Uptown and other areas of the city. The program will look to develop incentives/disincentives, which support wayfinding, traffic efficiency, and transit.
 - o Status: Currently working on the procurement process to select a consultant. Study complete by Summer 2025, implement by Fall 2025.

Planning Projects:

3. Parking Consolidation: Develop a plan for the consolidation of the existing public parking lots in Uptown to encourage the use of the Uptown Parking Garage and make circulation more efficient.
 - o Status: Currently working on the procurement process to select a consultant. Study complete by Summer 2025, begin implementation by Fall 2025.
4. Resident Permit Parking: Develop and incorporate permit parking only zones for residential streets in Uptown. Including considering possible street improvements that would create a physical delineation between residential and commercial parking zones.
 - o Status: Currently working on the procurement process to select a consultant. Study complete by Summer 2025, begin implementation by Fall 2025.
5. Employee Parking: Work with Uptown businesses to develop and coordinate designated employee parking.
 - o Status: Currently developing strategy for the process. Anticipate beginning work with businesses in early 2025.

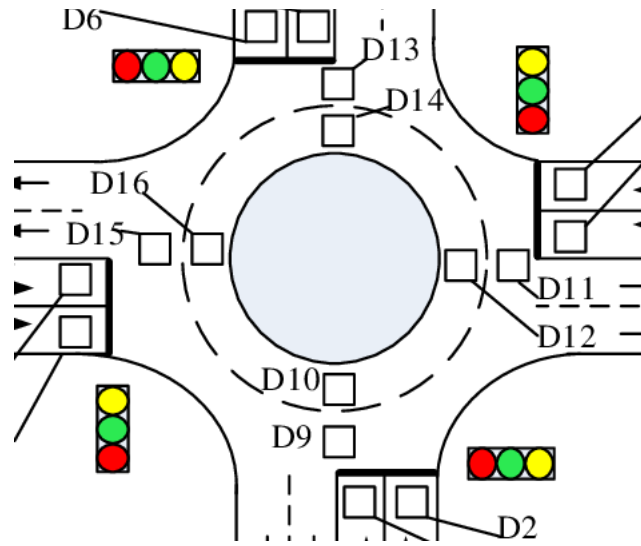
Additional Parking Manager tasks include:

- Uptown Community Focus Area (CFA): Assist the Community Development Department in completing the Uptown Community Focus Area (CFA).
 - o Status: Will assist as soon as programmed, currently TBD.
- Multi-Modal: Overseeing the Sedona Trails & Paths System (ST&PS) capital improvement, maintenance, and operation. Considering future improvement priorities.
 - o Status: Currently working with bicycle coordinators on programming, maintenance and operations. Also, discussions are on-going with respect to future improvement priorities to facilitate council discussions during the upcoming budget development process.

SIM-4F Y Roundabout Adaptive Signals

This is an important project that is relatively low cost with high impact to relieve congestion in keeping the roundabout in free flow. The October 22 SIM Update presentation demonstrated preliminary benefits from summer holiday peak visitation. Additional benefits to incorporate include preemption for transit and emergency service, which provides priority access. 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.



RAB Signal Conceptual Layout

SIM-5A Portal Lane / Brewer Road Connection The intent of this improvement is to reduce traffic congestion along SR179 by directing vehicles from the Tlaquepaque parking lot to exit out to Brewer Road for West Sedona or Uptown destinations. Currently, a bridge over Soldiers Wash is the best alternative selection with concurrence from the Tlaquepaque partners to increase parking and traffic flow efficiencies. Discussions are ongoing with property owners, who are interested in including parking control access with project development. The city will work closely to coordinate these parking lot improvements with the project design including the verbally agreed employee parking driveway. This driveway is also included in the pending Brewer Road / Ranger Road Roundabout project design.



PORTAL LANE DRIVEWAY

SIM5a - Portal Lane driveway to Brewer Road



SIM-11 Bicycle and Pedestrian Improvements These projects focus on improvements that can make walking and bicycling safer, more convenient, and more comfortable. The improvements we are currently pursuing begin the path toward a more bike-friendly and walkable Sedona. The GO (Get Outside) Sedona master-planning effort has also been completed. This plan is a blueprint for making Sedona a more walkable and bikeable community over the next 10 years, detailing what improvements the community wants to see and identifying the priority projects to complete. Collectively, the vision for these paths is to brand them as the Sedona Trails & Pathways System or ST&PS. Shared-use pathways are abbreviated as SUP.

