



### AGENDA ITEM # 3

<b>DATE:</b>	August 5, 2021
<b>SUBJECT:</b>	North Lakeshore Area Study Conclusion
<b>PREPARED BY:</b>	Shawn Eliot
<b>BACKGROUND:</b>	<p>The study reviewed traffic and commute patterns within the south Lehi and east lakeshore of Utah Lake. Freeway volumes are projected in the area and current infrastructure including Pioneer Crossing and I-15 cannot handle future demand. The study used a new UDOT process called Solutions Development looking at a holistic picture of the needs and wants of the region rather than just transportation need. Public and stakeholder input was used to gauge the importance of land use, transportation, the natural environment, safety, and community. This and further input were used to formulate different scenarios to review. This is for information only. Further work will determine which corridors and policies to implement. The study recommended that Pioneer Crossing and Vineyard Connector evolve into a grade separated freeway system, Pony Express PKWY be completed as a minor arterial, and transit projects already identified in the regional transportation plan be implemented.</p>
<b>TAC RECOMMENDATION:</b>	Information only. Study did not gain consensus among area municipalities. Future work through the Regional Transportation Plan (RTP) process will continue to study the issues.
<b>SUGGESTED MOTION:</b>	None
<b>CONTACT PERSON:</b>	Shawn Eliot 801-229-3841 seliot@mountainland.org
<b>ATTACHMENTS:</b>	Study materials and report can be found on the MAG website at: <a href="http://www.mountainland.org/northlakeshore">www.mountainland.org/northlakeshore</a>



