
SALT LAKE CITY COUNCIL STAFF REPORT

DATE: July 22, 2008

SUBJECT: Proposed Fleet Maintenance Facility

STAFF REPORT BY: Jennifer Bruno, Budget & Policy Analyst

AFFECTED COUNCIL DISTRICTS: District 2

**ADMINISTRATIVE DEPT:
AND CONTACT PERSON:** Kevin Bergstrom, Deputy Director, Public Services Department

KEY ELEMENTS:

- A. The Administration is requesting that the Council consider approving the budget for the proposed Fleet Maintenance Facility project, as construction estimates are now refined further.
- B. The facility is proposed to be located at a property purchased by the City in 2005 for \$3.1 million, located at 1954 West 500 South.
- C. The Council previously discussed this project in 2006, in conjunction with the annual CIP budget. At that time the Council took a straw poll in unanimous support of the Fleet Facility Sales Tax bond.
 - a. The cost of the project at that time was estimated at \$22.1 million (excluding land costs).
 - b. The Council adopted a reimbursement resolution in the amount of \$28 million in January of 2006, which indicated the Council's intent to issue Sales Tax bonds to construct the project, and preserved the option of reimbursing the general fund for the land purchase with sales tax bond proceeds. *Note: It is common practice for the Council to adopt reimbursement resolutions in an amount greater than the estimated project costs in order to preserve options, including reimbursement of land costs and other unforeseen costs.*
- D. The current cost estimate for the facility is **\$28,296,333**, excluding land costs.
 - a. Of this amount, 4% is eligible to be paid for by Impact Fees (\$1,131,853), and \$92,480 is eligible to be paid for by the MBA fund, for a remaining amount of \$27,072,000.
 - b. Including issuance costs and underwriter's fees, the total amount to be bonded for is proposed to be \$27,360,000. *Total interest paid over the life of the loan would be \$14,550,175.*
- E. The debt service will be paid for by a combination of the General Fund, Refuse Fund, and Fleet Fund, for a total debt service of \$2.1 million.

Debt Service Breakdown	Amount
General Fund CIP	\$ 1,514,363
Fleet Fund	\$ 269,312
Refuse Fund	\$ 287,957
Total	\$ 2,071,632

- a. The exception to this amount is the first year of debt service (FY 2009), when the City Administration has scheduled an "interest only" payment in the amount of \$469,200 (\$343,000 is the general fund portion). *The Council approved \$596,084 for this purpose during the annual budget process.*
- b. It should be noted that the Fleet Fund portion will be funded by increasing billing to general fund departments to cover their annual debt service obligation - this will impact the general fund budgets.

- F. The adopted CIP 10 Year Plan accounts for \$1.2 million total (including other fund contributions) for yearly debt service for this project. *See Matters At Issue.*
- G. **Project Details** - the following are Key Elements noted in the Administration’s transmittal relating to the details of the proposed project:
- a. The Project will be built to LEED Silver standards, per the City’s ordinance.
 - b. The project at the new site will address all 39 operational improvement recommendations made in the 2002 Council-funded audit of the current fleet site. These include but are not limited to deficiencies in the areas of on-site storage and additional space needed for necessary repair-work. The full 2002 Council audit and priorities identified can be provided for Council Members upon request.
 - c. The new facility will centralize all City Fleet operations, enabling one fuel site at the Parks Facility (across the street) to be eliminated.
 - d. The new facility will further the City’s sustainability goals, by allowing for an additional CNG fueling station, in addition to operating in a more environmentally sensitive way (LEED Silver certification).
 - e. The new site for the proposed facility has sufficient room for expansion should operational or storage needs increase in the future.
 - f. Locating the project at the new site will allow for redevelopment of the existing Fleet Facility Site (800 South 300 West), which is currently located in the RDA’s granary district. The RDA has recently made significant investments in the immediate area.
 - i. The Administration hired a consultant that completed a Phase II environmental assessment of the property, and estimated that potential cleanup costs could be between \$630,000 and \$1 million. Cleanup costs and the extent to which the site needs to be remediated would depend on the future use of the site.
 - ii. The Administration has also provided the Council with an estimate of demolition costs of existing structures on the property. There are approximately 100,000 square feet of structures on the 6 acre site. Assuming a demolition cost of \$5/sf of building and \$1.25/sf of asphalt/other, the Administration has estimated demolition costs to be approximately \$780,000.
 - iii. Therefore, if the City were to desire a “blank slate” before marketing or developing the property for other use, site demolition and environmental remediation costs *could* cost up to \$1.8 million. *See Matters At Issue.*
 - g. The following is a breakdown of the proposed project costs - *the Council may wish to ask the Administration for further information regarding any of these line items:*

Project Costs Breakdown	Amount
Construction Costs	\$ 22,323,252
Construction contingency (8%)	1,785,860
Project contingency	600,000
Furnishings, Fixtures & Equipment	850,000
Permits	182,831
Impact Fees	280,000
Public Utility Fees	80,000
Inspections	90,000
Design Fees	1,434,390
Commissioning Agent	110,000
Engineering Admin	240,000
Geotechnical Study & Survey	70,000
Security System	250,000
Construction Estimate Subtotal	\$ 28,296,333
<i>Land Costs (already spent)</i>	<i>\$3,104,285</i>
Total Project Costs	\$31,400,618

- h. The following is a breakdown of the proposed project schematics:
 - i. The site will consist of 2 buildings, one dedicated for Fleet (including a heavy shop) and one dedicated to Streets (including traffic operations).
 - ii. Staff has attached a site plan provided by the Administration. The colors represent the City Divisions that will be using the space. Staff has also attached a perspective rendering of both the Fleet and Street buildings.
 - iii. The Council may wish to discuss the design of the facility further. Additional detail on the schematic design of the site (including LEED Certification components) is available and can be provided upon request.

