



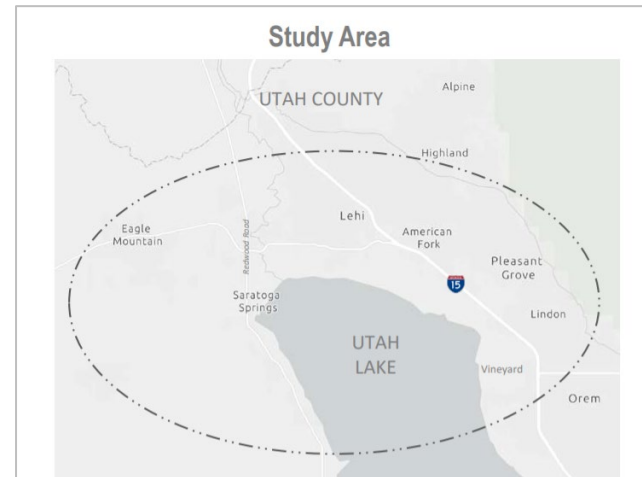
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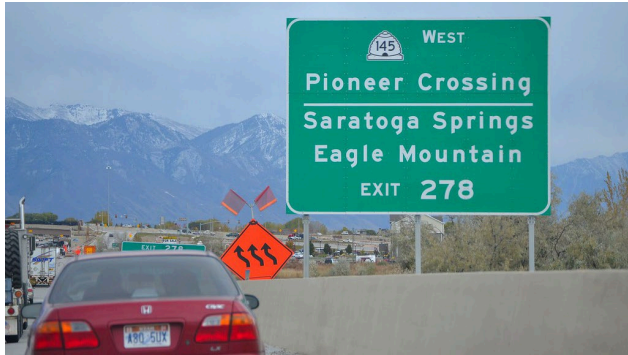


North Lakeshore Area Study Recommendations

UDOT Solutions Development Process

- + New process used for corridor studies
- + Process was adjusted for larger area
- + Used to gain values, needs, and input from a regional perspective
- + Considers a wider range of issues rather than just transportation



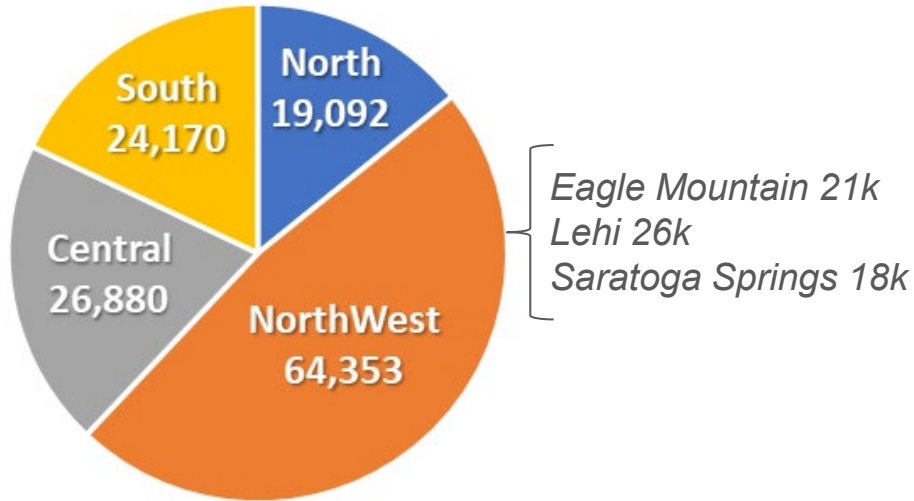


Study Purpose – Travel Demand

- + Pioneer Crossing today has freeway volumes and speeds
- + 40,000+ trips daily, same as Bangerter
- + 2050 volume is projected between 100,000 daily trips (with lake bridge) and 150,000 (no bridge)