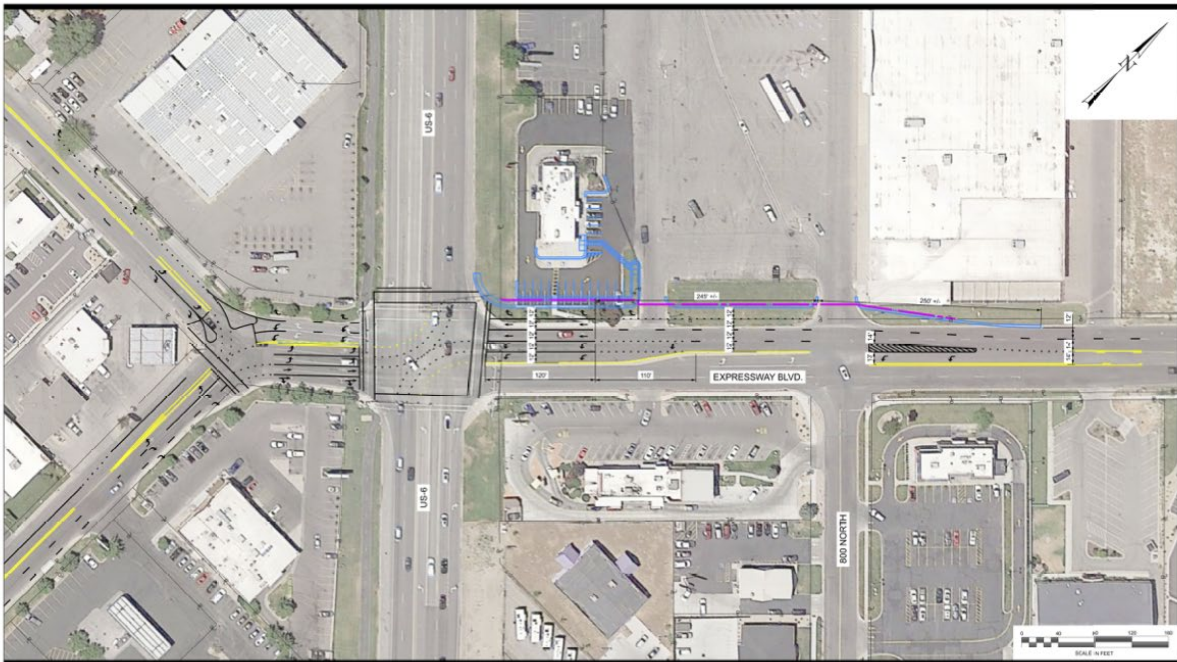
## AGENDA ITEM #4

<b>DATE:</b>	July 26, 2021
<b>SUBJECT:</b>	Corridor Preservation Program Update
<b>PREPARED BY:</b>	Jim Price
<b>BACKGROUND:</b>	<p>This report brings the TAC and RPC up to date on the activities of the Utah County Corridor Preservation Program.</p> <ul style="list-style-type: none"><li>• 2021 beginning balance - ~\$7.5 million</li><li>• 2021 expenditures to date - \$0.00</li><li>• Expenditures 2017-2021 (last five years) - \$8,864,903</li><li>• Number of properties held for future ROW – 29</li><li>• Special Program Expenditures – 1600 N, Orem: \$2,821,521 of \$3,000,000 authorized, eight properties purchased</li><li>• Highland City in process of declaring four properties partially converted to ROW for Murdock Connector Road. Proceeds of any sales will remit the Corridor Preservation Fund</li></ul>
<b>STAFF RECOMMENDATION:</b>	For information only
<b>SUGGESTED MOTION:</b>	N/A
<b>CONTACT PERSON:</b>	Jim Price 801-400-8736 <a href="mailto:jprice@mountainland.org">jprice@mountainland.org</a>
<b>ATTACHMENTS:</b>	None



## AGENDA ITEM #5

<b>DATE:</b>	July 28, 2021
<b>SUBJECT:</b>	TIP Amendment: <b>Spanish Fork 800 N / 800 E Intersection Improvements</b>
<b>PREPARED BY:</b>	Bob Allen
<b>BACKGROUND:</b>	<p>Project Selected: 2018 Total Awarded: \$2,434,783 County Funds</p> <p>The intersection at 800N and 800E was causing traffic and safety issues due to its original alignment and proximity to the intersection with US6. The project modified the existing intersection to integrate with US6 and is now complete. However, the lanes on the opposite side of US6 now do not match those on the project side.</p> <p>The project is now complete with \$584,783 remaining. Spanish Fork is requesting to use the remaining funds to modify the opposite side of the US6 intersection to correctly line up with the new improvements.</p> <p>Spanish Fork has agreed to fund any cost overruns for the new scope elements.</p>
<b>STAFF AND TAC RECOMMENDATION:</b>	MAG Staff recommend the scope of this project be modified to include the additional intersection work on US6.
<b>SUGGESTED MOTION:</b>	I move that the scope of the 800N/800E intersection project be modified as presented.
<b>CONTACT PERSON:</b>	Bob Allen 801-229-3813 rallen@mountainland.org
<b>ATTACHMENTS:</b>	Spanish Fork Letter



RB&G  
ENGINEERING, INC.

Spanish Fork Expressway Blvd.

Option 1  
Add 1 Left Turn and 1 Thru Lane



July 02, 2021

Robert Allen, AICP  
Mountainland Association of Governments  
586 East 800 North, Orem, UT 84097-4146  
(801) 229-3813  
rallen@mountainland.org

RE: Background - 800 E 800 N High-T Intersection Improvements Scope

The City was awarded \$2,434,783 of MAG funding for the 800 E 800 N intersection project. UDOT was going to add these MAG funds to their US-6 widening project planned to be completed in 2022/23. A proposed development with both In & Out and Maverick was approved by the city in 2019 prompting the city to act and move the project forward ASAP. The City was able to quickly design the project with a CMGC (Kenny Seng Construction). Kenny Seng was currently working on the MAG Center St Widening project and was able to join projects and get them completed on schedule. The City also saved costs by requiring the developer of Maverick to widening the intersection to the north and install these improvements.. The City was able to complete the 800 E 800 N intersection improvements for \$1,850,000, leaving \$584,783 in remaining funding.

Now that the 800 E 800 N intersection is improved the City traffic conditions across US-6 on Expressway Lane have worsened. The lanes from Expressway Lane do not line up with the newly constructed lanes and the left turn lane off Expressway Lane onto US-6 back ups cutting off the single through lane on Expressway Lane. Spanish Fork City would like to increase the 800 E 800 N intersection project scope to include the widening of Expressway Lane. A concept & estimate has been completed for said widening and can be completed with the remaining \$584,783.00. The City would not ask for any additional funds for this project and is only asking to increase the project scope to include remaining funds.

If, for some reason the project was to cost more than the remaining funds then the City would pay for the additional cost.

Thank you,

A handwritten signature in blue ink, appearing to read "Jered Johnson".