Completed Projects:



Bicycle Green Lanes



Dry Creek Ph1 SUP



Chapel Road SUP



Hillside Vista Estates SUP



Posse Ground/Soldiers Pass SUP



Sunset Drive SUP



Shelby Drive SUP



Thunder Mountain /Sanborn SUP



Ranger Station Park SUP



Navoti to Dry Creek SUP – Ph1



Uptown SUP



Pedestrian Undercrossing SUP at Oak Creek



Posse Ground/Pickleball SUP



SR179 SUP Signing & Striping

There are now 8.3 miles of new ST&PS complete. Visit www.sedonaaz.gov/stps for more information on the ST&PS.

Projects Under Design:

- Harmony/Andante SUP
- Brewer Road SUP (Grant received for design, in process)
- Navoti Ph 2 SUP (Submittal to AZ Land Dept with APS support submitted)
- Shelby II SUP (Grant received for design, in process)
- Dry Creek Road SUP Ph 3 – Gringo Rd SUP to White Bear Road SUP
- Coffee Pot Road SUP
- Little Horse SUP

Projects Under Construction:

- Forest Road SUP
- Dry Creek Road Pinch Point and speed tables

- Dry Creek Road Ph2 – Two-Fences to Gringo Rd SUP

SIM-2 Uptown Pedestrian Improvements:

This is a desirable project that would improve traffic flow and reduce delays on SR 89A through Uptown due to interruptions caused by pedestrians. Conflicts between vehicles and pedestrians would be significantly reduced, greatly improving pedestrian crossing safety and vehicular travel times. Construction of pedestrian overcrossing structure (bridge) above SR 89A, to replace existing at-grade crossing at Jordan Road and Wayside Chapel. This project complements Transportation Master Plan strategy 1 (prior Uptown Roadway Improvements project), which proposes a landscaped/decorative median barrier to redirect pedestrian traffic to controlled crossings.



Uptown Aerial looking North

PR-10 Creekside Preservaion Walkway:

This is an important project that has been a topic of discussion for over 25 years. With the completion of SIM4C, Pedestrian Crossing at Oak Creek Project, a short connecting section of the creek walk is now complete. While the extension of this creek walk has a long history of interest in the community, many challenges will need to be overcome to make it a reality. As discovered with the Pedestrian Crossing at Oak Creek Project, the ADEQ Oak Creek Non-Degradation Permit rules make improvements along the creek difficult. In addition, partnering with several state and federal agencies will be necessary to work through water quality criteria, habitat endangered species protection, and other considerations. This will include collaboration with local groups such as the Oak Creek Watershed Council (OCWC) for possible grant funding with public engagement / environmental educational opportunities along with engaged landowners regarding purpose and use with feedback.

SIM-3A Uptown Parking Garage

Excavation of the parking garage is over 50% complete and blasting is complete. Slope stabilization for the excavation is in process. APS utility relocation is nearing completion.

Schedule:

Excavation for the Parking Garage is anticipated to be complete December 31st at the latest following which structure construction for the garage will begin and is anticipated to be complete in a year.



Parking Garage Photo October 16



- | | | | | | | | | | |
|---|---|---|---|---|---|---|--|---|---------------------------------|
|  |  |  |  |  |  |  |  |  | 10. Renewable Energy Generation |
| | | | | | | | | | 11. Satellite Police Station |
| | | | | | | | | | 12. Bike Rental |
| | | | | | | | | | 13. Restrooms |

The stepped profile, with its submerged floors, gives the Uptown Garage a scale that is inviting, approachable and friendly.

Uptown Sedona Garage | Design Features



Parking Garage Rendering

SIM-5B Forest Road Connection

The project remains under construction by Fann Contracting, Inc and is approximately 70% complete. Retaining walls are complete with ongoing rock nailing. Underground infrastructure, such as storm drainage, sanitary sewer, and some dry utility infrastructure continues including

service laterals to private lots. Next phase is flat work such as roadway grading, concrete curb and gutter, as well as sidewalks and driveways to begin end of November.

Schedule:

Construction is scheduled to be completed by March 2025.



