

# Capital Projects Fund

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# Capital Projects Fund

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# Capital Projects Fund

## SUMMARY

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget	% Chg.
<b><u>Beginning Funds</u></b>	\$ 379,785	\$ 410,014	\$ 284,709	\$ 284,709	\$ 249,709	-12%
<b><u>Revenues</u></b>						
Intergovernmental Revenue	\$ 25,827	\$ 351,351	\$ 91,000	\$ 205,725	\$ 3,760,000	4032%
Development Impact Fees	117	161,561	268,700	-	325,900	21%
Interest and Rents	32,052	10,386	-	-	-	N/A
Donations	2,758	-	-	-	90,000	N/A
Transfers from Other Funds	580,458	616,971	3,338,100	1,656,475	7,025,200	110%
Sale of Property	-	-	-	-	-	N/A
Total Revenues	\$ 641,212	\$ 1,140,269	\$ 3,697,800	\$ 1,862,200	\$11,201,100	203%
<b><u>Expenses</u></b>						
Miscellaneous Projects	\$ 63,686	\$ -	\$ -	\$ -	\$ 825,000	N/A
Street Improvements	423,183	903,354	3,463,600	1,634,700	5,597,400	62%
Drainage Improvements	1,800	-	50,000	50,000	242,000	384%
Building Improvements	-	-	-	-	1,300,000	N/A
Parks and Open Space	122,314	362,220	202,500	212,500	1,455,000	619%
Contingency	-	-	-	-	1,800,000	N/A
Total Expenses	\$ 610,983	\$ 1,265,574	\$ 3,716,100	\$ 1,897,200	\$11,219,400	202%
<b><u>Excess (Deficiency) of Revenues over Expenditures</u></b>	\$ 30,229	\$ (125,305)	\$ (18,300)	\$ (35,000)	\$ (18,300)	0%
<b><u>Ending Funds Available</u></b>	\$ 410,014	\$ 284,709	\$ 266,409	\$ 249,709	\$ 231,409	-13%
<b><u>Components of Funds Available</u></b>						
Restricted for POST	\$ 8,448	\$ 10,264	\$ 10,264	\$ 10,264	\$ 10,264	0%
Restricted for streets/drainage	295,457	168,336	150,036	133,336	115,036	-23%
Unassigned	106,109	106,109	106,109	106,109	106,109	0%
	\$ 410,014	\$ 284,709	\$ 266,409	\$ 249,709	\$ 231,409	-13%

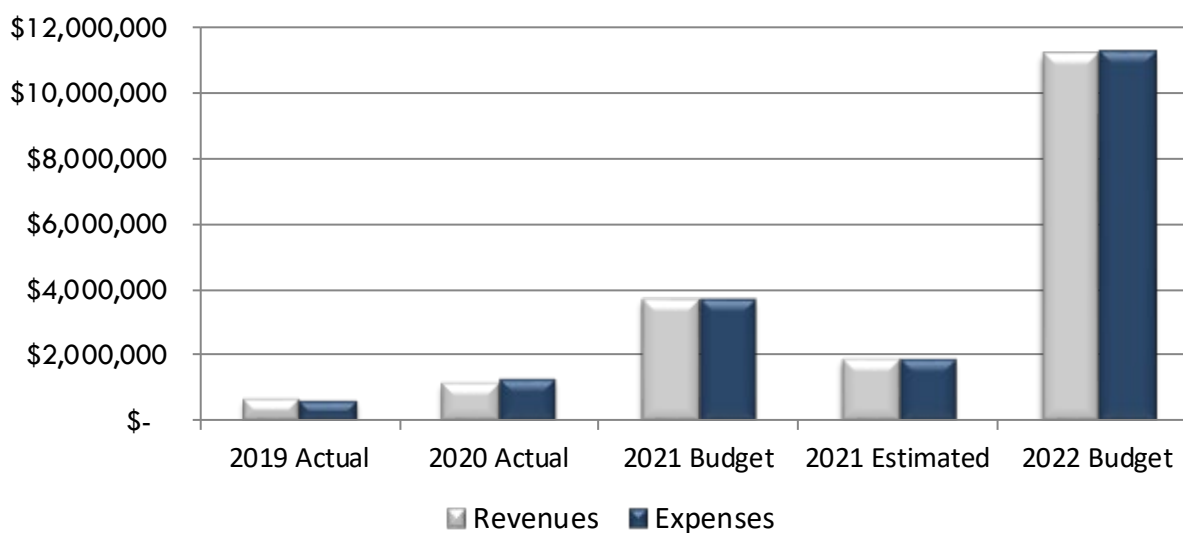
# Capital Projects Fund

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## PURPOSE OF THE FUND

The Capital Projects Fund provides for acquisition and construction of improvements and enhancements to the general governmental infrastructure and facilities of the City such as streets, parks and open space, and other projects in accordance with the City's Five Year Capital Improvement Plan. Capital projects associated with enterprise funds such as the Sewer and Irrigation Funds are accounted for in the respective funds and are not included in the Capital Projects Fund with the exception of coordinated street and sewer projects. A capital project is typically defined as a project with a useful life of five years or greater and a minimum cost of \$10,000. Capital equipment is generally funded in operating budgets.