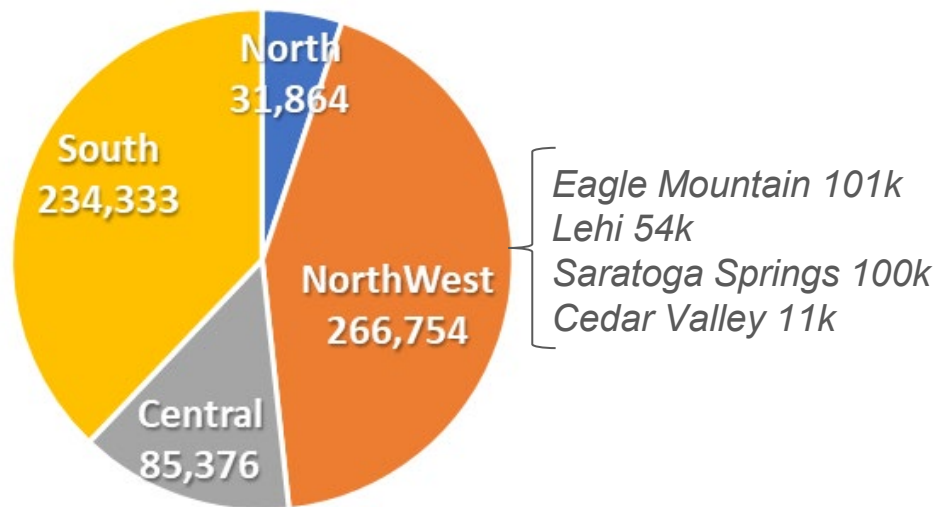
Study Purpose – Population Growth

LAST DECADE



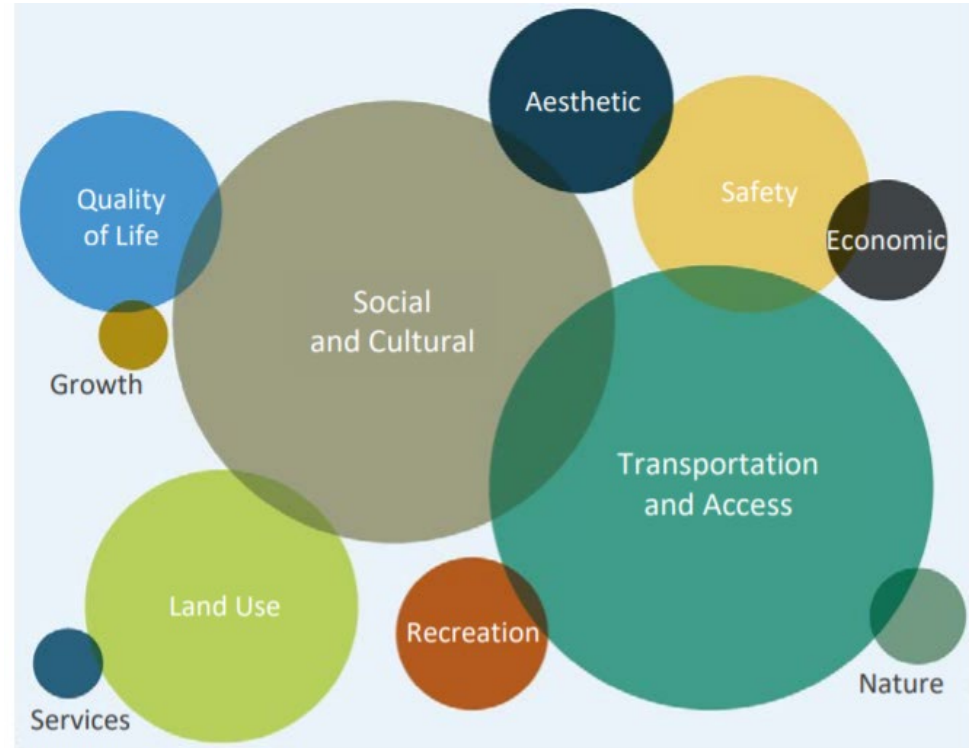
Study Purpose – Population Growth

NEXT THREE DECADES TO 2050



Step 1 = Identify Context

- + Used to gain regional perspective
- + Regional stakeholders and the public weighed in
- + Over 7,000 comments
- + Through this input, important values arose



Step 2 = Define Guiding Principles

- + Regional input helped define guiding principles and goals
- + Were used to develop criteria for evaluation.



Create a reliable,
connected
transportation
system

1



Protect and preserve
open space and the
environment

2



Promote well-being
of residents and
maintain culture

3



Improve accessibility
to employment,
goods, services,
and recreation
opportunities

4



Collaborate regionally
to identify and
implement solutions

5

Step 3 = Identify Needs

- + Needs and considerations were identified to develop a ranking matrix for evaluating scenarios



Manage Growth by
Coordinating
Land Use and
Transportation



Increase Capacity of
the Roadway
System and Improve
Connectivity



Expand Public
Transportation



Develop Active
Transportation



Acknowledge
Environmental,
Visual, and Safety

Step 4 = Identify Solutions

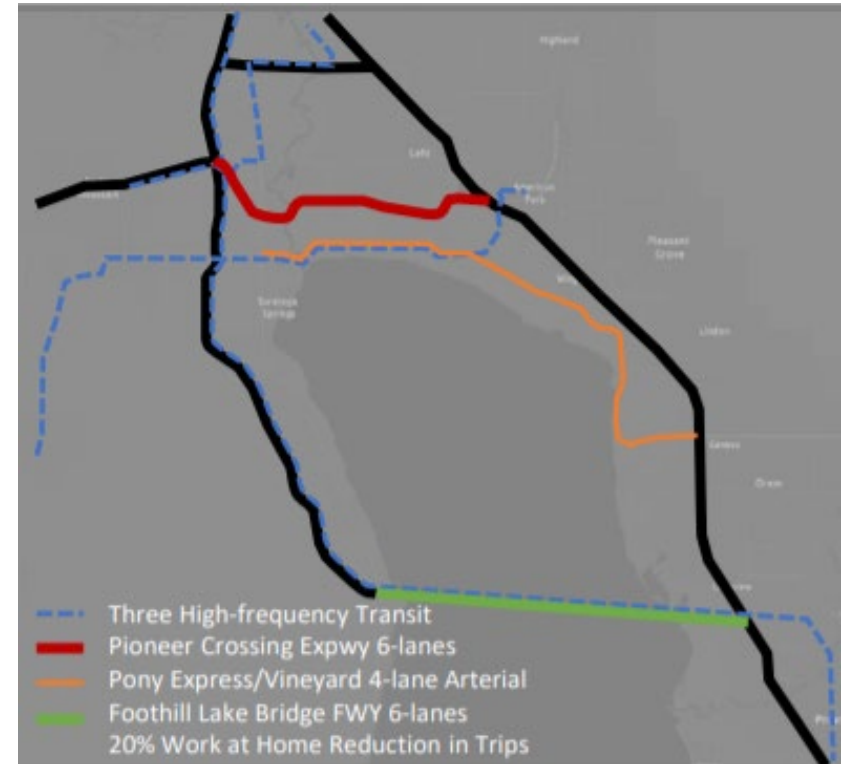
- + Solutions were identified from stakeholder and public input
- + Three scenarios were developed
- + Each was evaluated and ranked to measure impacts and performance



Scenario 1 = Travel Demand Management and Transit

- + High frequency transit was modeled
- + Transit supported densities are not planned in the area
- + 20% work at home was tested
- + No data or trends support such a large reduction of commuters

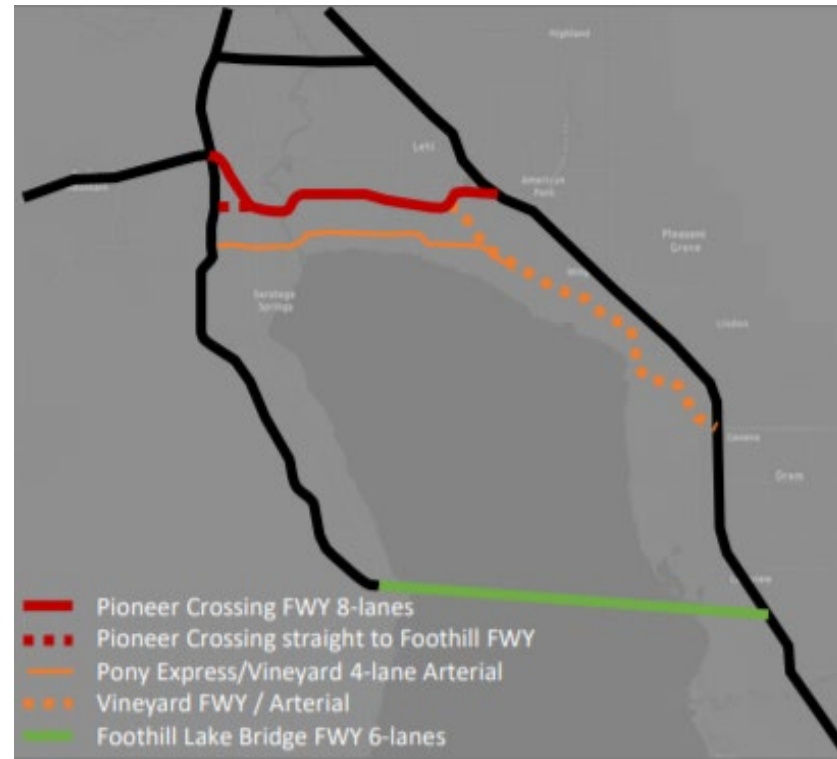
Eliminated from further technical review