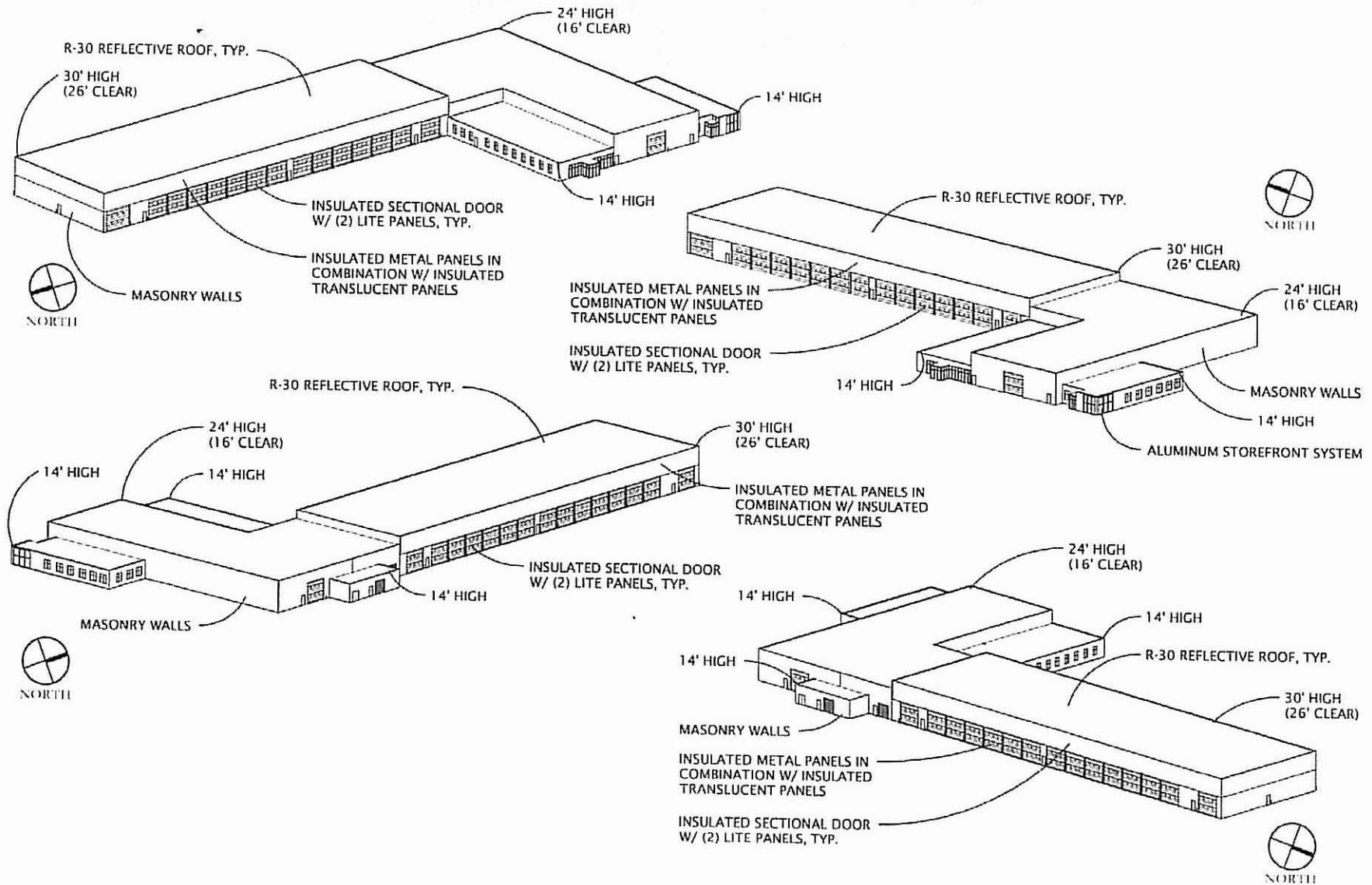
MATTERS AT ISSUE:

- A. The Council may wish to ask the Administration if there are reasons other than time delay for the increase in the original construction cost estimate.
- B. The Council may wish to ask the Administration to clarify the seismic standards assumed in the current design.
- C. The Council may wish to ask the Administration if all opportunities for cost savings have been identified.
- D. The Council may wish to ask the Administration if the Fleet Fund will be charging the General Fund departments to generate 100% of the Fleet Fund's debt service payment, or if they will just be charging general fund departments for a percentage of the debt service payment obligation.
- E. The Council may wish to ask the Administration/RDA Staff if the costs of environmental remediation and demolition seem reasonable, and if those are costs that the City would incur *before* marketing and selling the property.
- F. The Council may wish to revise the CIP 10 Year Plan to more accurately reflect the known costs of the Fleet Facility project. Currently the CIP 10 Year Plan has the Fleet Facility planned for \$22.1 million, with a \$1.22 million in debt service per year. The numbers would need to be increased to the \$28.3 million total (as the \$3.1 million has been spent already).

NEXT STEPS:

- A. **The Council may wish to indicate to the Administration if they would like to discuss the cost increases further before issuing the bonds, or if the Council approves of the Administration's stated budget for the project.**
- B. If the Council is ok with moving forward, the Administration will provide a work session briefing at the August 12th meeting regarding the process for issuing the Sales Tax revenue bonds that would finance this project.
- C. The Council could have a public hearing as early as September 2 to adopt the parameters resolution. *Construction could then begin in October 2008, with completion 16-18 months later (April 2010).*

cc: David Everitt, Lyn Creswell, Rick Graham, Kevin Bergstrom, Max Peterson, Steve England, Parviz Rokhva, Lamont Nelson, Greg Davis, Dan Mule, LuAnn Clark, Sherrie Collins, Gordon Hoskins, Steve Fawcett