Jered Johnson  
Engineering Division Manager  
Spanish Fork City

enclosed: Expressway Ln Concept, Expressway Ln Estimate

## AGENDA ITEM #6

<b>DATE:</b>	July 28, 2021
<b>SUBJECT:</b>	TIP Amendment: <b>Spanish Fork Center Street (Funding Transfer)</b>
<b>PREPARED BY:</b>	Bob Allen
<b>BACKGROUND:</b>	<p><b>Center Street Widening</b> Project Selected: 2016 Total Awarded: \$5,171,000 County Funds</p> <p>This project widened Center St to 5 lanes from 900 E to US6 and modified the intersection at 1150 E. Due to scope adjustments approved by TAC and RPC and unforeseen ROW requirements, the project cost \$2,082,274 more than the original estimate.</p> <p><b>US6 Pedestrian Crossing</b> Project Selected: 2018 Total Awarded: \$1,790,435</p> <p>This project intended to build a pedestrian undercrossing at US6 to allow students at the nearby school and other pedestrians to cross US6. UDOT requested jurisdiction of the project and cost estimates have now risen to \$6.5m.</p> <p>Since the project was selected, Nebo School District has modified school boundaries, no longer requiring students to cross the busy intersection.</p> <p><b>Request</b> Due to the increased costs and reduced demand for the undercrossing, Spanish Fork is requesting that the US6 Undercrossing Project be eliminated and the existing \$1,790,435 be transferred to the Center Street Widening Project to cover some of the cost overruns.</p> <p>Modifications will be made at 1430E to improve pedestrian safety and connectivity. Not part of this project.</p>

<b>STAFF AND TAC RECOMMENDATION:</b>	MAG Staff and TAC recommend US6 Undercrossing be eliminated from the TIP and the identified funds be transferred to the Center Street Widening Project.
<b>SUGGESTED MOTION:</b>	I move that the US6 Undercrossing project be eliminated from the TIP and the \$1,790,435 be transferred to the Center Street Widening Project.
<b>CONTACT PERSON:</b>	Bob Allen 801-229-3813 rallen@mountainland.org
<b>ATTACHMENTS:</b>	Spanish Fork Letter





July 13, 2021

Robert Allen, AICP  
Mountainland Association of Governments  
586 East 800 North, Orem, UT 84097-4146  
(801) 229-3813  
rallen@mountainland.org

RE: Center St. Widening Additional MAG Funds

Spanish Fork City would like to request the transfer of the funds from the US-6 Center St. Pedestrian Undercrossing project to the Center St. Widening 900 E to US-6 Project which was completed in 2020.. The US-6 Center St. Pedestrian Undercrossing project was awarded \$1,790,435.00 (\$1,669,222.00 from MAG) with a match of \$500K from both UDOT and SFC totaling \$2,790,435 in funds. UDOT Asked to take jurisdiction and oversee this project as this is one of their major highways. SFC agreed as long as they could be involved with the design. The cost of this project skyrocketed to over \$6.5 million. With UDOT unable to commit any more funds to the project the city started to look into other options.

During this time, Nebo School District changed Diamond Fork Junior High to a Middle School and also changed the boundary so there are no students crossing US-6. There's still a lot of pedestrian traffic in this area and the city is committed to making this a safe crossing. The city plans to improve connectivity through the city's trail systems and possibly some major improvements to the intersection at 1430 East. We feel there is no longer the need for the US-6 undercrossing at a cost of \$6.5 million.

The city instead would like to move these funds to an existing MAG project that overran by \$2,082,274.41.

The Center St. Widening 900 E to US-6 Project was overrun by the inflated costs to the real estate market and the improvements required by the existing convenience store. The 11 homes purchased for this project cost almost double the estimated cost. The city was also required to relocate the existing gas pumps and tanks at roughly \$667,000. These costs were also not part of the original estimate.

Spanish Fork City would like to request the \$1,669,222 US-6 Pedestrian Crossing Funds be transferred to the Center St. Widening 900 E to US-6 Project.

Thank you,

A handwritten signature in blue ink, appearing to read "Jered Johnson", with a stylized flourish at the end.