Scenario 2 = Pioneer Crossing FWY

- + 2050 over 100,000 daily trips
- + Satisfies regional travel demand
- + Good spacing of regional facilities
- + Best overall traffic performance, good taxpayer investment

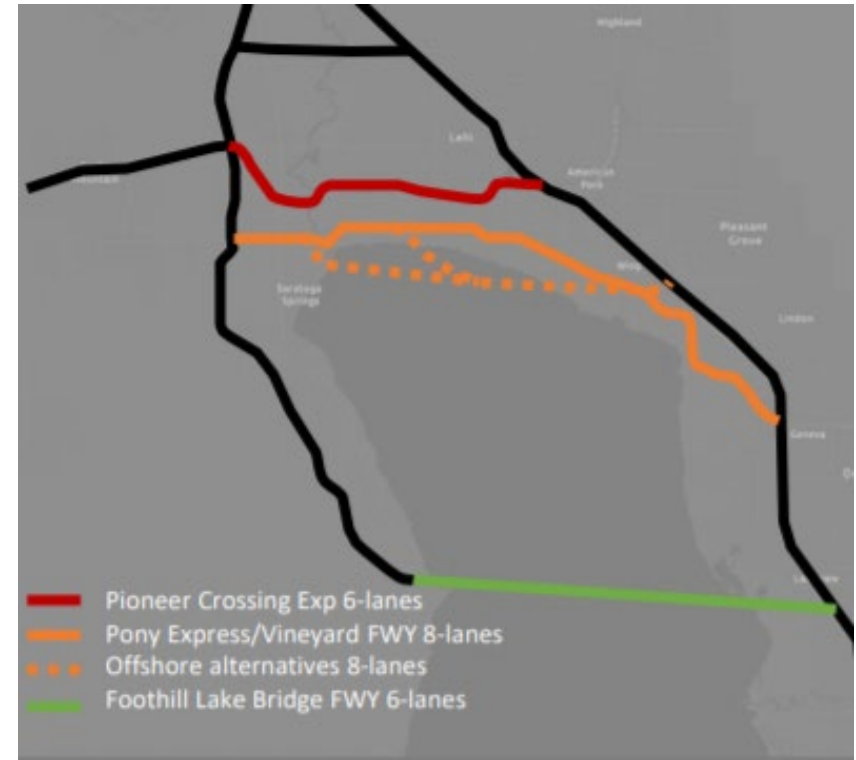
Continued to
technical review



Scenario 3 = Pony Express Fwy

- Offshore routes were eliminated because of cost and impacts
- 2050 over 70,000 daily trips
- Satisfies regional travel demand
- Close proximity makes Pioneer Crossing underutilized

Continued to
technical review



Environmental Impacts Identified

2 - Pioneer Crossing FWY

+ Open Space | ~93 acres

+ Wetlands | ~15-19 acres

+ Special Soils | ~0 acres

+ Stream | 1,000 linear ft

+ Canals ~3,400 linear ft

3 - Pony Express FWY

- Open Space | ~198 acres

- Wetlands | ~23-29 acres

- Special Soils | ~4 acres

- Stream | 1,500 linear ft

- Canals ~8,400 linear ft

Resource agencies will require other corridor options be exhausted first

Land Use Impacts Identified

2 - Pioneer Crossing FWY

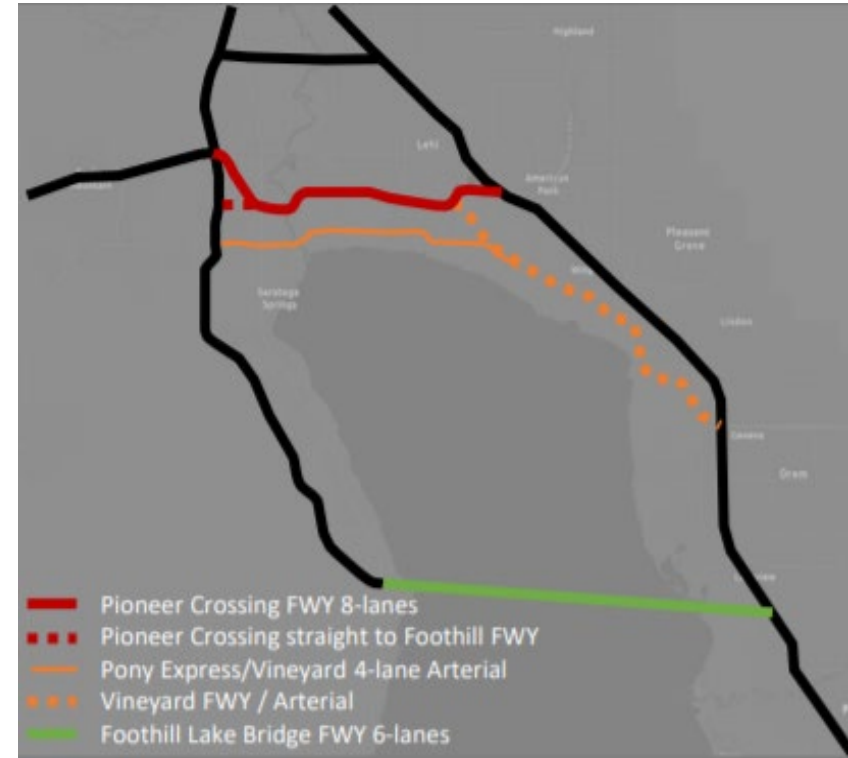
- + Residential | ~31-39 structures
- + Future Residential | ~142-173 parcels
- + Commercial | ~0-2 structures
- Future Commercial | ~30-37 parcels
- Future Industrial | ~2-4 structures

3 - Pony Express FWY

- Residential | ~60-72 structures
- Future Residential | ~204-207 parcels
- Commercial | ~3-5 structures
- + Future Commercial | ~1-3 parcels
- + Future Industrial | 0

