

# FRUITA COLORADO

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September 2, 2022

Mr. Dana Hlavac  
Colorado Department of Local Affairs  
Regional Manager  
222 South 6<sup>th</sup> Street, Room #409  
Grand Junction, CO 81501

Re: Administrative Grant Request – Pavement Condition Evaluation, Fruita, CO.

Dear Dana,

The City of Fruita Public Works Department – Road Maintenance Division conducts regular inspections and evaluations of the existing street network using the Pavement Surface Evaluation Rating (PASER) Index. This is a subjective evaluation of the condition of roads using a standard set of criteria completed by an employee in the Public Works Department.

As a result of the 2021 Community Survey, the overall priorities for improvement were the quality of city streets and flow of traffic and congestion management which tie directly to our community values and ultimately enhances our Quality of Place.

The city would like to take a more comprehensive objective approach in evaluating our road system which is considered part of the overall asset inventory of the city. This service provides real time quality control in the field for system monitoring, validates GPS, UMU, DMI and camera quality, identifies and corrects voids in data, monitors LCMS data capture, and navigates inventory routing. They provide international roughness index, technical rating intelligence program which detects, classifies and quantifies distresses in the roadway, measures distresses that are overlaid on images. Their system classifies and quantifies alligator/fatigue cracking using a crack density analysis of neighboring grids, all cracking is assessed, measuring each crack, and analyzing the geometry of the crack to assign proper classifications.

The information we receive will give us a network average pavement condition index score, percent of good roads, and identifies the percent of backlog with are very poor, serious, and failed roads. Less than 10% is ideal and 15% is a maximum recommend mark. 20% and greater is difficult to catch up from.

In addition, this program will conduct a curb and gutter inventory, sidewalk and sign inventory, and ADA curb ramp inventory.

Scope:

Capital assets include major government facilities, infrastructure, equipment and networks that enable the delivery of public sector services. The performance and continued use of these capital assets is essential to the health, safety, economic development and quality of life of a community.

Budgetary pressures often impede capital program expenditures or investments for maintenance and replacement especially for governments that don't prepare a multi-year capital plan. The lack of investment makes it increasingly difficult to sustain the asset in condition necessary to provide expected service levels and ultimately deferring essential maintenance could reduce the organization's ability to provide services and could threaten public health, safety, and overall quality of life.

As such, the city proposes hiring a third-party consultant to conduct a comprehensive assessment of the city's roadways, sidewalks, and street signs. This will provide an inventory and a condition assessment of these capital assets and provide a rating that can be used to determine the methodology for road maintenance from routine maintenance to rehabilitation based on the road condition. This information will be kept current and updated every three years and will be used to determine budgetary allocations each year.

Project budget and timeline:

The budget for this project is \$63,388 with a \$25,000 request for assistance with grant funding. If awarded the Administrative Planning Grant, the city would select a consultant and begin the assessment in 2023.

Project urgency and readiness to begin work:

The city has traditionally completed the PASER process every three years and would like to have this assessment completed as early as possible in 2023. This would ensure that we aren't repeating the assessment within a year of our scheduled assessment.

As a result of the 2021 Community Survey, the overall priorities for improvement were the quality of city streets and flow of traffic and congestion management which tie directly to our community values and ultimately enhances our Quality of Place.

### Energy and mineral impact:

Over the past 15 years, the City of Fruita has nearly doubled in population with most of this growth rooted in the energy industry. For example, in 2009, the city had over 400 energy related employees living in the city limits, then in 2010 that number decreased to 244 employees; then in 2011 the number was back up to 490 employees and in 2012 the employee count dropped 27% to 353. The current population is just under 14,000 compared to 4,500 a little over 20 years ago. Without a doubt, the employment opportunities the industry creates are favorable to the community and it has made and saved a significant part of the economy. The boom and bust cycles in energy activity significantly impact the community.

These ever-changing fluctuations create unpredictable changes in budget and make it difficult to provide the infrastructure and services needed or expected. Because of this, Fruita is always pursuing ways to diversify its economic base and supplement the energy industry when it is in less active times.

### Financial Information

Assessed Value: \$114,995,770

Total Mill Levy: 10.146

Property Tax Revenue: \$1,146,137

Sales Tax Rate and Annual Revenue: 3%, \$2,880,993

General Fund Budgeted Revenue: \$8,223,000

General Fund Budgeted Expenditures: \$8,945,180

General Fund Balance as of 12/31/18: \$9,093,384

Portion of unassigned general fund: \$6,591,338 (includes 25% operating reserve of \$1,686,810)

Total Budget Revenue: \$19,841,400

Total Budgeted Expenditures: \$20,515,405

Total Fund Balance (all funds): \$14,115,578

Total Outstanding Debt (all funds): \$30,274,106

We appreciate the opportunity to apply for Department of Local Affairs grant funding to assist with this important project.

Sincerely,

Joel Kincaid  
Mayor