Jered Johnson  
Engineering Division Manager  
Spanish Fork City



## AGENDA ITEM # 7

<b>DATE:</b>	July 28, 2021
	2022 Transportation Improvement Program (TIP) Final Adoption
<b>PREPARED BY:</b>	Robert Allen
<b>BACKGROUND:</b>	<p>The Metropolitan Planning Organization (MPO) of MAG has the responsibility of preparing and approving a Transportation Improvement Program (TIP) for the area. The TIP is prepared and approved every year.</p> <p>The TIP lists transportation projects and programs within the MPO for the fiscal years 2022–2026. Conceptual projects are listed through 2027. Municipalities, Utah County, UDOT, UTA, and others are eligible for MPO funds. All regional projects, regardless of the selection agency, must be approved by the MPO committees and be listed in the TIP.</p> <p>Below is a list significant local projects that UDOT will add, pending Transportation approval. MAG selects projects to be funded every 2 years and will next add projects in August of 2022.</p> <p>A 30-day public comment period began July 1, 2021, and closed August 3, 2021. We received no regionally significant comments.</p>
<b>STAFF AND TAC RECOMMENDATION:</b>	MAG Staff and TAC recommend that the 2021 TIP be approved as presented.
<b>SUGGESTED MOTION:</b>	I move to approve the 2022 TIP as presented.
<b>CONTACT PERSON:</b>	Bob Allen 801-229-3813 rallen@mountainland.org
<b>ATTACHMENTS:</b>	None

### **Local UDOT Projects (pending approval)**

State Street, Pleasant Grove 200S to American Fork 500W	\$18191000	Fall 2023
Springville 1600S/2700N Spanish Fork, Main St to SR-51	\$35,000,000	Spring 2022
Orem 1600N, 1200 W to State St	\$35,000,000	Summer 2023
Saratoga Springs, Foothill Blvd Environmental	\$3,000,000	



## AGENDA ITEM # 8

<b>DATE:</b>	July 29, 2021
<b>SUBJECT:</b>	Utah Valley Express Bus Rapid Transit No Fare Solution Update
<b>PREPARED BY:</b>	Shawn Seager
<b>BACKGROUND:</b>	<p>Utah Transit Authority's Utah Valley Express (UVX) Bus Rapid Transit (BRT) system opened three years ago in August 2018 with Fast dedicated lanes, Free Fare, and Frequent headways every 6 minutes – as Mayor Kaufusi and Mayor Brunst coined <i>Fast, Free and Frequent</i>.</p> <p>UVX BRT attracted 12,000 riders per day in its peak of 2019. The previous bus route averaged 2,000 riders per day.</p> <p>A MAG Congestion Mitigation and Air Quality (CMAQ) Improvement Grant of \$600,000 per year for three years to fund the free fare expires this month - August 2021.</p> <p>MAG Staff have been meeting with UTA Staff to try and continue the free fare program with existing funds from the UTA portion of the 4<sup>th</sup> Quarter Cent Sales Tax.</p> <p>UTA Staff and leadership with Trustee Acerson have accomplished that. This in concert with BYU and UVU contracts with UTA will keep UVX fast, free and frequent in the foreseeable future.</p> <p>MAG staff commend UTA on solving this problem.</p> <p>Andrew Jackson will review the process and logic behind the UTA portion of the 4<sup>th</sup> Quarter Cent Sales Tax funding this expense.</p>
<b>STAFF RECOMMENDATION:</b>	None
<b>SUGGESTED MOTION:</b>	None

<b>CONTACT PERSON:</b>	Shawn Seager 801-824-1066 sseager@mountainland.org
<b>ATTACHMENTS:</b>	None