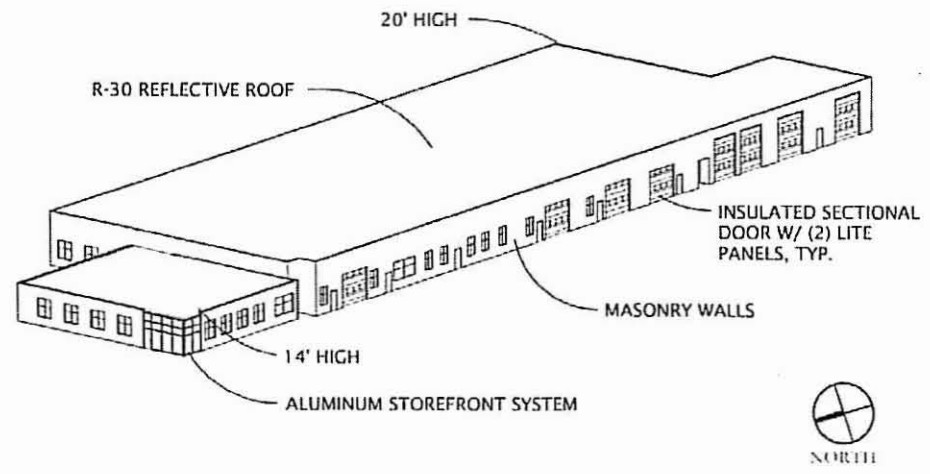
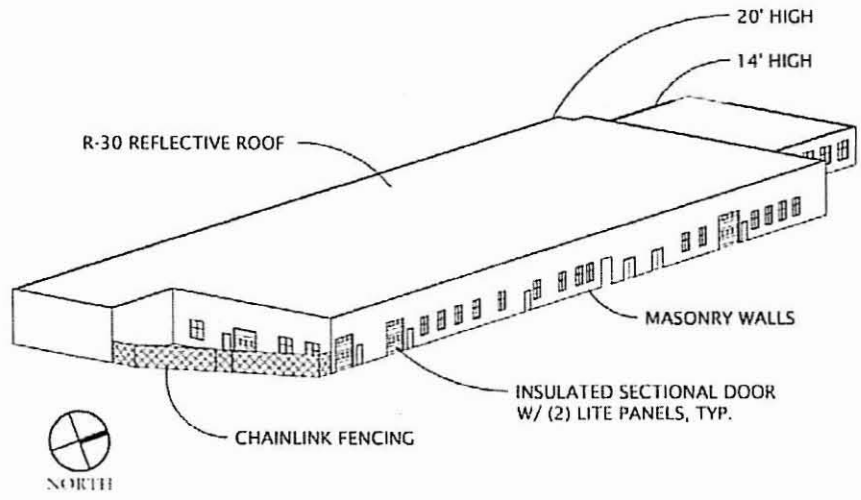
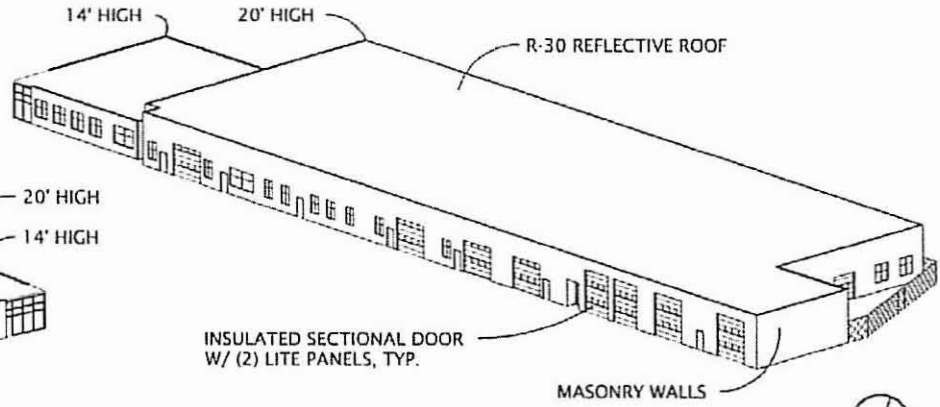
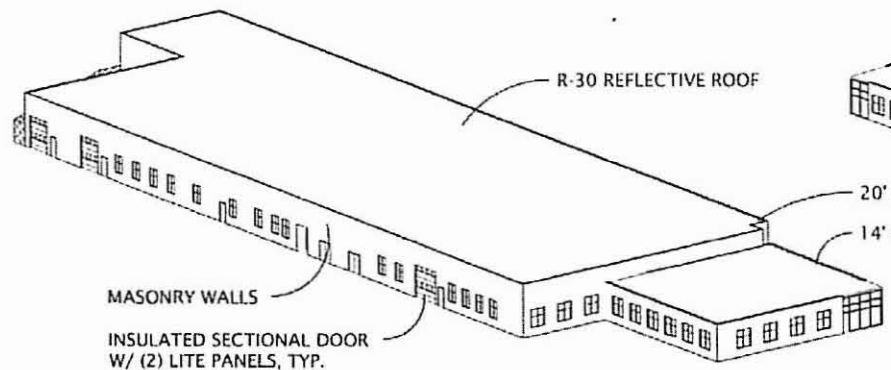
Schematic Elevations