Forest Road Connection

SIM 1B Uptown Northbound Improvements to SR89A

The project is Substantially Complete and is paused to allow Forest Road material export hauling operations. City staff will seek Council approval to fund additional pavement rehabilitation on SR89a that was discovered during this project. Combs Construction has provided alternative cost estimates that will be presented this winter. Staff objective is to use economics to scale in coordinating paving activities between Forest Road by Fann with SR89a by Paveo Incorporated (Combs Construction) to reduce overall traffic impacts to Uptown and provide value to both contracts in traffic control plan, public outreach with volume discount asphalt purchasing from the batch plant. Please keep in mind that asphalt hot mix paving is weather dependent that will require daytime operations during colder months. The zipper merge driver education behavior

Pending improvements are the following:

- Complete pavement patching (mastic) and restripe markings in preparation for winter.
- Replace concrete seat wall cap.
- Repair tension cracking in SUP panels.
- Install new interpretation panels in collaboration with the Historical Preservation Commission and Heritage Museum input that meets City planning standards and ADA.
- Add 4" opening wire mesh safety screening to the railing.

Schedule:

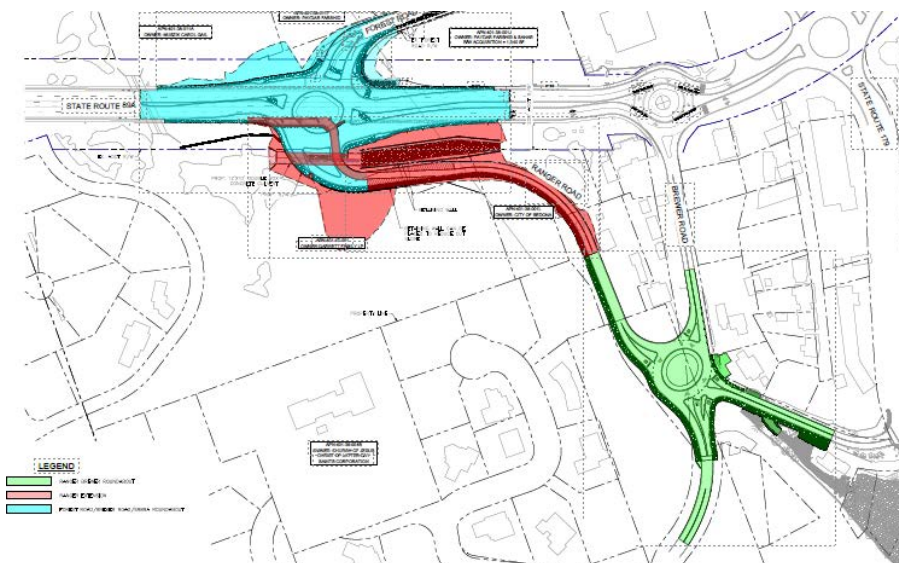
Currently at Substantial Completion and is scheduled to be completed by February 2025.



Zipper Merge Sign

SIM-5D Ranger Road / Brewer Road Intersection & Ranger Extension

This project includes improving the existing Ranger Road/Brewer Road intersection and extension of Ranger Road to the proposed Transit Hub location. The design is 100% complete with additional ongoing revisions to improve project overall value for construction sequencing with SIM 5E – SR89a/Forest Roundabout and multimodal connectivity. It was determined to complete all Soldiers Wash improvements to allow an interim Ranger Road extension to alleviate Cook’s Hill congestion and volume discount in bidding similar work. This includes SUP along Brewer to capture additional stormwater and reduce the potential for nuisance flooding to adjacent businesses. Hydrologic flood modeling analysis of Soldier Wash has shown that the existing arch bridge in this area can be salvaged and extended, while resulting in a “NO rise” to the floodplain. Floodplain Management / FEMA permitting is approved. The final land acquisition purchase is being negotiated.



Soldiers Wash Improvements Ranger Road Extension

Schedule:

Completed by December 2024. Start construction winter 2025

SIM-4C Pedestrian Crossing at Oak Creek

The project contract work with J. Banicki Construction Inc (Banicki) is in the process of being closed out. Additional work items are in process, beyond the Banicki contract. These items include the following:

- Install city standard concrete trash receptacles.
- Complete final video camera installation work.
- Update way-finding signs to city wayfinding branding.
- Obtain ADOT Encroachment Permit for compliant median barrier fencing with similar Uptown barrier style. Then complete installation work.
- Obtain ADOT permit to repaint Oak Creek Bridge pier/columns and retaining walls where needed, including painting flood stage elevations for “Ready, Set, Go” on bridge pier/column.
- ADOT to install remote auto water quality sampler.