Study Recommendation

- + Widen Pioneer Crossing to 6 lanes in near term
- + Convert to grade separated FWY in future
- + Build Pony Express PKWY as a 4-lane local arterial
- + Continue to study Vineyard as a parallel FWY or improve I-15



Benefits of Solutions Development

- + Better understand regional voice
- + Robust public process
- + Identified environmental and land use impacts
- + A better understanding of which corridors are permissible

What didn't Work

- + Corridor study process did not fit well for such a large area
- + Developed scenarios more by regional input rather than municipal
- + Did not gain consensus between the municipalities

Next Steps

- + UDOT seek funding to widen Pioneer Crossing to 6 lanes
- + Locals seek corridor funding for Pony Express PKWY local arterial
- + Work through RTP process to seek solutions and consensus to address future travel demand



Questions, contact
Shawn Eliot
801/229-3841
seliot@mountainland.org

Study materials and final report:
www.Mountainland.org/northlakeshore



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Corridor Preservation Program Update

July 26, 2021



CP Program Update

- 2021 beginning balance - ~\$7.5 million
- 2021 Property Purchases - \$0.00
- Expenditures 2017-2021 (last five years) - \$8,864,903
- Special Program Expenditures – 1600 N, Orem:
\$2,821,521 of \$3,000,000 authorized



CP Program Update

- Number of properties held for future ROW – 29
- Highland City in process of declaring four properties partially converted to ROW for Murdock Connector Road. Proceeds of any sales will remit to the Corridor Preservation Fund





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MAG

Expert Resources. Enriching Lives.

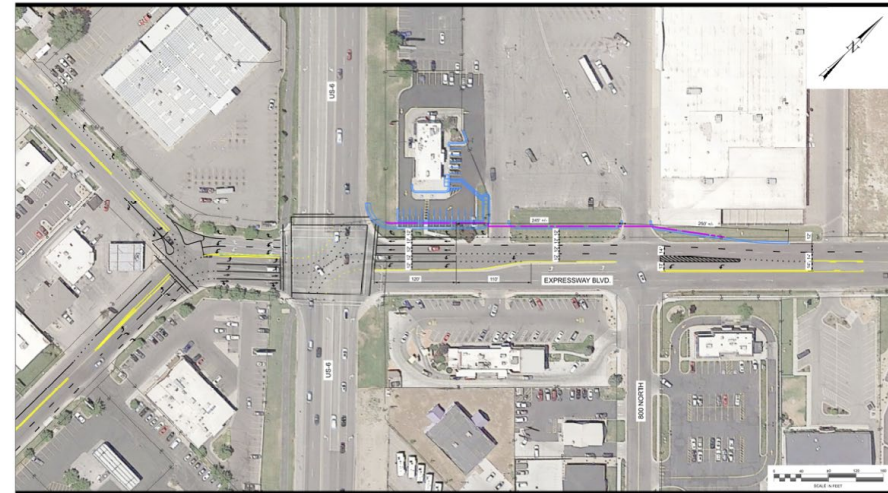
TIP Amendment: Spanish Fork 800N/800E Intersection Scope Modification

Project Selected: 2018

Total Awarded: \$2,434,783
County Funds

Modified Intersection to improve flow.

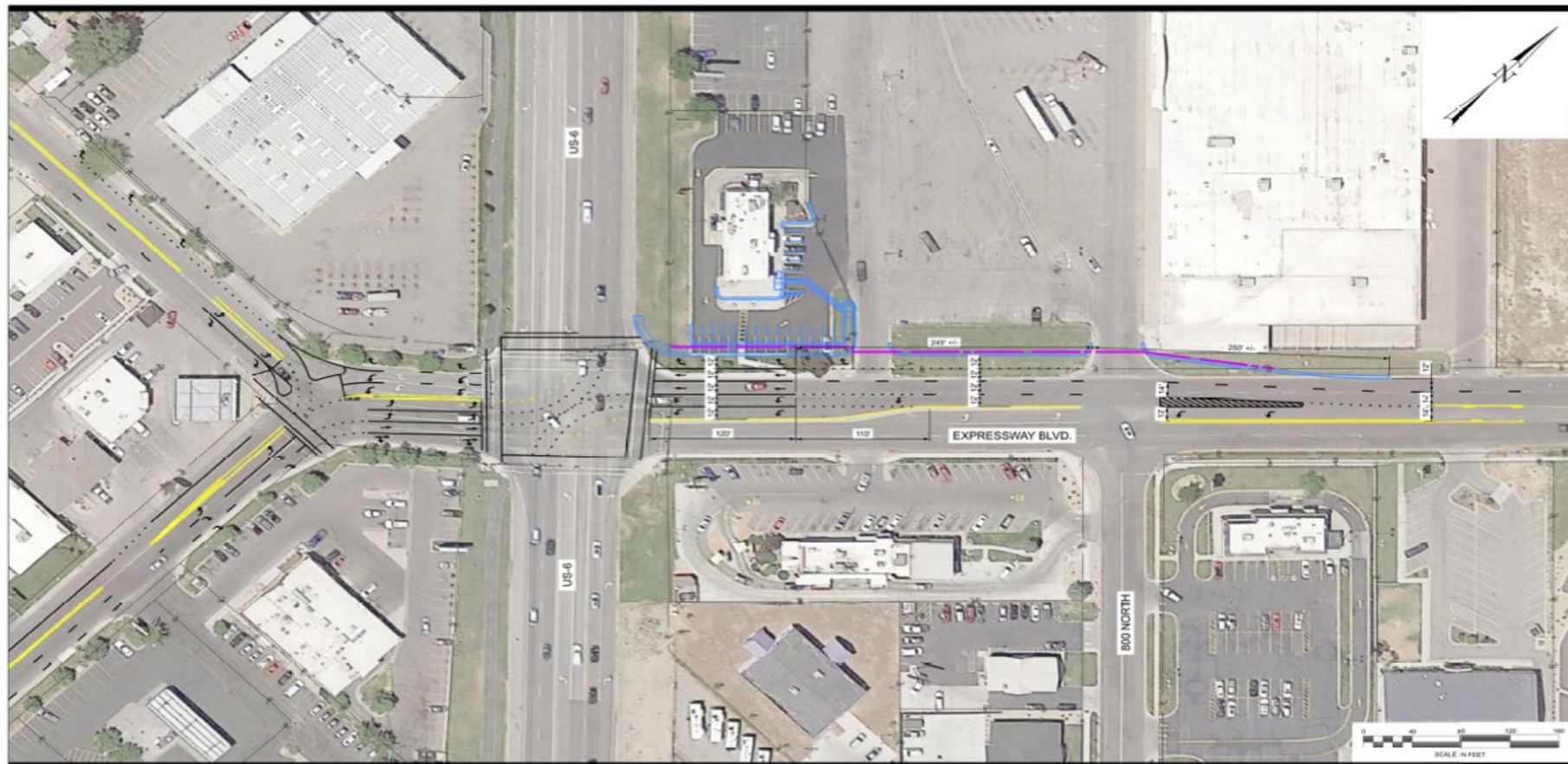
Integrated it with the west side of US6 intersection.