No Scale

Fleets Building
Public Services Maintenance Facility

Salt Lake City, Utah

May 10, 2007



Schematic Elevations

No Scale

Streets Building
Public Services Maintenance Facility

Salt Lake City, Utah
May 10, 2007

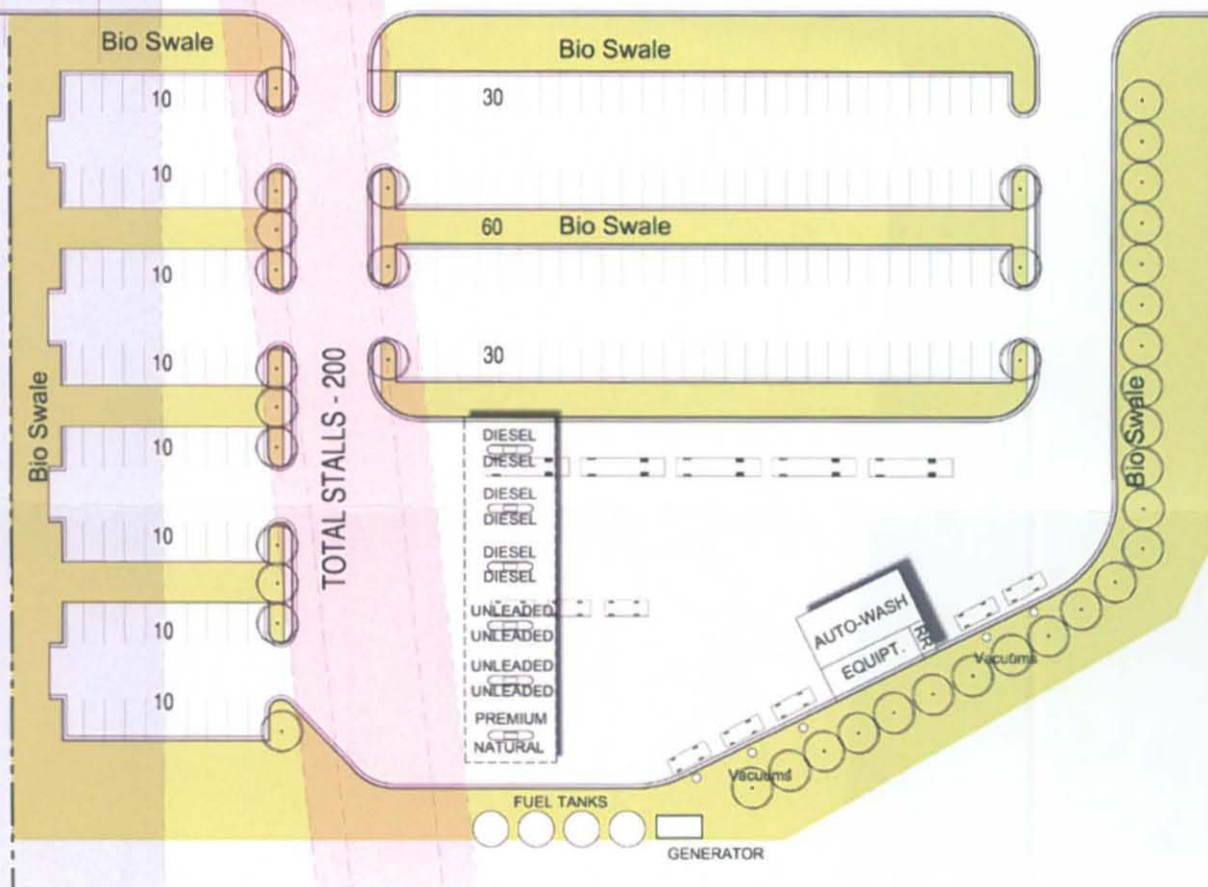


Key

- Fleet
- Streets Response
- Traffic Singals
- Traffic Operations
- Materials
- Asphalt Crew 1
- Asphalt Crew 2
- Asphalt Crew 3
- Concrete
- Nieghborhood Clean Up
- Sanitaion
- Landscape
- Bioswale
- Fault Set-back
- Power Set-back



500 SOUTH STREET



Schematic Site Plan Overall

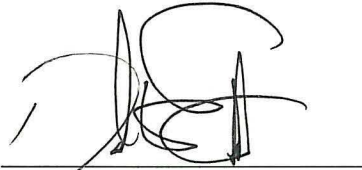
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Public Services Maintenance Facility

Salt Lake City, Utah

May 10, 2007

COUNCIL TRANSMITTAL



David Everitt, Chief of Staff

Date received: 7-3-08

Date Sent to Council: 7/9/08

TO: Jill Remington-Love, City Council Chair **DATE:** July 3, 2008

FROM: Rick Graham, Director *Rick Graham*
Public Services Department

SUBJECT: Public Services Maintenance Facility

STAFF CONTACT: Kevin Bergstrom, Deputy Director
Public Services Department
535-7778

DOCUMENT TYPE: Briefing

RECOMMENDATION: That the City Council set and give approval of a budget limit of \$28,296,333 for the construction project, approval to proceed with the bidding procedure, and approval to award a contract if within the budget limit.

BUDGET IMPACT: The CIP fund covered the preliminary design costs. The final construction estimate is \$28,296,333, excluding land costs. Funding will be provided by impact fees (\$1,131,853), miscellaneous other funds (\$92,480), and bonding (\$27,072,000). Bonding will reimburse for the preliminary design costs and any other miscellaneous costs that have been incurred to date. Total bonding will be for approximately \$27,360,000 after including the underwriter's discount and cost of issuance. Annual debt service will be approximately \$2.1 million over 20 years. An interest-only payment is planned for FY08-09 and is included in the budget. The use of impact fees has been reflected, equal to 4% of construction project costs.

Final Pre-bid Costs Estimates

The final cost estimate for the facility is found on Attachment A. A summary is as follows (note: this does not include the land that was previously purchased):

Construction Contract Costs (at bid)	\$22,323,252
Construction Contingency (8%)	1,785,860
Furnishings, Fixtures & Equipment	600,000
Voice/Data Cabling & Equipment	250,000
Permits (Building, Electric, Plumbing, etc.)	182,831
Impact Fees	280,000
Public Utility Fees	80,000
Testing & Special Inspections	90,000
Design Fees	1,434,390
Commissioning Agent	110,000
Engineering Admin. & Misc.	240,000
Geotechnical Study	55,000
Survey	15,000
Security System	250,000
Project Contingency	600,000
Final Construction Estimate	<u>\$28,296,333</u>

Debt Service

Bonding documents are included as Attachment B. A synopsis of the Debt Service is as follows: Payment on Sales Tax Revenue Bonds is estimated to begin in FY08-09, with an 'interest-only' payment of approximately \$469,200, and in subsequent years an average of approximately \$2,072,000. A study was conducted at the inception of this project to determine how to allocate the debt service among the different funds that will be using the site. The follow table outlines the percentages each fund contributes and how the debt service will be individually allocated.