Grand opening / Ribbon cutting was held on September 17th receiving many compliments. The presentation will provide an updated timeline for the SR 179 pedestrian crossing warrant analysis.



Figure 3- PCOC Labor Holiday Test



Figure 4-Ribbon Cutting September 17th



Figure 5 - At Grade Pedestrian Crossing Labor Holiday



Figure 6- Jaywalking with temporary median barriers Labor Holiday



Figure 7- Schnebly Hill RAB crosswalk included in warrant analysis

SIM-6, Neighborhood Street Connections

Neighborhood connections were put on hold in 2018. However, as of the 2020 City Council retreat, Council has requested that neighborhood connections be reevaluated with the primary focus on neighborhoods with single points of ingress and egress. This reevaluation has been on hold until Public Works has available staff time to pursue this effort, but the following question was included in the FY24 citizen budget survey and resulted in over 2/3 of respondents expressing opposition to the development of new vehicular connections:

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

Yes 31.2%

No 68.8%

SIM-12, Traveler Information This ADOT project is 95% complete with plans, specifications, and estimate (PS&E) development to install the Dynamic Message Sign (DMS). Located on northbound I17, milepost 285.1, just north of General Crook Trail on-ramp. This DMS is one of five other locations from Sunset Point to Flagstaff. Construction bids are to be advertised in November 2024 with construction to begin in February 2025. The DMS will display travel times to Sedona allowing travelers to choose SR 89A via SR 260 versus SR 179 prior to the Camp Verde SR 260 exit. The goal is to reduce congestion by actively informing and allowing motorists to decide what route to travel with current travel time estimations. This DMS installation is made possible by the State's rural broadband initiative (Digital Highways to the Digital Deserts).

In addition, traffic cameras have been installed along SR 179 at Pedestrian Crossing at Oak Creek and Uptown that are used by staff to monitor traffic, weather, creek flows and TCA's. At the Y Building a pole is to be installed on the roof to monitor Cook's Hill to all legs of the roundabout. An objective is for these additional cameras to allow photo stills like ADOT AZ511 system accessed through the City's Website for public viewing. The City Information Technology Department is working on how to make the camera photos publicly viewable. Staff are pursuing other locations for cameras as well. The city is continuing to monitor ongoing travel time information to gauge congestion frequency/duration, and gauge benefits of completed projects. In the meantime, all motorists are encouraged to use AZ511.gov for traffic and travel time information. Plan your trip, so you don't trip up your plan.

Climate Action Plan/Sustainability Consistent: Yes - No - Not Applicable

Strategies implemented in this traffic control operation aim to reduce congestion and improve travel times, which results in reduced vehicle emissions.

Board/Commission Recommendation: Applicable - Not Applicable

Alternative(s): Not Applicable



I move to: Discussion/possible direction only.



PUBLIC TRANSPORTATION OVERVIEW & NEXT STEPS

*Robert Weber
Transit Administrator
City of Sedona*



THE FEDERALIZATION OF MASS TRANSIT IN AMERICA



Lyndon Johnson Signs the Urban Mass Transit Act (UMTA) of 1964

- The push for federal funding originated from a coalition of railroad executives and big city mayors. In the late 1950s, rail companies with major freight operations cut many of their unprofitable commuter rail services that served large metropolitan areas. Together, the mayors and rail companies fought for a national transportation policy from the federal government that recognized the importance of mass transit, not just highways and automobiles.
- Major cities worried that further decline of transit would diminish the competitive advantages of their central cores over more peripheral areas in terms of business services and manufacturing. And middle-class suburbanites who relied on commuter rail worried about the loss of a service that connected them to places of work, livelihood, and leisure.





The UMTA:

- Formed the Federal Transit Administration (FTA)
- Over the next decade, FTA provided more than three billion dollars, which cities used to purchase private systems, improve existing vehicles, safety, and infrastructure, and build new systems. From 1965 to 1974, the number of publicly owned transit systems rose from less than sixty to more than three hundred.