## REVENUES AND EXPENSES



### Revenues

Revenues of \$11.2 million in the 2022 Capital Projects Fund Budget are primarily from transfers from other funds (63%) and grants from other entities (34%). Other revenue sources include development fees, and donations.

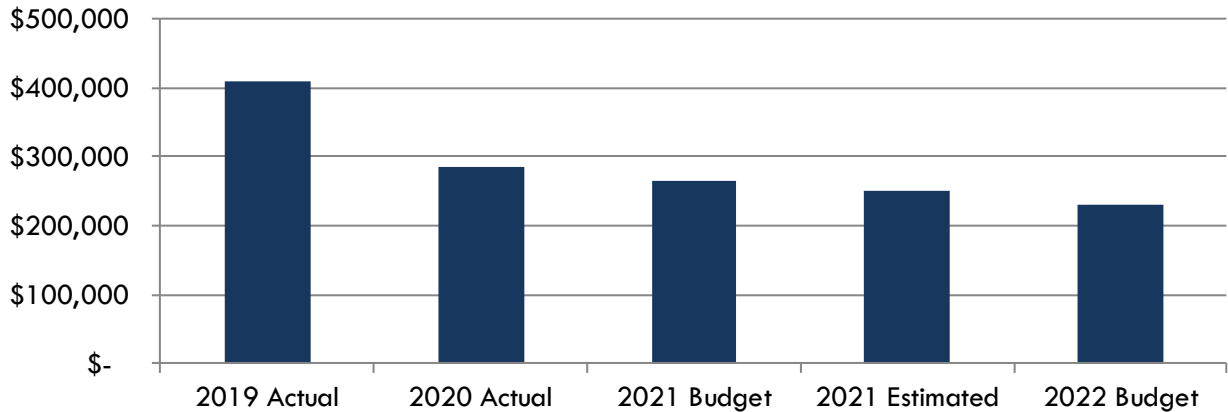
### Expenses

There are a number of individual projects in the 2022 budget which are detailed in the following pages. The most significant projects are the construction of the Maple Street Bridge over the Little Salt Wash (\$2.2 million), renovation and upgrades to Reed Park (\$1.3 million) and renovations to the Civic Center (\$1.3 million). The 2022 Capital Projects also include reappropriation of funds from the 2021 Budget for the Pine Street Bridge (\$2.1 million) and 16 Road Rail Crossing (\$190,000) projects based on estimated 2021 expenses.

# Capital Projects Fund

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## FUNDS AVAILABLE



The 2022 Budget includes the use of \$18,300 in available funds restricted for streets for the 16 Road Rail Crossing project). The estimated available funds at December 31, 2022 is \$231,409 Of these funds, \$125,300 are restricted for specific uses and \$106,109 is unassigned and available for any capital project use.

## PERSONNEL

The Capital Projects Fund does not include any personnel costs. Activities in the Fund are supported by city staff, primarily from the Engineering Department for the engineering, design and management of capital projects.

# Capital Projects Fund Summary

Revenues		2019	2020	2021	2021	2022	%
Account	Description	Actual	Actual	Budget	Estimated	Budget	Chg.
<b><u>INTERGOVERNMENTAL REVENUES</u></b>							
3319	Federal Grant	-	-	-	-	325,000	N/A
3342	Energy Impact Grant	22,735	337,047	-	-	725,000	N/A
3345	CDOT Grant	-	14,304	41,000	205,725	1,760,000	4193%
3346	GOCO Grant	-	-	-	-	900,000	N/A
3371	Mesa County Grants	-	-	50,000	-	50,000	0%
3375	AGNC Grant	3,092	-	-	-	-	N/A
		25,827	351,351	91,000	205,725	3,760,000	4032%
<b><u>FINES, FORFEITS AND ASSESSMENTS</u></b>							
3550	Special Assessments	117	1,523	-	-	-	N/A
3555	Development Impact Fees	-	160,038	268,700	-	325,900	21%
		117	161,561	268,700	-	325,900	21%
<b><u>INTEREST AND RENTS</u></b>							
3610	Interest on deposits	32,052	10,386	-	-	-	N/A
		32,052	10,386	-	-	-	N/A
<b><u>DONATIONS</u></b>							
3641	Donations	2,758	-	-	-	90,000	N/A
		2,758	-	-	-	90,000	N/A
<b><u>TRANSFERS FROM OTHER FUNDS</u></b>							
3910	Transfer from General Fund	461,737	598,286	2,976,625	1,172,150	6,217,400	109%
3911	Transfer from Sewer Fund	-	-	311,300	429,150	300,000	-4%
3913	Transfer from Devils Canyon Fund	-	18,685	20,175	25,175	-	-100%
3916	Transfer from CTF	118,721	-	30,000	30,000	407,800	1259%
3919	Transfer from Public Places Fund	-	-	-	-	100,000	N/A
		580,458	616,971	3,338,100	1,656,475	7,025,200	110%
<b><u>OTHER FINANCING SOURCES</u></b>							
3950	Sale of Property	-	-	-	-	-	N/A
		-	-	-	-	-	N/A
<b>TOTAL REVENUES</b>		<b>641,212</b>	<b>1,140,269</b>	<b>3,697,800</b>	<b>1,862,200</b>	<b>11,201,100</b>	<b>203%</b>