RB&G
ENGINEERING, INC.

Spanish Fork Expressway Blvd.

Option 1
Add 1 Left Turn and 1 Thru Lane

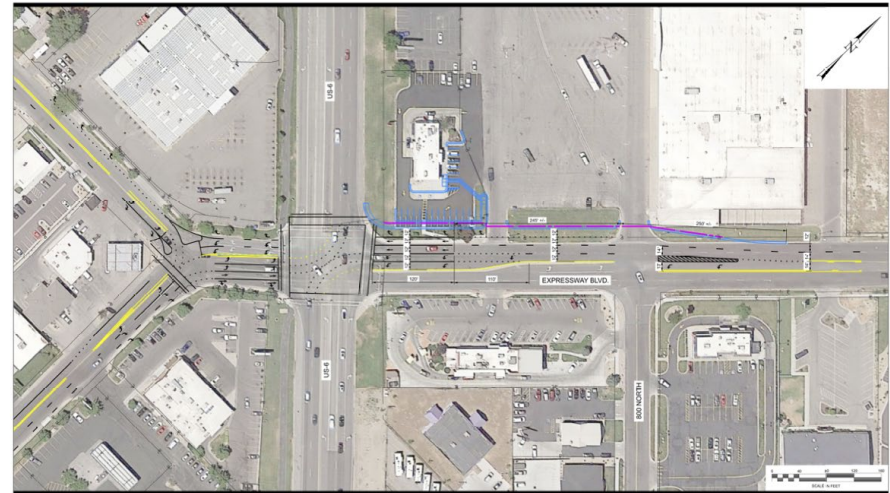


TIP Amendment: Spanish Fork 800N/800E Intersection Scope Modification

\$584,783 remaining

Spanish Fork is requesting to use the remaining funds to modify the opposite side of the US6 intersection

Spanish Fork has agreed to fund any cost overruns for the new scope elements.



RB&G
ENGINEERING, INC.

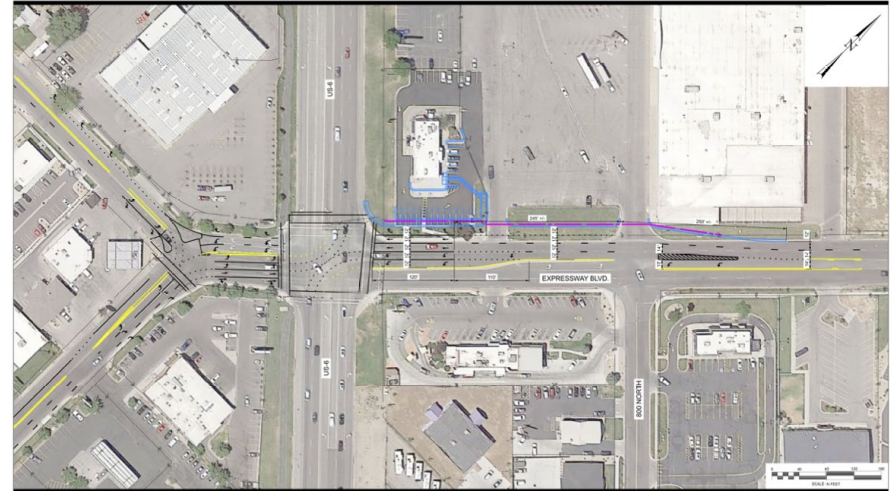
Spanish Fork Expressway Blvd.

Option 1
Add 1 Left Turn and 1 Thru Lane

TIP Amendment: Spanish Fork 800N/800E Intersection Scope Modification

Proposed Motion:

"I move that the scope of the 800N/800E intersection project be modified as presented."



RB&G
ENGINEERING, INC.

Spanish Fork Expressway Blvd.

Option 1
Add 1 Left Turn and 1 Thru Lane

TIP Amendment: Spanish Fork Center Street Funding Transfer

Center Street Widening

Project Selected: 2016

Total Awarded: \$5,171,000 County Funds

Project widened Center St to 5 lanes from 900 E to US6.

Project cost \$2,082,274 more than the original estimate.





TIP Amendment: Spanish Fork Center Street Funding Transfer

US6 Pedestrian Crossing

Project Selected: 2018

Total Awarded: \$1,790,435

Intended to build a pedestrian undercrossing at US6

Cost estimates have risen to \$6.5m

Nebo School District has modified school boundaries, no longer requiring students to cross the busy intersection.



TIP Amendment: Spanish Fork Center Street Funding Transfer

Request:

Spanish Fork is requesting that the US6 Undercrossing Project be eliminated and \$1,790,435 be transferred to the Center Street Widening Project to cover some of the cost overruns

Proposed Motion:

"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."



2022 TIP Approval

The Metropolitan Planning Organization (MPO) MAG has the responsibility of preparing and approving a Transportation Improvement Program (TIP) for the area.