	Average Annual Debt Service Allocations			
	GF CIP	Refuse Fund	Fleet Fund	Total Annual Debt Service
Par amount of bonds: \$27,360,000	73.1%	13.0%	13.9%	100.0%
Average payment	\$1,514,363	\$269,312	\$287,957	\$2,071,632
1 st yr interest – only	\$343,000	\$61,000	\$65,200	\$469,200

The Fleet Fund cost will be passed on to its customers as part of its normal billing process.

BACKGROUND/DISCUSSION:

On November 1, 2005, the City Council gave approval for the City to move forward with land acquisition as well as schematic design for the Public Services Maintenance Facility. The land was acquired and schematic design, construction and bid documents have now been prepared by the City’s contractor.

The project was designed to achieve a silver LEED certification for a new building and it will be certified and action taken to have it certified at the time of occupancy as an existing building. This will ensure that the employees operate this facility in a highly sustainable manner and continue to recycle, lower the carbon footprint, and achieve energy efficiency over the facility’s life.

TIMELINE (as of July 1, 2008)

Attached is the timeline which gives an overview of the project and shows the process steps that have and must occur to get the project completed.

Action	Date approx.
1. Land purchase for \$3,104,285	December 1, 2005
2. Reimbursement Resolution approved and signed by Council for \$28M to allow for reimbursement of land cost	January 16, 2006
3. Budget established for design	January 2007
4. Council provided an updated construction cost estimate of \$27.6M (without land).	April 5, 2007
5. Design development phase completed. Updated construction cost estimate = \$28.7M, including \$300K for bonding fees and cost of issuance, without land.	August 2007
6. Completion of Construction Documents & Final Cost Estimate	January 2008
7. Determination of Seismic Occupancy Category IV upgrade of Fleet Bldg & Fuel Island portions of project.	March 2008
8. Completion of Redesign for Seismic upgrade and submittal of documents to Building Services for re-review.	May 2008
9. Council briefing and Council approval of construction project budget limit, approval to proceed, and approval to award contract if within the budget limit.	July 22, 2008
10. Project out to bid / advertised	August 2, 2008
11. Parameters Resolution briefing; authorize the Notice of Public Hearing and set the date of September 2 for the public hearing.	August 5, 2008
12. Bid opening (bids good for 45 days – to October 11, 2008)	August 27, 2008
13. Public hearing; adopt Parameters Resolution.	September 2, 2008
14. Budget to be established for construction and bonding using actual construction contract figures. Council action not necessary if within limit approved on July 22, 2008.	September 2008
15. Contract awarded (soon after bid opening, but at least within 45 days from bid opening – October 11)	September 2008
16. Budget briefing for budget amendment #1 FY08-09	September 16, 2008 (tentative)

17. Budget amendment public hearing and adoption	October 7, 2008 (tentative)
18. Contract award deadline (45 days after bid opening on August 27)	October 11, 2008
19. Construction begins	October 2008
20. Bonds issued and proceeds received (approximately 60 to 75 days after approval of Parameters Resolution.)	Before November 16, 2008
21. Construction completed	16 - 18 months February – April 2010

Additional Background

On August 23, 2005, the Council was briefed on options to fund renovation at the current Fleet/Street facility or move forward with land acquisition and schematic design for a new Fleet/Street facility at an alternative site.

The Council straw poll indicated by a 6-1 margin to move forward with plans for a new Fleet/Street facility at the alternative site. Reasons stated were that benefits of using the existing site to spur development in the RDA's Granary District were more desirable than the existing use as a Fleet/Street facility. Additionally, renovation of the Fleet/Street facility at the current site for approximately \$10 million only extends the useful life of the facility an average of 10 more years.

The Council did have additional questions about both sites before authorizing further efforts. The questions and answers are categorized by site as follows:

Existing Site – 800 South 300 West

How much will it cost to clean up the environmental problems so the land can be sold?

The Phase II environmental assessment completed by Millennium Science & Engineering Inc. for this property found six potential areas of concern based on the soil and groundwater sampling that was done in July, 2005. Potential cleanup costs have been estimated in the range of \$636,175 to \$1,010,618 for all areas of the property. The reason for the range is that actual remediation alternatives would depend of the future use of the property. The assessment was financed through the RDA with Brownsfield Federal (EPA) Grant money.

What will demolition costs be to remove current structures so the land could be sold?

Engineering estimates that demolition will cost \$5.00 per square feet of buildings and \$1.25 per square feet for the site. Buildings make up 100,000 Square feet and the site is 225,000 square feet. This would amount to demotion costs of approximately \$780,000.

New Proposed Site – Near the Parks Facility

A 2002 City Council funded audit of the City's Fleet operation recommended that the Public Services Department conduct a feasibility study of the Fleet/Streets Complex to identify site and work area deficiencies, space needs, and space allocation that would result in a more efficient layout and safer work environment. The feasibility study was done and identified 39 facility improvements that needed to be made. The study also estimated that, in 2002, the cost of the improvements would be approximately \$7.2 million. This information was presented to the Council and budget was appropriated for schematic design to occur in FY 2004-05 and bonding and construction to follow in FY 2005-06.

Consequently the City hired a consultant to design the project improvements, calculate accurate construction costs, and prepare the bid documents. The design process determined that the construction budget would exceed the original estimate of \$7.2 million if all 39 identified improvements were made. Further, the design consultants recommend that 2 of the 39 recommended improvements not be attempted at the current Fleet/Streets Facility because site conditions would not make them feasible.

The design consultants estimated that the remaining 37 facility improvements would cost \$9.8 million to construct. In addition to this the design consultants determined that the fuel bay had deteriorated and should be improved. It was not on the original list of 39 identified improvements from the 2002 study. They estimated the fuel bay renovation would cost an additional \$1.5 million though they recommend that it be done at another location because of space limitations at the current site.