# Capital Projects Fund Summary

## Expenses

Account	Description	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget	% Chg.
<b>MISCELLANEOUS PROJECTS</b>							
705-77	Lagoon Redevelopment	63,686	-	-	-	-	N/A
707-77	EV Charging Station	-	-	-	-	125,000	N/A
708-77	Downtown Improvements	-	-	-	-	500,000	N/A
710-77	Broadband Connections	-	-	-	-	200,000	N/A
		63,686	-	-	-	825,000	N/A
<b>STREET IMPROVEMENTS</b>							
732-77	Maple Street Improvements	-	-	672,600	790,450	430,300	-36%
733-77	Sidewalk Replacement	31,215	29,367	-	-	-	N/A
735-77	Overlay Program	379,847	200,465	200,000	200,000	242,200	21%
736-77	Business Park - 16 Rd Rail Crossing	-	-	190,000	35,000	190,000	0%
737-77	K.4 Road	-	626,229	-	-	-	N/A
742-77	Hwy 340 Roundabouts	-	18,685	276,000	297,700	-	-100%
743-77	Pine Street Bridge	-	-	2,125,000	100	2,124,900	0%
744-77	Fremont Street	-	-	-	-	410,000	N/A
745-77	J.2 Road Improvements	12,121	-	-	-	-	N/A
746-77	Maple Street Birdge	-	-	-	-	2,200,000	N/A
748-77	Traffic Circulation Plan	-	6,623	-	82,500	-	
749-77	Design and Engineering	-	21,985	-	228,950	-	N/A
		423,183	903,354	3,463,600	1,634,700	5,597,400	62%
<b>DRAINAGE IMPROVEMENTS</b>							
763-77	Drainage Improvements	1,800	-	50,000	50,000	242,000	384%
		1,800	-	50,000	50,000	242,000	384%
<b>BUILDING IMPROVEMENTS</b>							
783-77	Civic Center Improvements	-	-	-	-	1,300,000	N/A
		-	-	-	-	1,300,000	N/A
<b>PARK AND OPEN SPACE IMPROVEMENTS</b>							
790-77	Kokopelli Trail	3,593	337,047	-	-	-	N/A
792-77	Trails	-	-	45,500	55,500	90,000	98%
795-77	Reed Park Improvements	-	-	-	-	1,315,000	N/A
796-77	Bike Park Improvements	-	-	-	-	50,000	N/A
803-77	Park Improvements	118,721	-	100,000	100,000	-	-100%
841-77	Big Salt Wash Trail	-	25,173	57,000	57,000	-	-100%
		122,314	362,220	202,500	212,500	1,455,000	619%
<b>CONTINGENCY</b>							
700-77	Contingency	-	-	-	-	1,800,000	N/A
		-	-	-	-	1,800,000	N/A
<b>TOTAL EXPENDITURES</b>		<b>610,983</b>	<b>1,265,574</b>	<b>3,716,100</b>	<b>1,897,200</b>	<b>11,219,400</b>	<b>202%</b>

# Capital Projects Fund

## EV Charging Station - Project #130-707-77

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3342 Energy Impact Grant	\$ -	\$ -	\$ -	\$ -	\$ -
3910 Transfer from General Fund	-	-	-	-	125,000
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$ 125,000
<b>Expenses</b>					
4730 Construction	\$ -	\$ -	\$ -	\$ -	\$ 125,000
4743 Equipment	-	-	-	-	-
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$ 125,000

### **Project Description**

This project includes purchasing two Electric Vehicle Charging Stations and installing the stations at the Fruita Civic Center. The project includes the cost of electrical work to be able to install the charging stations, and two stations that can charge an electric vehicle in 45 minutes to an hour.

### **Purpose and Need**

There are currently no Electric Vehicle Charging Stations in the City of Fruita. Although there are several located in Grand Junction, there has been interest from the public and staff in installing stations in Fruita.