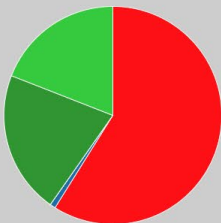
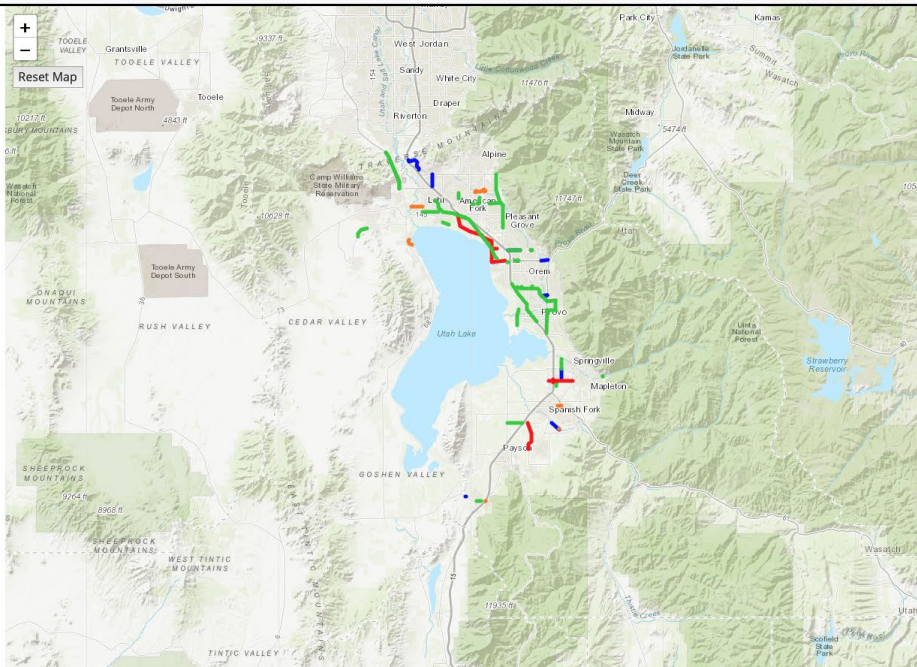
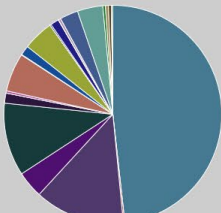
The TIP lists transportation projects and programs within the MPO for the fiscal years 2022–2026. Conceptual projects are listed through 2027.

All regional projects, regardless of the selection agency, must be approved by the MPO committees and be listed in the TIP.

2022 TIP Approval

48
\$780M
TIP
Projects

17
\$255M
Active
Projects

Status

Planning Fund

Filter List:

Click on project name to learn more

- 6691 - Vineyard Connector
- 10952 - Historic Utah Southern Rail Trail - via UPRR, Lehi
- 10997 - Corridor Preservation for Pioneer Crossing Connect
- 11625 - Lindon Heritage Trail - Pioneer LN to Utah Lake
- 12413 - MVC from 2100 N to Porter Rockwell
- 13062 - SR-52, 1100 E to Provo River Roadway Improvements
- 13067 - *Orem 800 North Trail 600 W-900 W
- 13068 - *SR-146 Canyon RD, Pleasant Grove
- 13072 - *Spanish Fork River Trail Phase 2
- 13073 - *Orem 1600 North
- 13074 - * 200 S Multimodal Improvements, American Fork
- 13076 - *700 South Cycle Track, Lehi
- 13077 - *Provo River PKWY Trail
- 13082 - *SS Crossroads BLVD/Lehi Main ST
- 13084 - *Provo Lakeview PKWY, Phase 2
- 13086 - *Utah Lakeshore Trail Spring Creek Area
- 14087 - *Elk Ridge DR; SR 198 to 8000 S, Salem
- 14088 - *Alpine Hwy to No. County Blvr, Connector Road
- 14557 - North Provo I-15 Improvements
- 14985 - *Srinville 1200 W. 400 S to 1500 S



2022 TIP Approval

Local UDOT Projects		
State Street, Pleasant Grove 200S to American Fork 500W	\$18,191,000	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	
SR114 & 200 N Provo	\$500,000	2021
SR68 Village Pkwy to Grandview Saratoga Springs	\$2,010,000	2021



2022 TIP Approval

A 30-day public comment period began July 1st and closed August 3rd. We received no regionally significant comments.

Motion: *"I move to approve the 2022 TIP as presented."*



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Utah Valley Express Bus Rapid Transit No Fare Solution Update

BRT Waterfall

1. Start making bond payments
2. Pay for Operations and Maintenance
3. Pay back past bond payments
4. Pay back past Operations and Maintenance
5. Pay back interest charges
6. Reserve account to pay bond early
7. New service level agreement

UTAH COUNTY

\$65,000,000 SUBORDINATED TRANSPORTATION SALES TAX REVENUE BONDS

SERIES 2016

Dated: December 22, 2016

Final Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	Fiscal Total
12/22/2016	-	-	-	-	-
05/01/2017	-	-	738,811.67	738,811.67	-
11/01/2017	1,605,000.00	3.172%	1,030,900.00	2,635,900.00	3,374,711.67
05/01/2018	-	-	1,005,444.70	1,005,444.70	-
11/01/2018	1,365,000.00	3.172%	1,005,444.70	2,370,444.70	3,375,889.40
05/01/2019	-	-	983,795.80	983,795.80	-
11/01/2019	1,410,000.00	3.172%	983,795.80	2,393,795.80	3,377,591.60
05/01/2020	-	-	961,433.20	961,433.20	-
11/01/2020	1,450,000.00	3.172%	961,433.20	2,411,433.20	3,372,866.40
05/01/2021	-	-	938,436.20	938,436.20	-
11/01/2021	1,500,000.00	3.172%	938,436.20	2,438,436.20	3,376,872.40
05/01/2022	-	-	914,646.20	914,646.20	-
11/01/2022	1,545,000.00	3.172%	914,646.20	2,459,646.20	3,374,292.40
05/01/2023	-	-	890,142.50	890,142.50	-
11/01/2023	1,595,000.00	3.172%	890,142.50	2,485,142.50	3,375,285.00
05/01/2024	-	-	864,845.80	864,845.80	-
11/01/2024	1,645,000.00	3.172%	864,845.80	2,509,845.80	3,374,691.60
05/01/2025	-	-	838,756.10	838,756.10	-
11/01/2025	1,700,000.00	3.172%	838,756.10	2,538,756.10	3,377,512.20
05/01/2026	-	-	811,794.10	811,794.10	-
11/01/2026	1,750,000.00	3.172%	811,794.10	2,561,794.10	3,373,588.20
05/01/2027	-	-	784,039.10	784,039.10	-
11/01/2027	1,805,000.00	3.172%	784,039.10	2,589,039.10	3,373,078.20
05/01/2028	-	-	755,411.80	755,411.80	-
11/01/2028	1,865,000.00	3.172%	755,411.80	2,620,411.80	3,375,823.60
05/01/2029	-	-	725,832.90	725,832.90	-
11/01/2029	45,765,000.00	3.172%	725,832.90	46,490,832.90	47,216,665.80
Total	\$65,000,000.00	-	\$22,718,868.47	\$87,718,868.47	-

2021 ADOPTED BUDGET

EXHIBIT "A"