## AGENDA ITEM # 9

<b>DATE:</b>	August 5, 2021
<b>SUBJECT:</b>	Resolution of Support for Utah County to Refinance 2012 Transportation Sales Tax Bond
<b>PREPARED BY:</b>	Shawn Eliot
<b>BACKGROUND:</b>	<p>In 2012, Utah County issued \$51.6m in Transportation Sales Tax Revenue Bonds to refinance an advance for transportation projects made to the county by UTA in 2008. The 2012 Bonds are secured by the 2216/2218 transportation sales taxes. The outstanding balance of \$43m of the 2012 Bonds can be refinanced for significant interest rate savings as early as September 2<sup>nd</sup> (current rate is 4%, refinance rate about 2.5%) Additional savings may be achieved by paying off additional principal. The County would like to discuss the utilization of any available/non-programmed Section 2218 funds towards the refinance to enhance the savings. The County and its advisor have prepared an analysis (see attached) that illustrates both "gross cash flow savings" and "net present value savings" assuming the utilization of \$0, \$3 million, \$5 million, and \$10 million in additional fund.</p> <p>The current balance of 2218 funds less programmed projects is \$9.5 million. Note that any amount used for paying off principle reduces the ability to fund cost overruns to near zero over this coming next year.</p>
<b>MPO FINANCE COMMITTEE RECOMMENDATION:</b>	The MPO Finance Committee meets the day before this meeting. Their recommendation will be presented at RPC meeting.
<b>SUGGESTED MOTION:</b>	I move that MPO Regional Planning Committee approves a resolution supporting Utah County to move forward with refinancing the 2012 Bond. (add to motion if any additional 2218 funds to be used to pay down principal)

<b>CONTACT PERSON:</b>	Shawn Eliot 801-229-3841 seliot@mountainland.org
<b>ATTACHMENTS:</b>	Refunding Contribution Options Matrix



# UTAH COUNTY

## PROPOSED REFUNDING OF 2012 TRANSPORTATION SALES TAX REVENUE BONDS

July 27, 2021

CONTRIBUTION AMOUNT		UNIFORM SAVINGS			SHORTER AMORTIZATION		
		\$	\$	\$	\$	\$	\$
	-	\$ 3,000,000	\$ 5,000,000	\$ 10,000,000	\$ 3,000,000	\$ 5,000,000	\$ 10,000,000
ESTIMATED NET PV SAVINGS	\$8,102,979	\$8,166,290	\$8,205,578	\$8,350,816	\$10,689,640	\$11,196,634	\$12,479,851
GROSS CASH FLOW SAVINGS (BY CALENDAR YEAR)							
2021	\$ 495,914	\$ 533,703	\$ 549,691	\$ 589,795	\$ 875	\$ 3,420	\$ 4,679
2022	495,300	716,100	865,850	1,338,350	3,500	2,650	300
2023	494,550	714,850	865,850	1,334,100	5,000	2,150	2,300
2024	497,050	711,600	868,600	1,337,100	1,000	1,400	4,300
2025	494,050	712,850	870,350	1,333,350	3,250	1,900	2,800
2026	495,600	713,150	865,900	1,292,900	1,300	3,450	2,850
2027	496,350	712,400	865,400	1,217,400	300	950	4,350
2028	496,100	715,400	868,400	1,148,400	5,050	4,450	2,100
2029	492,400	714,450	867,200	1,038,200	2,850	1,250	3,900
2030	492,650	711,950	869,200	976,200	1,350	4,000	1,900
2031	492,050	713,350	809,600	895,600	1,000	2,900	1,800
2032	495,400	603,200	631,200	717,200	1,600	3,000	3,400
2033	495,800	566,000	594,000	680,000	2,600	2,800	2,800
2034	415,600	454,600	482,600	568,600	4,400	3,600	3,600
2035	493,000	712,000	870,000	1,356,000	2,000	400	800
2036	496,800	713,600	871,400	1,351,400	600	3,400	5,749,600
2037	494,800	714,200	871,600	1,355,200	2,715,200	5,762,400	7,390,000
2038	492,200	713,800	870,600	1,352,000	7,387,200	7,387,200	7,387,200
2039	494,000	712,400	868,400	1,352,000	7,384,000	7,384,000	7,384,000
TOTAL GROSS SAVINGS	\$ 9,319,614	\$ 12,859,603	\$ 15,225,841	\$ 21,233,795	\$ 17,523,075	\$ 20,575,320	\$ 27,952,679
(LESS CASH)	\$ -	\$ (3,000,000)	\$ (5,000,000)	\$ (10,000,000)	\$ (3,000,000)	\$ (5,000,000)	\$ (10,000,000)
NET GROSS SAVINGS	\$ 9,319,614	\$ 9,859,603	\$ 10,225,841	\$ 11,233,795	\$ 14,523,075	\$ 15,575,320	\$ 17,952,679

Indicates maturities being "paid off" (i.e. shortened refunding bond term based on contribution amount.)

Note: Figures are estimates; subject to change.