### **History and Current Status**

In the past, the City of Fruita has partnered with the Dinosaur Diamond and the Dinosaur Journey to apply for grant funding for an Electric Vehicle Charging Stations. The Dinosaur Journey currently has an application pending with the state, but this is for a four-hour charging station. To supplement these efforts, and to encourage economic development in the downtown area, this project will install two, faster, charging stations in the north side of Fruita.

### **Schedule**

January – February 2022 – Electric Upgrades at the Fruita Civic Center to accommodate the stations.

May – July – Installation of two Electric Vehicle Charging Stations (gap in timeline is to complete a Requests for Proposals (if necessary), and the lead time on the actual stations.

### **Operating Budget Impact**

It is expected that there will be some ongoing operational costs as a result of increased electrical use to the city, but it is believed that this can be offset by the fees generated by the stations.



# Capital Projects Fund

Mulberry Outdoor Dining Improvements - Project #130-708-77					
	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3319 ARPA Funds	\$ -	\$ -	\$ -	\$ -	\$ 225,000
3342 Energy Impact Grant	-	-	-	-	25,000
3910 Transfer from General Fund	-	-	-	-	150,000
3919 Transfer from Public Places Fund	-	-	-	-	100,000
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$ 500,000
<b>Expenses</b>					
4335 Design & Engineering	\$ -	\$ -	\$ -	\$ -	\$ 50,000
4730 Construction	-	-	-	-	450,000
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$ 500,000

## **Project Description**

This project includes the design and construction of outdoor improvements to Mulberry St. from just north of Aspen Ave. to the alley (approximately 125 feet). Improvements may include lighting, signage, amenities and furnishings, bike parking, landscape improvements, hardscape improvements, and unique multi-use covered canopy/ concert structure.

## **Purpose and Need**

In 2020, the City constructed a temporary space for open air gathering when occupancy limitations were in place due to the pandemic. As a result, the public has stated interest in this becoming a permanent closure for the purpose of gathering, concert programming, additional capacity for festivals, and seating options for outdoor dining and gathering. The City received a Rural Economic Development Initiative (REDI) grant bring the total design budget to \$50,000.

## **History and Current Status**

As stated above in the Purpose and Need section, a temporary space was created in 2020 at this location as well as a similar location on Peach St. to provide social distancing and increase opportunities for patrons to purchase goods from local businesses and utilize the space. As these spaces were temporary in nature, they were not intended to last for years. After restrictions on indoor use were lifted, the Peach St. temporary space was removed in 2021 with the Mulberry St. side remaining intact. Some of the temporary items have not weathered well and the tenting is not intended as a permanent solution.

## **Schedule**

Design of the space will occur in the first quarter of 2022. Construction is anticipated to begin in the summer with a completion in the fall.

## **Operating Budget Impact**

There will be some operational costs with cleaning and trash service. Current costs for 2021 are around \$3,000 per month for those services including the additional dumpster at the Civic Center.

# Capital Projects Fund

Broadband Connection - Project #130-710-77					
	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3319 Federal ARPA Funds	\$ -	\$ -	\$ -	\$ -	\$ 100,000
3342 Energy Impact Grant	-	-	-	-	100,000
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$ 200,000
<b>Expenses</b>					
4730 Construction	\$ -	\$ -	\$ -	\$ -	\$ 200,000
4741 Land Acquisition	-	-	-	-	-
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$ 200,000

## Project Description

This project involves creating a lateral connection to an internet fiber line that currently exists along I-70 and is operated by Region 10, and constructing a “Carrier Neutral Location” (“CNL”) facility that would host the connection. The CNL will allow the City of Fruita to have an access point to the gigabyte internet service, and private providers will be able to connect to the location and then (if interested) build fiber broadband to homes and businesses in Fruita. The network will be open access and available to multiple providers and will also create a redundant connection for City facilities.

## Purpose and Need

By creating a lateral connection to an existing fiber line, and building a CNL, this will create a “middle mile” connection that would allow private internet service providers and the City of Fruita the ability to connect to gigabyte internet services.

## History and Current Status

In 2016, Fruita voters gave the City of Fruita authority to implement broadband related projects by opting out of Co. Senate Bill 05-152. Shortly after, a Broadband Plan was completed for Mesa County in 2017, identifying the need for additional and redundant internet service in the City. It is estimated that a complete build of a broadband fiber network would cost a private provider around \$10-12 million, but creating this access point, would reduce costs.

## Schedule

January – February 2022 – Apply for Middle Mile DOLA Grant

March – August 2022 – Work with Region 10 to design lateral connection, Carrier Neutral Location, obtain necessary permits.

August 2022 – December 2022 – Construct lateral connection, Carrier Neutral Location at a City location.