PAGE: 5 OF 15

UTAH COUNTY FISCAL YEAR 2021

2019	2020	2021	2021	2021
ACTUAL	BUDGET	BUDGET	ADJ TO	BUDGET
ACTUAL	CURRENT	TENTATIVE	TENTATIVE	FINAL

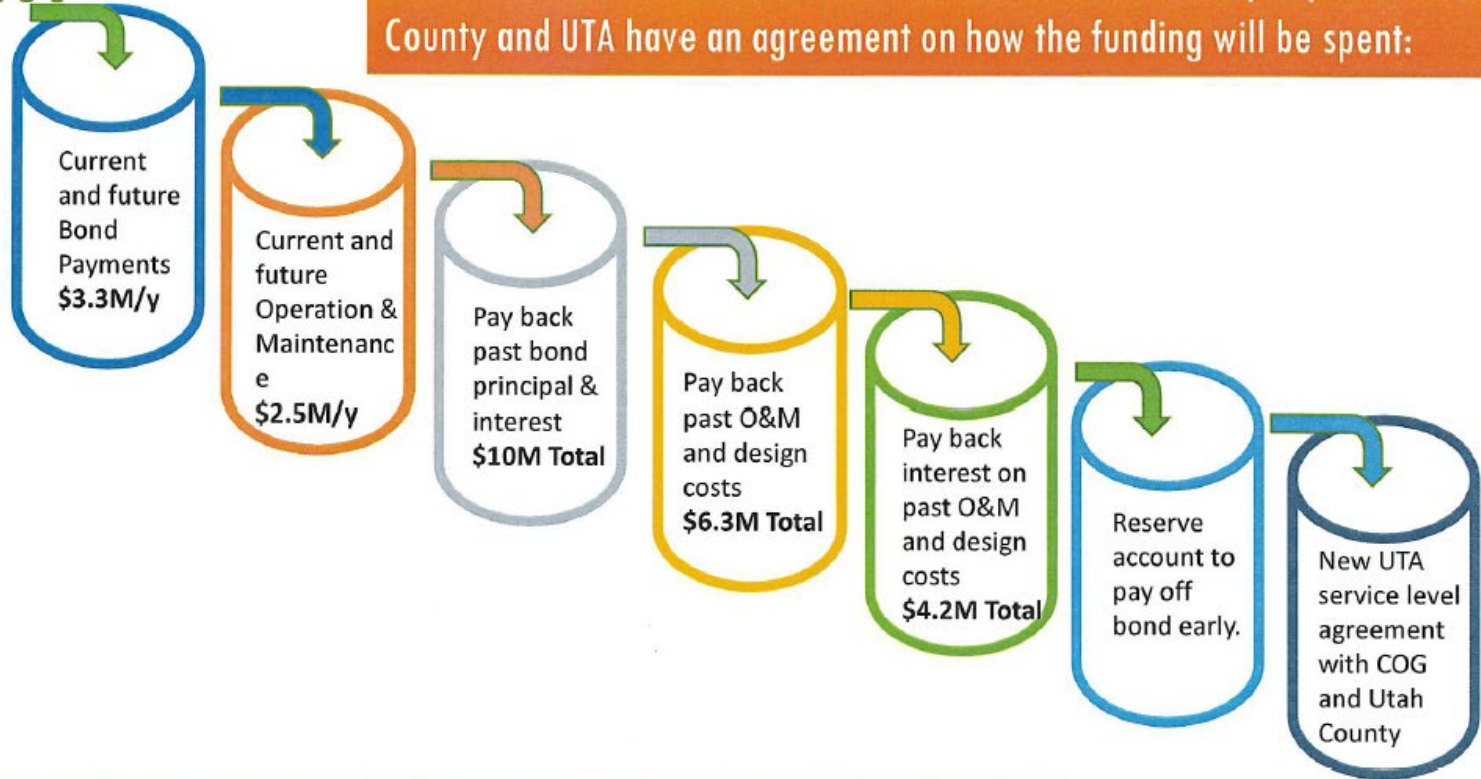
ROAD PROJECTS (247)

Revenues:

31360	SECTION 2216 SALES TAX - COUNTY PORTION	\$ 2,307,686	\$ 2,351,000	\$ 2,644,000	\$ -	\$ 2,644,000
31360-1000	SECTION 2216 SALES TAX - UTA PORTION	\$26,538,391	\$27,036,500	\$30,406,000	-	\$30,406,000
31364	SECTION 2218 SALES TAX	24,032,152	24,500,000	27,542,000	-	27,542,000
31365	SECTION 2208 SALES TAX - UTA	24,034,076	24,500,000	27,542,000	-	27,542,000
31366	SECTION 2219 SALES TAX - COUNTY PORTION	8,478,931	5,000,000	5,508,000	-	5,508,000
31366-1000	SECTION 2219 SALES TAX - CITY/UTA PORTION	10,728,511	19,500,000	22,034,000	-	22,034,000
33401	"B" ROAD FUND ALLOTMENT	3,279,370	3,800,000	3,954,100	(16,556)	3,937,544
33XXX	INTERGOVERNMENTAL REVENUE	-	-	-	-	-
34247	MOTOR VEHICLE REGISTRATION FEE	4,612,744	4,700,000	4,750,000	-	4,750,000
34XXX	CHARGES FOR SERVICES	141,487	-	-	-	-
36XXX	MISCELLANEOUS REVENUE	2,346,092	1,645,000	1,850,000	-	1,850,000
367XX	PROCEEDS FROM ISSUANCE OF BONDS	93,521,275	-	-	-	-
38100	TRANSFER FROM FD 100 (GENERAL)	-	-	-	-	-
38900	APPROPRIATED FUND BALANCE	-	70,126,703	85,123,252	-	85,123,252
	Total Revenues:	\$ 200,020,715	\$ 183,159,203	\$ 211,353,352	\$ (16,556)	\$ 211,336,796

\$11M

If the 4th Quarter is enacted, UTA will receive about \$11M per year. Utah County and UTA have an agreement on how the funding will be spent:



BRT Waterfall

1. Start making bond payments
2. Pay for Operations and Maintenance
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5. Pay back interest charges
6. Reserve account to pay bond early
7. New service level agreement

5. INSURANCE. UTA shall keep adequate reserves in its self-insurance program to insure against losses and liabilities that might arise from the operation of the BRT System.

6. FORWARD PURCHASE. (a) The parties agree that on or around April 1, 2028, but not later than December 31, 2028, UTA will make a payment to the County (the "Forward Payment").