As the design consultants were finishing this work, the City's Property Management Division brought to the attention of the Department a parcel of land for sale on 500 South, directly across from the Parks Maintenance Facility. The scenario presented was that if the RDA was still interested in acquiring the current Fleet/Streets property to spur development in its Granary District, the proceeds of the sale could be used to buy the property near the Parks Facility and have additional money to offset construction costs. The RDA confirmed continued interest in the current Fleet/Streets property if it were available.

Even with this scenario, the estimated cost of relocated to a new site and building a Fleet/Streets Facility would require additional funding. But the following benefits of constructing at the new site made it worth considering.

Building a Fleet/Streets Facility at the 500 South site across from the Parks Facility:

- Solves all 39 of the improvement recommendations from the 2002 Council audit and others identified by the design consultant.
- Provides the opportunity to centralize all City fleet operations (Parks and Golf small engine repair are located at the Parks Facility and could be incorporated into the new facility across the street.)
- Centralizes the three largest functions of the Public Services Department - Streets, Fleets and Parks - in near proximity to each other allowing operational efficiencies to take place in warehousing, accounting, inventory control, purchasing, and equipment and employee pooling.
- Enables the City to construct an environmentally sensitive facility.
- Results in a facility that is safer and more accessible even with a 24 hour operation.
- Eliminates one fuel site at the Parks Facility and allows for the addition of a CNG fueling site.
- Allows for extra vehicle and equipment storage (and would allow the City to consider selling the warehouse at the International Center which is currently used for storage.)
- Has room for expansion as operation and storage needs grow in the future.

It has always been recognized and accepted that the current Fleet/Streets Facility has some existing and long-term constraints associated with it. Renovating the existing site, though desperately needed to provide health, safety, and operational features currently not available, still does not provide the City with a long-term solution to facility needs for these operations and

room for growth. The design consultants estimated that even with the proposed current site improvements, within 10 years, additional improvements will be needed because of space constraints and to improve areas of the facility that are not being addressed at this time.

The decision was made, therefore to purchase the land across from the parks division and locate a new Public Services Maintenance Facility at that site.

ATTACHMENTS:

- A. Public Services Maintenance Facility - Project Costs and Bonding Calculations dated 7/1/08 (draft with estimates, for discussion purposes only)
- B. Bonding schedule - Sources and Uses Statement from Wells Fargo dated 7/1/08 (draft with estimates, for discussion purposes only)

Copies:

- Lyn Creswell
- Rick Graham
- Kevin Bergstrom
- Max Peterson
- Steve England
- Parviz Rokhva
- Lamont Nelson
- Greg Davis
- Dan Mulé
- Kelly A. Murdock, Senior Vice President, Wells Fargo Brokerage Services, Public Finance
- Luann Clark
- Sherrie Collins
- Gordon Hoskins
- Steve Fawcett

Public Services Maintenance Facility	
Project Costs and Bonding Calculations	
Project number 650507	
Date of estimate:	July 1, '08
	w/ Seismic
Project costs - without land	
Construction Contract Costs (at bid)	22,323,252
Construction contingency 8%	1,785,860
Furnishings, Fixtures, & Equipment	600,000
Voice/Data Cabling & Equipment	250,000
Permits: Building, elect, plmb, mech, fire sprnkrls	182,831
Impact Fees	280,000
Public utility fees	80,000
Testing/Special Inspection	90,000
Design Fees (see components)	1,434,390
Commissioning Agent	110,000
Engineering/Administration/Misc	240,000
Geotechnical Study	55,000
Survey	15,000
Security system	250,000
% for Arts	-
Planning fees	-
Moving costs	-
Project Contingency	600,000
	-
Total project costs - without land	28,296,333
Land Costs	3,104,285
Total project costs, with land	31,400,618
BONDING	
Total project costs - without land	28,296,333
Less impact fees funding Nov 2004	(497,000)
Less impact fees funding March 2007	(387,000)
Less impact fees funding - addtl at 4% of total w/o land	(247,853)
Less funds from MBA	(92,565)
Rounding amount	85
Total project costs for bonding (Deposit to Construction Fund)	27,072,000
Add:	
Underwriter's discount (0.500%)	136,800
Costs of Issuance	150,504
Rounding amount	696
Total of bonding	27,360,000
Bond term (years)	20
Average coupon	4.529%
Total principal plus interest (P+I)	41,901,830
Date of schedule from Wells Fargo	7/1/08
Calculation of debt service per million of bond principal:	
Total principal plus interest (P+I)	41,901,830
Less 'interest only' payment first year	(469,194)
Total of annual P+I less 'interest only' pmt for first year	41,432,636
Average annual P+I (not including 'interest only' for first year)	2,071,632
Average annual P+I per million of bond principal	75,718

\$27,360,000

Salt Lake City, Utah

Sales Tax Revenue Bonds, Series 2008

(Public Services Department Maintenance Facility Project) - Current Rates, Level

Sources & Uses

Dated 11/04/2008 | Delivered 11/04/2008

Sources Of Funds

Par Amount of Bonds	\$27,360,000.00
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Total Sources	\$27,360,000.00
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Uses Of Funds

Total Underwriter's Discount (0.500%)	136,800.00
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Costs of Issuance	150,504.00
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Deposit to Project Construction Fund	27,072,000.00
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Rounding Amount	696.00
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Total Uses	\$27,360,000.00
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FOR DISCUSSION PURPOSES ONLY

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\$27,360,000

Salt Lake City, Utah

Sales Tax Revenue Bonds, Series 2008

(Public Services Department Maintenance Facility Project) - Current Rates, Level

Detail Costs Of Issuance

Dated 11/04/2008 | Delivered 11/04/2008

COSTS OF ISSUANCE DETAIL

Financial Advisor	\$38,304.00
Bond Counsel	\$40,000.00
Disclosure Counsel	\$15,000.00
Auditor's Fee	\$2,700.00
Trustee/Paying Agent/Registrar	\$7,500.00
Rating Agency Fees (Moody's & S&P)	\$40,000.00
POS/Official Statement	\$4,000.00
Miscellaneous	\$3,000.00
TOTAL	\$150,504.00