## Operating Budget Impact

It is expected that ongoing costs, at least for this portion of the project, will include utilities and electrical costs for the Carrier Neutral Location.

City of Fruita

2022 Budget

# Capital Projects Fund

## Maple Street Improvements - Project #130-732-77

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3910 Transfer from General Fund	\$ -	\$ -	\$ 361,300	\$ 361,300	\$ 130,300
3911 Transfer from Sewer Fund	-	-	311,300	429,150	300,000
Total Revenues	\$ -	\$ -	\$ 672,600	\$ 790,450	\$ 430,300
<b>Expenses</b>					
4335 Design & Engineering	\$ -	\$ -	\$ -	\$ -	\$ -
4730 Construction	-	-	622,600	740,450	430,300
4741 Land/ROW Acquisition	-	-	50,000	50,000	-
Total Expenses	\$ -	\$ -	\$ 672,600	\$ 790,450	\$ 430,300

### **Purpose and Need**

Maple Street Improvements Phase 3 – McCune to Highway 6 and from Maple to Elm through Reed Park Parking Lot

The Maple Street Improvement project consists of sewer and street improvements. The sewer line is primarily made of clay, concrete, or orangeburg pipe that is in poor condition. The road surface along this corridor is also in poor condition with a Pavement and Surface Evaluation Rating (PASER) of 4 and 5 out of 10. This project will consolidate sewer line replacements and road improvements into one project. This project is of higher priority due to the condition of the street and sewer and the amount of traffic on this collector roadway.

### **History and Current Status**

As mentioned above, the City of Fruita maintains an inventory of a Pavement and Surface Evaluation Rating (PASER) that evaluates all streets within the City limits every 3 years and continually updates the inventory as maintenance operations are completed. These evaluation ratings are used in conjunction with traffic data to prioritize streets in need of overlaying. Both the 2017 and 2020 Fruita Community Surveys identified the quality of City streets and sidewalks as the areas that should receive the most emphasis.

### **Schedule**

Bid: January/February

Construction: March thru May

### **Operating Budget Impact**

This project will not have a direct impact on the operating budget, but may help reduce future maintenance costs associated with these infrastructure assets.

# Capital Projects Fund

## Overlay Program - Project #130-735-77

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3910 Transfer from General Fund	\$ 379,825	\$ 200,465	\$ 200,000	\$ 200,000	\$ 242,200
Total Revenues	\$ 379,825	\$ 200,465	\$ 200,000	\$ 200,000	\$ 242,200
<b>Expenses</b>					
4730 Construction	\$ 379,847	\$ 200,465	\$ 200,000	\$ 200,000	\$ 242,200
Total Expenses	\$ 379,847	\$ 200,465	\$ 200,000	\$ 200,000	\$ 242,200

## Project Description

This is a capital project fund for asphalt overlay improvements, including patching on various streets in the City of Fruita. This project will focus on overlays in various locations to be determined prior to bidding the project and based on the Pavement and Surface Evaluation Rating (PASER) scores. The following streets have been tentatively identified for overlay in 2022.

Location	Description
Ash	Columbine to Pabor
Elm St.	McCune to Reed Park
16 Rd	Cipolla to South end
N Mesa St.	Ottley to Roberson

## Purpose and Need

Performing overlays on asphalt road surfaces is an important part of a street maintenance plan. This process, in combination with chip sealing, patching, and other maintenance operations, helps maximize the lifespan of the road surface.

## History and Current Status

The City of Fruita maintains an inventory of PASER ratings that evaluates all streets within the City limits every 3 years and continually updates the inventory as maintenance operations are completed. These evaluation ratings are used in conjunction with traffic data to prioritize streets in need of overlaying. Both the 2017 and 2020 Fruita Community Surveys identified the quality of City streets and sidewalks as the areas that should receive the most emphasis.

## Schedule

Bid: May

Construction: Overlays are planned to be constructed in the summer months when school is not in session with a portion being tied to the associated sewer project.

## Operating Budget Impact

This project will not have a direct impact on the operating budget, but may help reduce future maintenance costs associated with patching these sections of the City's street system.

# Capital Projects Fund

## Fremont Street - Project #130-744-77

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3371 Mesa County	\$ -	\$ -	\$ -	\$ -	\$ -
3910 Transfer from General Fund	-	-	-	-	410,000
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$ 410,000
<b>Expenses</b>					
4741 Land Acquisitions	\$ -	\$ -	\$ -	\$ -	\$ 410,000
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$ 410,000

### **Project Description**

This project includes acquisitions of land for future right of way for Fremont Street.

### **Purpose and Need**

With pressures to develop along the east side of Fruita, there is also traffic congestion, especially around the drop off times for the Fruita 8/9 School and Fruita Monument High School. There is only 40 feet of prescriptive right of way for that corridor for Fremont St. In order to construction the improvements, right of way acquisition is required.

