

TRANSFORMING TUSCALOOSA COUNTY



Tuscaloosa.com



@waltermaddox
@tuscaloosacity

TRANSFORMING TUSCALOOSA COUNTY

Current

State of Alabama 4%

Temporary School Tax (expires 6/1/16) 1%

Local Jurisdiction 2%

Tuscaloosa County 2%

Authorized by the
Tuscaloosa County
Commission in 2001,
2005, 2010 and 2012
for school

City of Tuscaloosa 25%

Tuscaloosa County Commission 20%

Tuscaloosa City Schools 20%

Tuscaloosa County Schools 20%

DCH 10%

City of Northport 5%

TRANSFORMING TUSCALOOSA COUNTY

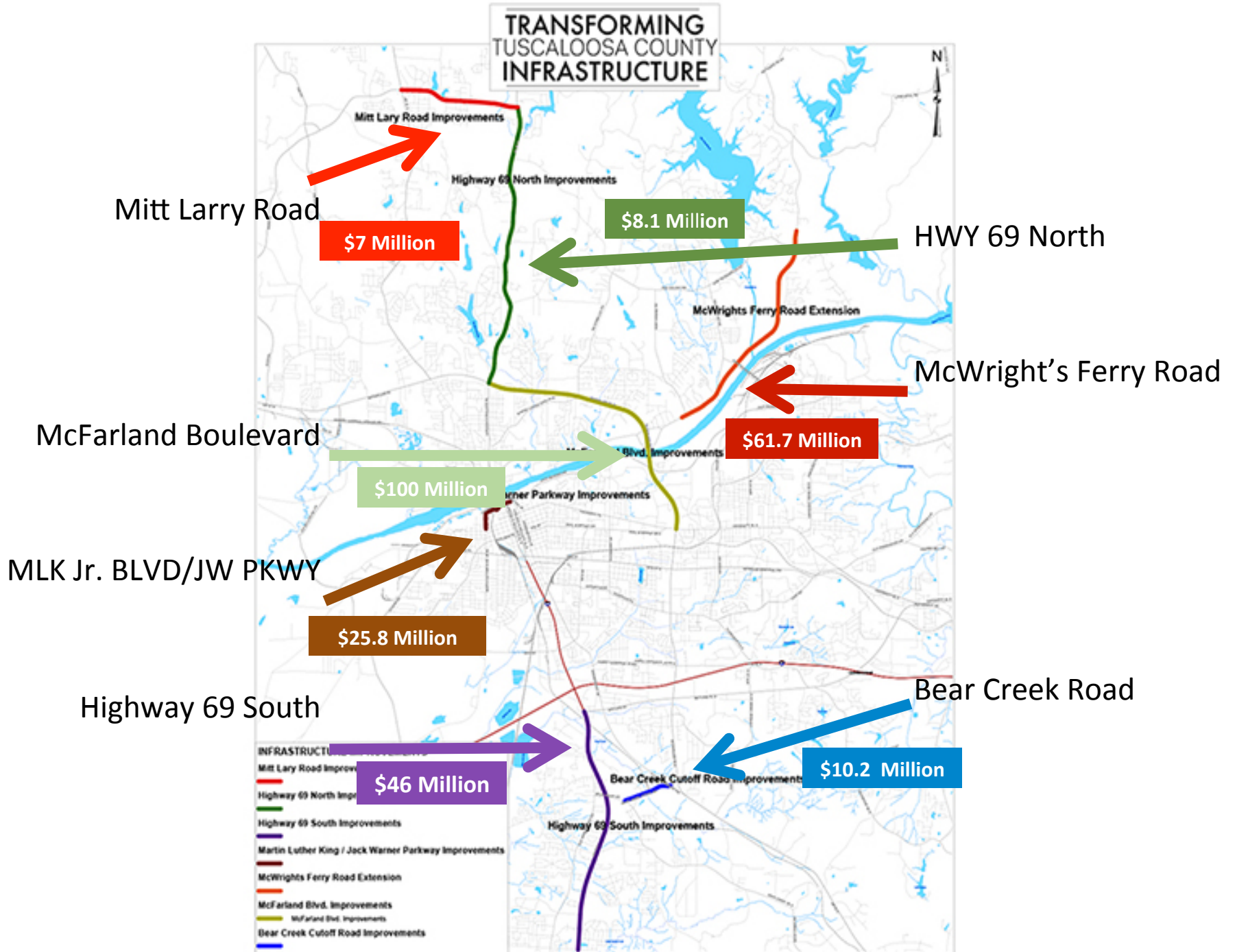
Effective July 2016

State of Alabama	4%
Tuscaloosa County*	3%
Local Jurisdiction	2%

The first \$125,000 is divided evenly among Vance, Brookwood, Coker, Lakeview and Coaling