Today, the FTA's projected budget for FFY 2024 & 2025 is approximately \$21 Billion per year



*PUBLIC TRANSIT FEDERAL REGULATORY
REQUIREMENTS*

- Access to Records & Report
- Americans with Disabilities Act
- Buy America
- BYRD Anti-Lobbying Amendments
- Cargo Preference Requirements
- Charter Service
- Civil Rights Laws & Regulations
- Clean air act & federal water pollution control act.
- Conformance with National ITS Architecture
- Contract work hours & safety standards.
- Debarment & Suspensions
- Disadvantaged Business Enterprise (DBE)
- DHS Seat, Logo & Flags
- Energy Conversation
- Equal Employment Opportunity
- Federal Changes
- Fly America

- Incorporation of FTA terms
- No U.S. Government obligation to third parties
- Notification to FTA
- Prompt Payment
- Procurement of recovered materials
- Program fraud & false or fraudulent statements & related acts.
- Public transportation employee protective arrangements..
- School bus operations
- Special notification requirements for states
- Safe operation of motor vehicles
- Federal Anti-Substance Abuse Requirements
- Termination
- Violation & breach of contract



- Access to Records & Report
- **Americans with Disabilities Act**
- Buy America
- BYRD Anti-Lobbying Amendments
- Cargo Preference Requirements
- Charter Service
- **Civil Rights Laws & Regulations**
- Clean air act & federal water pollution control act.
- Conformance with National ITS Architecture
- Contract work hours & safety standards.
- Debarment & Suspensions
- Disadvantaged Business Enterprise (DBE)
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Americans with Disabilities Act (ADA)



- All services, facilities (including bus stops), & equipment must be fully accessible to individuals with disabilities.
- Equivalent service standards.
- ADA Paratransit service requirements for fixed route bus operators allowing equal access to individuals with disabilities who are unable to access the fixed route public transportation service.
- Service animals must be allowed access to all public transit services and facilities.
- Coach Operators trained to proficiency to operate vehicles and equipment safely, assist passengers properly, and treat individuals with disabilities who use the service in a respectful and courteous way.

Civil Rights Laws & Regulations



- The city of Sedona operates its programs and services without regard to gender, religion, age, sexual orientation, or race, color, national origin, and disability in accordance with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990 (ADA).
- All services and facilities must be open to the general public and shall not discriminate based on gender, religion, age, sexual orientation, or race, color, national origin, and disability.

Incorporation of FTA Terms



- Discount fares for individuals with disabilities and Medicare card holders. (Federal Transit Act)
- Transit personnel training standards (safety / security)
- ADA Paratransit service requirements.
- State of good repair tracking / reporting requirements.
- National Transit Database (NTD) reporting requirements.
- Vehicle spare ratio requirements
- Vehicle maintenance requirements

Federal Anti- Substance Abuse Requirements



- Applies to: Safety Sensitive Workers (Drivers, Dispatchers, Supervisors, Managers, Maintenance Technicians)
- Zero tolerance
- Random testing
- Strict testing protocol prohibits; cocaine, opioids, amphetamines, marijuana , PCP, & blood alcohol concentration of 0.02 or greater.



COACH OPERATOR TRAINING

COACH OPERATOR TRAINING



- Defensive Driving
- Platinum Connection Customer Service (PCCS)
- Passenger Experience & Disability Sensitivity Training
- Classroom
- Pre-driving skills
- Observation Training
- Behind The Wheel Training (out of service supervised)
- Line Instruction (in-service Supervised)
- Certification & Testing
 - ADOT Class C w/ Passenger Endorsement
 - In house written exam (85%)

COACH OPERATOR TRAINING



Component	Hours
Classroom	23.50
Pre-Driving Skills	5.50
Observation	34.0
Behind the Wheel	31.5
Line Instruction	16.0
Total Hours	110.5



FUNDING

FTA URBAN & RURAL AREA CLASSIFICATIONS



- Urban area (UZA) defined: FTA considers the U.S. Census Bureau definition of urbanized areas based on incorporated places (e.g., cities, towns, villages) and their adjacent areas. The U.S. Census Bureau considers a densely populated area of 50,000 people or more to be a UZA.
- Rural area defined: FTA considers incorporated and non incorporated areas with a population of less than 50,000 to be a rural area.