### **History and Current Status**

Currently Pine Street and 19 Road receives heavy traffic volumes during rush hour especially in the morning. The construction of Fremont St. has been a priority on the capital projects list for many years. The 2045 Regional Transportation plan identified that if Fremont St. were to be constructed, giving another point to connect to Highway 6, that traffic volumes would be reduced significantly at 19 Road. With multiple annexations and proposed developments along the east side of Fruita, there is a need to construct this corridor. The design of the Fremont St. connection from Highway 6 to Wildcat Ave. (J Road) should be completed by the end of 2021.

### **Schedule**

As there may be federal funding associated with the construction of the Fremont St., right of way acquisition will need to follow the Uniform Act which will likely take the entire year. We plan to have a consultant under contract after the first of the year and take the entire year to complete the required right of way.

### **Operating Budget Impact**

This project will not have a direct impact on the operating budget, but once construction occurs, there will be added maintenance for the new roadway.

# Capital Projects Fund

Maple Street Bridge Replacement - Project #130-746-77					
	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3345 CDOT Grant	\$ -	\$ -	\$ -	\$ -	\$1,760,000
3910 Transfer from General Fund	-	-	-	-	440,000
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$2,200,000
<b>Expenses</b>					
4335 Engineering and Design	\$ -	\$ -	\$ -	\$ -	\$ -
4730 Construction	-	-	-	-	2,200,000
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$2,200,000

## **Project Description**

This project includes bridge improvements on Maple Street over the Little Salt Wash.

## **Purpose and Need**

## **History and Current Status**

This is a new project. Project costs include design and engineering, right-of-way/land acquisition and construction.

## **Schedule**

## **Operating Budget Impact**

This project will not have a direct impact on the operating budget.

# Capital Projects Fund

## Peach Street Storm Drain - Project #130-763-77

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3910 Transfer from GEN	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 242,000
Total Revenues	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 242,000
<b>Expenses</b>					
4335 Engineering and Design	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -
4730 Construction	1,800	-	-	-	242,000
Total Expenses	\$ 1,800	\$ -	\$ 50,000	\$ 50,000	\$ 242,000

### **Project Description**

This project involves drainage system installation and overlay of Peach Street north of Pabor. The drainage system will be constructed in the street and connect to the storm drain in Ottley Ave.

### **Purpose and Need**

This project will correct the ponding along Peach Way from localized flooding with storm water and waste irrigation water. Water will be captured into a storm drain rather than continuing to surface flow.

### **History and Current Status**

This project has been identified for more than 10 years but continues to be deferred due to funding and priorities. This area is relatively flat with gutter flowlines less than design minimums. Since there is no curb and gutter along portions of N. Peach Way and the adjacent properties sit lower than the roadway, excessive ponding occurs.

### **Schedule**

Bid: January 2022

Construction: February/March – Paving in April

### **Operating Budget Impact**

Once completed, issues related to ponding from localized flooding will be corrected and will reduce ongoing maintenance costs required to maintain a 180' section of unpaved roadway.

# Capital Projects Fund

## Civic Center Improvements - Project #130-783-77

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3342 DOLA Grant	\$ -	\$ -	\$ -	\$ -	\$ 600,000
3371 Mesa County FMLD Grant	-	-	-	-	-
3910 Transfer from GEN	-	-	-	-	700,000
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$1,300,000
<b>Expenses</b>					
4335 Engineering and Design	\$ -	\$ -	\$ -	\$ -	\$ -
4720 Construction	-	-	-	-	1,300,000
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$1,300,000

### **Project Description**

This project involves a first phase remodel of the Civic Center spaces for additional offices.

### **Purpose and Need**

The current layout of Administration and Planning work areas does not function with the current staff or proposed new staff. There is wasted space in the first-floor area as well as the second floor. Currently there is a planning effort to go through a space needs assessment and to produce conceptual layouts to remodel the building. This process will identify office and work area layouts that will better utilize the space and provide work areas for new employees.

### **History and Current Status**

As this facility was originally used as an elementary school, the layout is configured awkwardly and does not utilize the space well.

### **Schedule**

The hope is there would be a conceptual plan in place in late 2021 that would then go construction drawings. Construction would begin in the first half of 2022. There would need to be some temporary relocation of staff into other areas of the building or even other facilities.

### **Operating Budget Impact**

Because there would not be additional square footage other than possibly removing the storage at the north end of the building and converting it to office space, there would not be a change to the operating budget.