FOR DISCUSSION PURPOSES ONLY

File | SalestaxRfndMBA.sf | SLC Sales Tx \$27.072MM Pu | 7/ 1/2008 | 2:32 PM

Wells Fargo Brokerage Services, LLC
Public Finance

\$27,360,000

Salt Lake City, Utah

Sales Tax Revenue Bonds, Series 2008

(Public Services Department Maintenance Facility Project) - Current Rates, Level

Debt Service Schedule

Part 1 of 2

DATE	PRINCIPAL	COUPON	INTEREST	TOTAL P+I	Fiscal Total
11/04/2008	-	-	-	-	-
04/01/2009	-	-	469,193.78	469,193.78	-
06/30/2009	-	-	-	-	469,193.78
10/01/2009	930,000.00	2.460%	574,523.00	1,504,523.00	-
04/01/2010	-	-	563,084.00	563,084.00	-
06/30/2010	-	-	-	-	2,067,607.00
10/01/2010	975,000.00	2.760%	563,084.00	1,538,084.00	-
04/01/2011	-	-	549,629.00	549,629.00	-
06/30/2011	-	-	-	-	2,087,713.00
10/01/2011	1,005,000.00	3.080%	549,629.00	1,554,629.00	-
04/01/2012	-	-	534,152.00	534,152.00	-
06/30/2012	-	-	-	-	2,088,781.00
10/01/2012	1,035,000.00	3.270%	534,152.00	1,569,152.00	-
04/01/2013	-	-	517,229.75	517,229.75	-
06/30/2013	-	-	-	-	2,086,381.75
10/01/2013	1,065,000.00	3.420%	517,229.75	1,582,229.75	-
04/01/2014	-	-	499,018.25	499,018.25	-
06/30/2014	-	-	-	-	2,081,248.00
10/01/2014	1,105,000.00	3.570%	499,018.25	1,604,018.25	-
04/01/2015	-	-	479,294.00	479,294.00	-
06/30/2015	-	-	-	-	2,083,312.25
10/01/2015	1,145,000.00	3.720%	479,294.00	1,624,294.00	-
04/01/2016	-	-	457,997.00	457,997.00	-
06/30/2016	-	-	-	-	2,082,291.00
10/01/2016	1,185,000.00	3.870%	457,997.00	1,642,997.00	-
04/01/2017	-	-	435,067.25	435,067.25	-
06/30/2017	-	-	-	-	2,078,064.25
10/01/2017	1,230,000.00	3.990%	435,067.25	1,665,067.25	-
04/01/2018	-	-	410,528.75	410,528.75	-
06/30/2018	-	-	-	-	2,075,596.00
10/01/2018	1,280,000.00	4.120%	410,528.75	1,690,528.75	-
04/01/2019	-	-	384,160.75	384,160.75	-
06/30/2019	-	-	-	-	2,074,689.50
10/01/2019	1,335,000.00	4.250%	384,160.75	1,719,160.75	-
04/01/2020	-	-	355,792.00	355,792.00	-
06/30/2020	-	-	-	-	2,074,952.75
10/01/2020	1,390,000.00	4.360%	355,792.00	1,745,792.00	-
04/01/2021	-	-	325,490.00	325,490.00	-
06/30/2021	-	-	-	-	2,071,282.00
10/01/2021	1,450,000.00	4.470%	325,490.00	1,775,490.00	-
04/01/2022	-	-	293,082.50	293,082.50	-
06/30/2022	-	-	-	-	2,068,572.50
10/01/2022	1,515,000.00	4.560%	293,082.50	1,808,082.50	-
04/01/2023	-	-	258,540.50	258,540.50	-
06/30/2023	-	-	-	-	2,066,623.00

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\$27,360,000

Salt Lake City, Utah

Sales Tax Revenue Bonds, Series 2008

(Public Services Department Maintenance Facility Project) - Current Rates, Level

Debt Service Schedule

Part 2 of 2

DATE	PRINCIPAL	COUPON	INTEREST	TOTAL P+I	Fiscal Total
10/01/2023	1,585,000.00	4.630%	258,540.50	1,843,540.50	-
04/01/2024	-	-	221,847.75	221,847.75	-
06/30/2024	-	-	-	-	2,065,388.25
10/01/2024	1,660,000.00	4.760%	221,847.75	1,881,847.75	-
04/01/2025	-	-	182,339.75	182,339.75	-
06/30/2025	-	-	-	-	2,064,187.50
10/01/2025	1,735,000.00	4.830%	182,339.75	1,917,339.75	-
04/01/2026	-	-	140,439.50	140,439.50	-
06/30/2026	-	-	-	-	2,057,779.25
10/01/2026	1,820,000.00	4.860%	140,439.50	1,960,439.50	-
04/01/2027	-	-	96,213.50	96,213.50	-
06/30/2027	-	-	-	-	2,056,653.00
10/01/2027	1,910,000.00	4.910%	96,213.50	2,006,213.50	-
04/01/2028	-	-	49,323.00	49,323.00	-
06/30/2028	-	-	-	-	2,055,536.50
10/01/2028	2,005,000.00	4.920%	49,323.00	2,054,323.00	-
06/30/2029	-	-	-	-	2,054,323.00
Total	\$27,360,000.00	-	\$14,550,175.28	\$41,910,175.28	-

Yield Statistics

Bond Year Dollars	\$321,252.00
Average Life	11.742 Years
Average Coupon	4.5292092%
Net Interest Cost (NIC)	4.5717926%
True Interest Cost (TIC)	4.5438266%
Bond Yield for Arbitrage Purposes	4.4860659%
All Inclusive Cost (AIC)	4.6078671%