(b) The parties intend that the Forward Payment will be in an amount sufficient to (i) pay off, defease and retire the outstanding County Bonds, and (ii) replace the Section 2218 Tax revenues and any other funds previously expended by Utah County for bond issuance costs and principal and interest payments on the County Bonds.

(c) At the time that the County issues the County Bonds, UTA and the County will agree to the amount of the Forward Payment in the form of a sum certain, said sum to be calculated pursuant to the formula attached and referenced herein as Addendum A hereto.

(d) In consideration for payment of the Forward Payment, the County shall convey, release, and quitclaim its legal title in the BRT System and interest in the Project to UTA.

(e) UTA intends to fund the Forward Payment by issuing bonds backed by Section 2213 Tax revenues collected within Utah County. If, however, interest rates or other financial conditions at the time of the payment make bonding inadvisable, County may agree in its discretion to arrange a different method of financing with UTA, or may allow UTA to delay the payment.

7. OPERATIONS AND MAINTENANCE FUNDING. (a) The parties agree that the County shall provide funding for operations and maintenance costs of the BRT System until December 31, 2028, unless UTA earlier assumes responsibility for such funding, which it may do at any time. The County's responsibility to make operations and maintenance payments shall not begin until the completion of the Project and the commencement of revenue operations of the BRT System. If the operation of the BRT System commences at any time other than the beginning of a calendar year, the County's operations and maintenance payment obligation will be calculated on a pro rata basis for the initial year of operation of the BRT System.

(b) The County's responsibility for the annual operations and maintenance costs of the BRT System shall be strictly limited to the lesser of (i) UTA's actual annual operations and maintenances costs, or (ii) \$2,500,000 (the "O&M Cap"). At the end of the first calendar year of revenue operations, and at the end of every year thereafter, the O&M Cap will be adjusted to account for inflation, in an amount not to exceed 2.4% in any year.

UVX Cost Calculation

Step Four

Timpanogos Business Unit	2021 Budget	Baseline Service	Total Adjusted Cost
UVX Direct Operating & Maintenance Cost	\$ 4,142,000	\$ (2,728,355)	\$ 1,414,000
UVX Depreciation Cost	1,825,000	(647,712)	1,177,000
UVX Allocated Support Cost	2,179,000	(1,131,921)	1,047,000
Total UVX Cost	\$ 8,146,000	\$ (4,507,989)	\$ 3,638,000

The UVX BRT Route replaced a portion of previous baseline service. In order to determine the comparative cost of the prior baseline service, we used comparable service Platform hours paired with 2019 Timpanogos business unit actual costs.





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9. ACTION: Utah County Refinance of 2012 Transportation Sales Tax Bonds - Shawn Eliot, MAG *15 minutes*
10. Update Reports
 - a. Federal Highway Administration – Kelly Lund, FHWA
 - b. Utah Department of Transportation – Commissioner Jim Evans, UDOT
 - c. Utah Transit Authority – Trustee Jeff Acerson, UTA
11. Other Business
 - a. Next Scheduled Meeting: September 2, 2021 CUWCD 1426 E 750 N, Bldg. 2, Orem, UT



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Proposed Refunding of 2012 Transportation Sales Tax Revenue Bonds

Current Bond

- + \$52m bond issued in 2012 for 27 years
- + Bond payment about \$2.5m per year, 4% interest rate
- + I-15 CORE
Geneva RD
Pioneer Crossing
Lakeshore PKWY
Elk Ridge DR
Canal BLVD
Pony Express PKY
Santaquin Main ST





Utah County Refunding Scenarios

- + Refinance bond at 2.5%
- + Should repayment schedule stay at 19 years or reduced to 2.5 years
- + Should 3rd qtr cent tax funds be used to pay down the bond, 3m, 5m, 10m

UTAH COUNTY
PROPOSED REFUNDING OF 2012 TRANSPORTATION SALES TAX REVENUE BONDS
July 27, 2021

	UNIFORM SAVINGS				SHORTER AMORTIZATION			
CONTRIBUTION AMOUNT	\$ -	\$ 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	\$9,937,404	\$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	\$ 5,259	\$ 875	\$ 3,420	\$ 4,679
2022	495,300	716,100	865,850	1,338,350	4,500	3,500	2,650	300
2023	494,550	714,850	865,850	1,334,100	1,500	5,000	2,150	2,300
2024	497,050	711,600	868,600	1,337,100	3,000	1,000	1,400	4,300
2025	494,050	712,850	870,350	1,333,350	250	3,250	1,900	2,800
2026	495,600	713,150	865,900	1,292,900	3,300	1,300	3,450	2,850
2027	496,350	712,400	865,400	1,217,400	1,800	300	950	4,350
2028	496,100	715,400	868,400	1,148,400	800	5,050	4,450	2,100
2029	492,400	714,450	867,200	1,038,200	2,850	2,850	1,250	3,900
2030	492,650	711,950	869,200	976,200	5,100	1,350	4,000	1,900
2031	492,050	713,350	809,600	895,600	3,000	1,000	2,900	1,800
2032	495,400	603,200	631,200	717,200	1,600	1,600	3,000	3,400
2033	495,800	566,000	594,000	680,000	1,800	2,600	2,800	2,800
2034	415,600	454,600	482,600	568,600	2,600	4,400	3,600	3,600
2035	493,000	712,000	870,000	1,356,000	4,000	2,000	400	800
2036	496,800	713,600	871,400	1,351,400	1,000	600	3,400	5,749,600
2037	494,800	714,200	871,600	1,355,200	3,800	2,715,200	5,762,400	7,390,000
2038	492,200	713,800	870,600	1,352,000	5,437,200	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	7,384,000
TOTAL GROSS SAVINGS	\$ 9,319,614	\$ 12,859,603	\$ 15,225,841	\$ 21,233,795	\$ 12,867,359	\$ 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	\$ 12,867,359	\$ 14,523,075	\$ 15,575,320	\$ 17,952,679

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

Recommendations

- + MAG staff and MPO finance recommend:
 - + No additional funds be contributed to the bond
 - + Scenarios do not refund contribution until after bond retirement or last years of bond
 - + Construction costs are escalating faster then bond rate
 - + 500k per year for new projects is better than reducing loan by 2.5 years

Motion/Recommendation

- + Motion only needed if RPC wants to contribute transportation tax to pay down the bond
- + Recommendation from RPC can be given to Utah County of what scenario is preferred (time frame shortened or stay as is)

Questions, contact
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