# Capital Projects Fund

## Trails - Project #130-792-77

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3345 CDOT Grant	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -
3641 Donations - Riverfront	-	-	-	-	90,000
3910 Transfer from General Fund	-	-	5,500	5,500	-
Total Revenues	\$ -	\$ -	\$ 55,500	\$ 55,500	\$ 90,000
<b>Expenses</b>					
4335 Engineering and Design	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 90,000
4730 Construction	-	-	45,500	45,500	-
Total Expenses	\$ -	\$ -	\$ 55,500	\$ 55,500	\$ 90,000

### **Project Description**

This project involves design of the Hwy 340 Trail south to the Colorado River and under the bridge at the river to connect with the James M. Robb State Park.

### **Purpose and Need**

A safe alternative to crossing Highway 340 is much needed. This would connect the Monument View Section of the Riverfront Trail system to the Little Salt Wash Trail and the Kokopelli Trail Section. It also makes the connection to the Fruita Bike Park.

### **History and Current Status**

This connection has been a priority project for Parks for many years and is identified as a priority project in the PHROST Master Plan. Currently there is a concrete trail that runs the east side of Highway 340 and terminates to the south at Redcliffs Drive. Additionally, the State Park has a trail that wraps around the southern portion of the southern lake and terminates just west of Highway 340. This project would connect the 2 trails by running underneath the bridge at the Colorado River.

### **Schedule**

Consultant selection would occur in the first quarter of 2022 with design being completed by the end of the year.

### **Operating Budget Impact**

There is no impact to the operating budget for the design of this project. Once the project is constructed, there will be maintenance costs associated with upkeep, snow removal, etc.

# Capital Projects Fund

## Reed Park - Project #130-795-77

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3346 GOCO Grant	\$ -	\$ -	\$ -	\$ -	\$ 900,000
3555 Development Impact Fees	-	-	-	-	37,200
3916 Transfer from CTF	-	-	-	-	377,800
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$1,315,000
<b>Expenses</b>					
4335 Engineering and Design	\$ -	\$ -	\$ -	\$ -	\$ 115,000
4730 Construction	-	-	-	-	1,200,000
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$1,315,000

### **Project Description**

This project involves design and construction of upgraded facilities at Reed Park.

### **Purpose and Need**

The skate park near the Recreation Center has reached its useful life and is slated to be relocated per the PHROST Master Plan. The restrooms are original and do not meet ADA requirements. Since the Farmers Market has been relocated to Reed Park, there is a need for additional power. Two of the playground equipment are original and showing wear. With the number of visitors, the park needs to be upgraded to meet the demands placed on it.

### **History and Current Status**

Reed Park is located in the heart of Fruita and was established in 1984. Aside from the programmed activities of Little Salt Wash, Reed Park is the heaviest used park in Fruita. Reed Park has not undergone any significant improvements since being established. The intent of this project is to utilize some impact fees with some Conservation Trust Funds to apply for a GOCO grant for construction costs.

### **Schedule**

Design and engineering would commence in the first quarter of 2022 with construction possibly beginning in the fall.

### **Operating Budget Impact**

There should be no significant changes to the operations budget with the improvements to Reed Park.

# Capital Projects Fund

S Fruita Bike Park - Project #130-796					
	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3916 Transfer from CTF	\$ -	\$ -	\$ -	\$ -	\$ 30,000
3555 POST Impact Fees	-	-	-	-	20,000
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$ 50,000
<b>Expenses</b>					
4720 Construction	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$ 50,000

## **Project Description**

This project involves reworking and the addition of durable hard-surface metal wood jump faces to the dirt jumps as well as a significant reworking and improvement to the MTB skills area.

## **Purpose and Need**

Given the amount of use, there has been some wear to some of the features as well as erosion from weather. To keep the park in a desired condition, reworking some of the elements is required. The project will provide a more durable and longer lasting set of features and make it more attractive to the users of the bike park.

## **History and Current Status**

The Fruita Bike Park was completed in 2014. The Bike Park has seen some wear and tear and requires some improved features that may include wooden ramps that would hold up better to the weather and use.

## **Schedule**

Anticipation is that this would be constructed in the summer months.

## **Operating Budget Impact**

This does not have an impact on the operating budget other than it will help reduce some maintenance costs.

# Capital Projects Fund

Contingency - Project #130-700-77					
	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
3910 Transfer from General Fund	\$ -	\$ -	\$ -	\$ -	\$1,800,000
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$1,800,000
<b>Expenses</b>					
4850 Contingency	\$ -	\$ -	\$ -	\$ -	\$1,800,000
Total Expenses	\$ -	\$ -	\$ -	\$ -	\$1,800,000

## Project Description

Contingency funds are budgeted in the Capital Projects Fund to offset unanticipated costs for capital projects and shortfalls in funding for unconfirmed grant awards.

## Purpose and Need

Capital projects budgeted for 2022 are based on estimated costs and have not yet been put out to bid. In addition, several projects include funding from anticipated grant awards. However, receipt of grant funds are not confirmed at the time the Budget is adopted. The contingency fund is established to provide funds for minor shortfalls in budget estimates versus actual costs and to provide funds for projects in the event grants are not received as budgeted.