ACCESS TO FEDERAL FUNDING

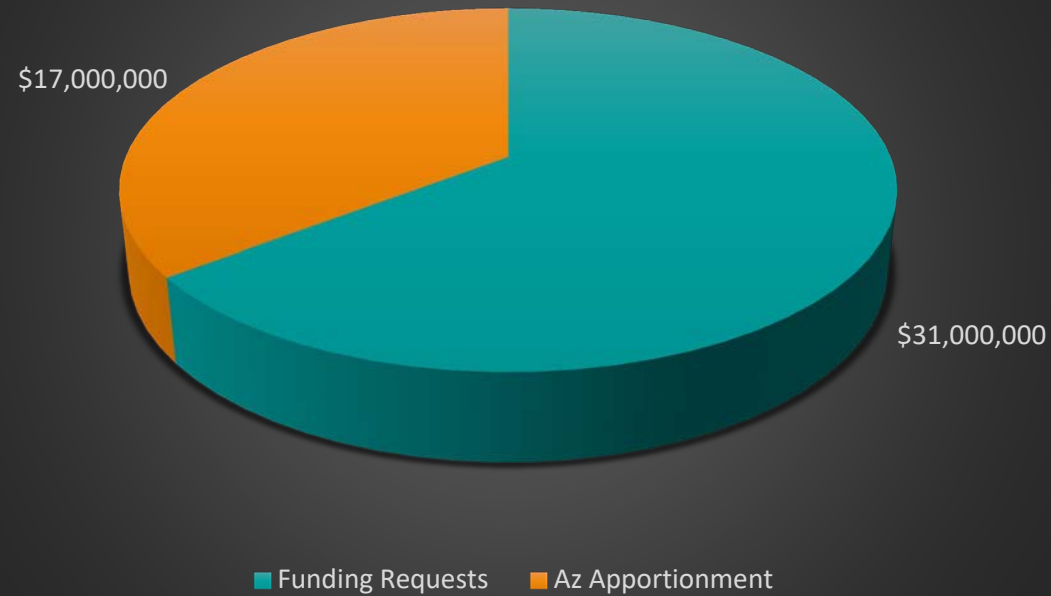
- State DOT(s): (e.g., ADOT) have direct access to Federal funding through the FTA and are considered as designated recipients.
- Urban areas (e.g., Flagstaff (Northern Arizona Intergovernmental Public Transportation Authority), Prescott, Phoenix) have direct access to Federal funding through the FTA and are considered as direct recipients.
- Tribes: (e.g., Yavapai Apache, Navajo Nation) have direct access to Federal funding through the FTA .
- Rural areas: (e.g., Cottonwood, **Sedona**, Show Low) have access to FTA 5311 program funding through the State (ADOT) and are considered as subrecipients.



ACCESS TO FEDERAL FUNDING



FTA 5311 FY 2024 Az Rural Transit Funding Gap



45.16% Funding Gap

OTHER FEDERAL GRANTS & LOANS



FTA:

Forty-one (41) active FTA competitive grant programs for federal assistance with:

- Bus & bus facility
- Operating and administration
- Planning
- Enhanced elderly and disabled transportation services
- Enhanced equity & access to transportation services for disadvantaged communities.
- Zero emission technology
- Safety & security
- Training

OTHER FEDERAL GRANT & LOAN OPPORTUNITIES



U.S Department of Transportation (FHS):

- Federal Lands Access Program (FLAP)
- Federal Lands Transportation Program (FLTP)
- Flex funding program (Flex USDOT funds to FTA capital improvement projects)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Transportation Infrastructure Finance and Innovation Act (TIFIA) Low Interest loan program

Other:

- Direct congressional appropriations (Congressionally Directed Spending)

STATE & LOCAL FUNDING OPPORTUNITIES



State:

- State grants / other appropriations as available.

Local:

- County excise tax
- Other county grant opportunities
- City of Sedona transportation privilege tax
- City of Sedona general fund
- Parking revenues
- Passenger fares
- Advertising revenue (transit vehicles / facilities)

LEVERAGING FEDERAL FUNDS (FEDERAL / LOCAL SHARE)



- Most federal grants for transit capital projects (bus & bus facility) provide up to an 80% federal share (\$0.80 cents on the dollar) and 40% 60% federal share for operating assistance.
- Local and or state funds must be applied towards the local share (local match) for access to federal funds.

LEVERAGING FEDERAL FUNDS (FEDERAL / LOCAL SHARE)



The city of Sedona pays a portion of the local share for FTA 5311 operating funds received by Cottonwood Area Transit to operate the Verde Shuttle commuter service.





GOVERNANCE

CURRENT SITUATION



- Multiple rural municipalities in Yavapai County providing separate transit services.
- Duplication of effort, (transit planning, insurance, procurement, vehicle maintenance, marketing, hiring, and training.)
- All competing with each other for limited Federal dollars.
- No direct access to larger pools of Federal transit funding.