IRS Form 8038

Net Interest Cost	4.5292092%
Weighted Average Maturity	11.742 Years

FOR DISCUSSION PURPOSES ONLY

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\$27,360,000

Salt Lake City, Utah

Sales Tax Revenue Bonds, Series 2008

(Public Services Department Maintenance Facility Project) - Current Rates, Level

Net Debt Service Schedule

DATE	PRINCIPAL	COUPON	INTEREST	TOTAL P+I	Existing D/S	NET NEW D/S
06/30/2009	-	-	469,193.78	469,193.78	3,052,023.75	3,521,217.53
06/30/2010	930,000.00	2.460%	1,137,607.00	2,067,607.00	6,435,026.75	8,502,633.75
06/30/2011	975,000.00	2.760%	1,112,713.00	2,087,713.00	6,406,074.75	8,493,787.75
06/30/2012	1,005,000.00	3.080%	1,083,781.00	2,088,781.00	6,384,764.50	8,473,545.50
06/30/2013	1,035,000.00	3.270%	1,051,381.75	2,086,381.75	6,360,832.25	8,447,214.00
06/30/2014	1,065,000.00	3.420%	1,016,248.00	2,081,248.00	6,333,883.00	8,415,131.00
06/30/2015	1,105,000.00	3.570%	978,312.25	2,083,312.25	6,308,355.00	8,391,667.25
06/30/2016	1,145,000.00	3.720%	937,291.00	2,082,291.00	6,292,114.25	8,374,405.25
06/30/2017	1,185,000.00	3.870%	893,064.25	2,078,064.25	6,289,765.50	8,367,829.75
06/30/2018	1,230,000.00	3.990%	845,596.00	2,075,596.00	6,280,524.25	8,356,120.25
06/30/2019	1,280,000.00	4.120%	794,689.50	2,074,689.50	6,268,973.75	8,343,663.25
06/30/2020	1,335,000.00	4.250%	739,952.75	2,074,952.75	6,264,419.25	8,339,372.00
06/30/2021	1,390,000.00	4.360%	681,282.00	2,071,282.00	6,265,817.00	8,337,099.00
06/30/2022	1,450,000.00	4.470%	618,572.50	2,068,572.50	665,951.00	2,734,523.50
06/30/2023	1,515,000.00	4.560%	551,623.00	2,066,623.00	387,360.00	2,453,983.00
06/30/2024	1,585,000.00	4.630%	480,388.25	2,065,388.25	388,653.00	2,454,041.25
06/30/2025	1,660,000.00	4.760%	404,187.50	2,064,187.50	389,215.50	2,453,403.00
06/30/2026	1,735,000.00	4.830%	322,779.25	2,057,779.25	389,038.50	2,446,817.75
06/30/2027	1,820,000.00	4.860%	236,653.00	2,056,653.00	388,132.00	2,444,785.00
06/30/2028	1,910,000.00	4.910%	145,536.50	2,055,536.50	-	2,055,536.50
06/30/2029	2,005,000.00	4.920%	49,323.00	2,054,323.00	-	2,054,323.00
Total	\$27,360,000.00	-	\$14,550,175.28	\$41,910,175.28	\$81,550,924.00	\$123,461,099.28

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\$27,360,000

Salt Lake City, Utah

Sales Tax Revenue Bonds, Series 2008

(Public Services Department Maintenance Facility Project) - Current Rates, Level

Pricing Summary

Maturity	Type of Bond	Coupon	Yield	Maturity Value	Price	Dollar Price
10/01/2009	Serial Coupon	2.460%	2.460%	930,000.00	100.000%	930,000.00
10/01/2010	Serial Coupon	2.760%	2.760%	975,000.00	100.000%	975,000.00
10/01/2011	Serial Coupon	3.080%	3.080%	1,005,000.00	100.000%	1,005,000.00
10/01/2012	Serial Coupon	3.270%	3.270%	1,035,000.00	100.000%	1,035,000.00
10/01/2013	Serial Coupon	3.420%	3.420%	1,065,000.00	100.000%	1,065,000.00
10/01/2014	Serial Coupon	3.570%	3.570%	1,105,000.00	100.000%	1,105,000.00
10/01/2015	Serial Coupon	3.720%	3.720%	1,145,000.00	100.000%	1,145,000.00
10/01/2016	Serial Coupon	3.870%	3.870%	1,185,000.00	100.000%	1,185,000.00
10/01/2017	Serial Coupon	3.990%	3.990%	1,230,000.00	100.000%	1,230,000.00
10/01/2018	Serial Coupon	4.120%	4.120%	1,280,000.00	100.000%	1,280,000.00
10/01/2019	Serial Coupon	4.250%	4.250%	1,335,000.00	100.000%	1,335,000.00
10/01/2020	Serial Coupon	4.360%	4.360%	1,390,000.00	100.000%	1,390,000.00
10/01/2021	Serial Coupon	4.470%	4.470%	1,450,000.00	100.000%	1,450,000.00
10/01/2022	Serial Coupon	4.560%	4.560%	1,515,000.00	100.000%	1,515,000.00
10/01/2023	Serial Coupon	4.630%	4.630%	1,585,000.00	100.000%	1,585,000.00
10/01/2024	Serial Coupon	4.760%	4.760%	1,660,000.00	100.000%	1,660,000.00
10/01/2025	Serial Coupon	4.830%	4.830%	1,735,000.00	100.000%	1,735,000.00
10/01/2026	Serial Coupon	4.860%	4.860%	1,820,000.00	100.000%	1,820,000.00
10/01/2027	Serial Coupon	4.910%	4.910%	1,910,000.00	100.000%	1,910,000.00
10/01/2028	Serial Coupon	4.920%	4.920%	2,005,000.00	100.000%	2,005,000.00
Total	-	-	-	\$27,360,000.00	-	\$27,360,000.00

Bid Information

Par Amount of Bonds	\$27,360,000.00
Gross Production	\$27,360,000.00
Total Underwriter's Discount (0.500%)	\$(136,800.00)
Bid (99.500%)	27,223,200.00
Total Purchase Price	\$27,223,200.00
Bond Year Dollars	\$321,252.00
Average Life	11.742 Years
Average Coupon	4.5292092%
Net Interest Cost (NIC)	4.5717926%
True Interest Cost (TIC)	4.5438266%

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