# Capital Projects Fund

## 16 Road Rail Crossing - Project #130-736 (Reappropriated 2021 Project)

	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget
<b>Revenues</b>					
2473 FB - Restricted for streets	-	-	-	35,000	18,300
3371 Mesa County Grant	-	-	-	-	50,000
3555 Development Impact Fees	-	-	-	-	121,700
Total Revenues	\$ -	\$ -	\$ -	\$ 35,000	\$ 190,000
<b>Expenses</b>					
4335 Engineering and Design	\$ -	\$ -	\$ -	\$ 35,000	\$ -
4730 Construction	-	-	-	-	190,000
Total Expenses	\$ -	\$ -	\$ -	\$ 35,000	\$ 190,000

### **Project Description**

The current crossing of the Union Pacific Railroad at 16 Road consists of the main line tracks that have concrete panels and a spur that serves the business park with timber panels. In 2017, the city overlayed 16 Road up to the railroad right of way and in 2019, CDOT overlayed Highway 6 & 50 including widening the throat of 16 Road. That leaves a section of road approximately 125-ft long that is narrow and in poor condition. Additionally, the timber panels make for a rough ride at the crossing and are only 32-ft in width. The improved road section for 16 Road is 36-ft of asphalt. The plan is to remove the timber panels and replace them with 48-ft of concrete panels. The existing concrete panels on the main line tracks will be extended by 16-ft so that both tracks have 48-ft of panel width. The crossing gates will be relocated to accommodate the new width and new asphalt pavement will be placed to match the 36-ft width.

### **Purpose and Need**

The City has focused on making improvements to the Industrial Park with previous projects include the paving of Railroad Ave., construction of the Greenway Drive Bridge, and extending a trail connection into the park as part of the Kokopelli Trail. This project that improves the park and will make it more appealing for new business as well as provide a safer, more attractive, rail crossing for the existing businesses in the park.

### **History and Current Status**

The City received a grant from the Mesa County Federal Mineral Lease District in 2020 for this project. This project is currently included in the 2021 Annual Budget. UPRR is in the process of design and construction is projected to be completed in 2022. The amount budgeted is based on anticipated completion of engineering and design costs in 2021 and construction costs re-appropriated in the 2022 Budget.

### **Schedule**

Engineering is working with UPRR on design and permitting of the improvements. Rail improvements may start in early 2022 with paving in early spring of 2022.

# Capital Projects Fund

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## **Operating Budget Impact**

This project will not have a direct impact on the operating budget, but may help reduce future maintenance costs associated with improving this section of roadway.

# Capital Projects Fund

Pine St. Bridge - Project #130-743-77 (Reappropriated 2021 Project)						
	2019 Actual	2020 Actual	2021 Budget	2021 Estimated	2022 Budget	
<b>Revenues</b>						
3555 Development Impact Fees	\$ -	\$ -	\$ 147,000	\$ -	\$ 147,000	
3910 Transfer from General Fund	-	-	1,978,000	100	1,977,900	
Total Revenues	\$ -	\$ -	\$2,125,000	\$ 100	\$2,124,900	
<b>Expenses</b>						
4335 Engineering and Design	\$ -	\$ -	\$ 75,000	\$ 100	\$ 74,900	
4730 Construction	-	-	2,000,000	-	2,000,000	
4741 Land/ROW Acquisitions	-	-	50,000	-	50,000	
Total Expenses	\$ -	\$ -	\$2,125,000	\$ 100	\$2,124,900	

## **Project Description**

This project involves the replacement of the Pine Street Bridge over the Little Salt Wash and was initially included in the 2021 Budget.

## **Purpose and Need**

This bridge is functionally obsolete with a narrow deck that does not correspond with any of the city's standard street sections. The approach road on both sides of the bridge has 44' of asphalt and 5-foot wide sidewalks. This abrupt transition to a narrower bridge section is a safety concern. This is an important transportation corridor for both vehicular and pedestrian traffic, especially due to the proximity to Little Salt Wash Park and is a school route to Monument View Elementary. This bridge has a Sufficiency Rating of 66.9 out of 100 in the 2018 Structural Inspection and Inventory Report. The 2020 report had not been received at the time this was written.

## **History and Current Status**

This project is currently included in the 2021 Annual Budget and reappropriated in the 2022 Budget. Project costs include design and engineering, right-of-way/land acquisition and construction.

## **Schedule**

This project is slated to be performed as a design build. The project was put out to bid and a contract awarded in 2021. Right of way acquisition will likely take up the majority of the 2021 year. Construction is anticipated to start at the end of 2021 or into 2022 with the majority of the work being completed during the winter months.

## **Operating Budget Impact**

This project will not have a direct impact on the operating budget.