POTENTIAL GOVERNANCE STRUCTURES



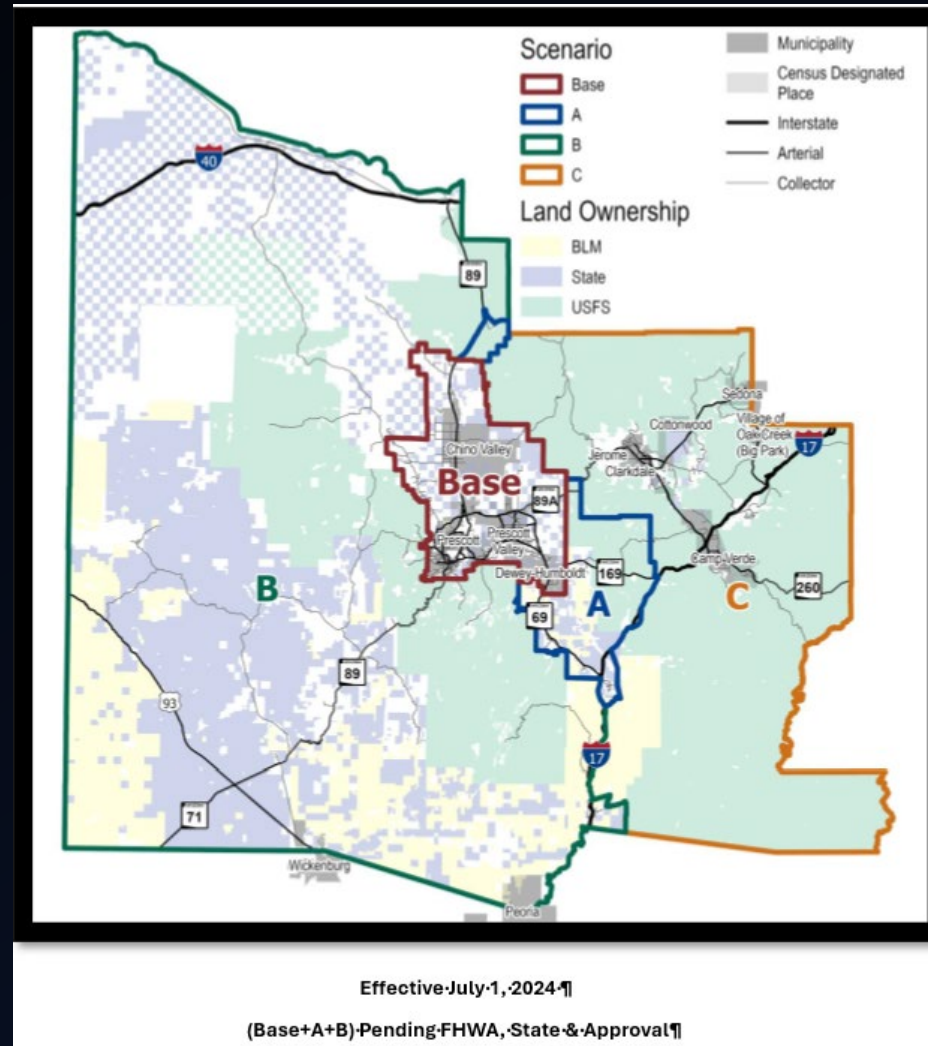
Type of Structure	Overview	Advantages	Disadvantages
County Transit System	County provides transit services to provide regional services and/or fill gaps	Opportunity to create countywide system	May be a mismatch for Central Yavapai
Metropolitan Public Transit Authority (MPTA)	Counties and cities (but not Indian nations) can create MPTAs to acquire, own, and operate public transportation authorities	Creates local authority Easier implementation	Elected officials run organization
Regional Transportation Authority (RTA)	Public, political, tax levying public improvement and taxing sub-division Independent of governments in area it serves Powers equal to a municipal corporation Counties more than 400,000 but less than 1.2 million. Possible in smaller counties with County Board vote	Multimodal	20-year planning horizon Potential less control for cities and tribal nations
Joint Powers Organization/Non-Profit Corporation	Counties, cities and other partners form a separate legal entity to operate transit service	Creates local authority	No taxing authority
Intergovernmental Agreement (IGA)	County, cities, and tribal nations (+ others) develop intergovernmental agreements (IGAs) that define respective roles and responsibilities	Creates local authority	No taxing authority and burdensome approval process for sharing authority and funding
Intergovernmental Public Transit Authority (IPTA)	Public, political public improvement district Membership determined by cities and towns interested in establishing IPTA. Can include universities under jurisdiction of AZ board of regents and tribal nations As of 2020, only applicable to counties with population of 200,000 or less	Has powers/authority to operate or contract for public transportation services Eligible to receive 5307 funds Funds raised through member contributions, contracts, partnerships and fares Easy to form	No taxing authority

Source: NACOG Yavapai Passenger Transportation Study - February 2021.

POTENTIAL GOVERNANCE STRUCTURES



- ❑ Central Yavapai County Metropolitan Planning Agency FY 2024 Planning Boundary Expansion
- ❑ Established a transit operating arm in Prescott Valley. (One of 60 MPO/COGs in the Nation to do so.)
- ❑ More direct access to Federal transit funding.





*THE SEDONA AREA TRANSIT IMPLEMENTATION
PLAN & NEXT STEPS*

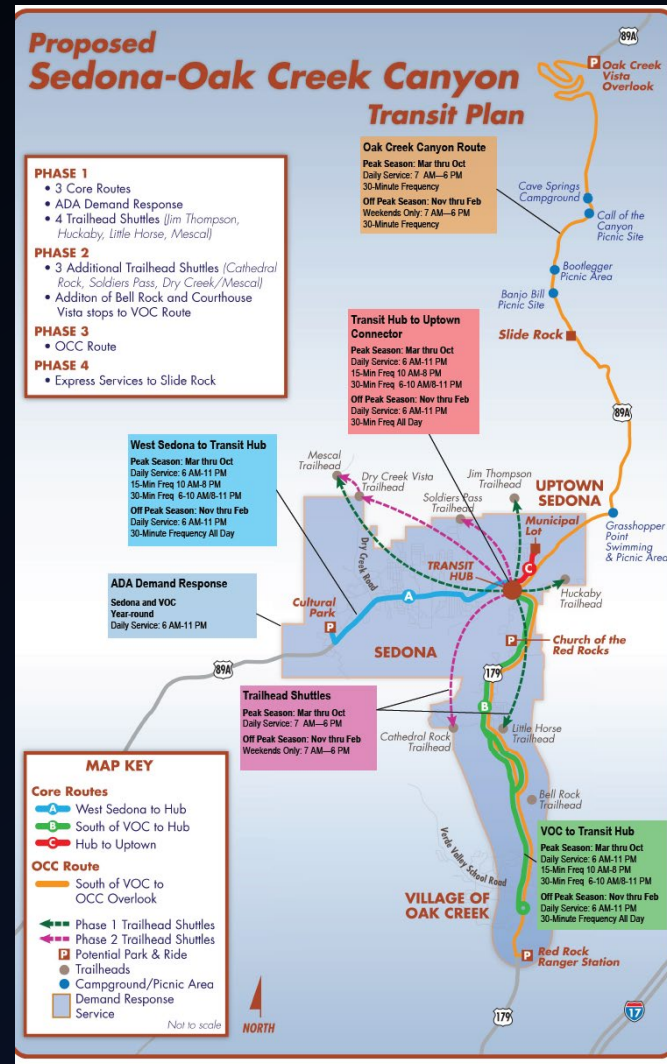
THE SEDONA AREA TRANSIT IMPLEMENTATION PLAN



Four phase – ten-year plan

Route	Core-Routes
1	West-Sedona
2	VOC
3	Uptown
	Demand-Response
1	¾-Mile-of-all-fixed-route-services
TH-Shuttles	
1	Jim-Thompson
2	Little-Horse
3	Huckaby
4	Dry-Creek-/Mescal
6	Cathedral-Rock
7	Soldier-Pass
Regional-Routes	
1	VOC--OCC:Oak-Creek-Vista
2	VOC--OCC:Slide-Rock-Express-Services

Mode	Totals
Core-Routes	3
Demand-Response	1
TH-Shuttle-Routes	7
Regional-Routes	2
Total	13



RECOMMENDED NEXT STEPS



- Continue to pursue other Federal & State funding opportunities.
- Increase regional lobbying efforts to reform the state's decades old mechanism for collecting dedicated transportation revenues, which have failed to keep pace with the state's increasing transportations needs - to include investment in multi model.
- Explore an alternative governance model to better leverage existing local funds and allow direct access to increased federal transit funding.
- Other?



QUESTIONS / DISCUSSION