City of Tuscaloosa	19%
Tuscaloosa County Commission	14.3%
Tuscaloosa City Schools	20%
Tuscaloosa County Schools	25%
Road Improvement Commission	10%
DCH	6.7%
City of Northport	5%

TRANSFORMING TUSCALOOSA COUNTY INFRASTRUCTURE



TRANSFORMING TUSCALOOSA COUNTY

	20 Year Total ¹
City of Tuscaloosa	\$ 410,336,059
Tuscaloosa County Commission	\$ 308,831,876
Tuscaloosa City Schools	\$ 431,932,693
Tuscaloosa County Schools	\$ 539,915,867
City of Northport	\$ 107,983,173
Tuscaloosa County Road Improvement Commission	\$ 215,966,347
Druid City Hospital	\$ 144,697,452

¹ Assumes 2.5 percent growth

	30 Year Total ¹
Tuscaloosa County Road Improvement Commission	\$ 374,529,922

¹ Assumes 2.5 percent growth

Revenue	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
3 Percent (10% Share) ¹	\$ 8,405,908	\$ 8,619,181	\$ 8,837,785	\$ 9,061,855	\$ 9,291,526	\$ 9,526,939
ALDOT Revenue	\$ -	\$ -				
Unencumbered	\$ 1,200,000	\$ 975,613	\$ 515,054	\$ 85,197	\$ 389,699	\$ 797,164
Total	\$ 9,605,908	\$ 9,594,793	\$ 9,352,839	\$ 9,147,052	\$ 9,681,225	\$10,324,103
Expenditure						
US 82 - Bear Creek Cutoff (phase 1)	\$ 2,400,000					
US 82 - Hospital Drive to Rice Mine Road						
US 82 - University Boulevard Interchange	\$ 200,000	\$ 800,000				
HWY 69 N - Union Chapel Road	\$ 800,000					
HWY 69 N - Martin Road	\$ 1,000,000					
HWY 69 S - Plantation Road to I-59 ^{2 3}		\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000
US 82 - Rose Boulevard to Hospital Drive						
US 82 - Hargrove Road Intersection	\$ 1,750,000					
US 82 - 15th Street to Skyland Boulevard ⁴						
HWY 69 North - Charlie Shirley Road				\$ 1,000,000	\$ 2,000,000	
US 82 - Bear Creek Cutoff (phase 2) ³						
US 82 - Rice Mine Road to University Boulevard						
US 82 - Skyland Interchange						
MLK / JWP - 21st Avenue to Stillman Boulevard		\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000
MFR - Northridge Road to New Watermelon Road		\$ 1,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000
Mitt Lary Road - Northport Reimbursement	\$ 1,800,000	\$ 2,400,000	\$ 2,400,000	\$ 900,000		
TCRIC Operations ⁵	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Contingency (5 percent)	\$ 480,295	\$ 479,740	\$ 467,642	\$ 457,353	\$ 484,061	\$ 516,205
Total	\$ 8,630,295	\$ 9,079,740	\$ 9,267,642	\$ 8,757,353	\$ 8,884,061	\$ 6,916,205
Remaining Funds	\$ 975,613	\$ 515,054	\$ 85,197	\$ 389,699	\$ 797,164	\$ 3,407,898
ALDOT Project - TCRIC ROW Contribution		Final Design				
TCRIC share is 20 percent / ALDOT 80 percent						
ALDOT share is \$300,000		¹ Excludes \$125,000 annual municipal contribution				
ALDOT Project - 50 Percent Cost Share		² 30-Year Bond Issue (\$69,000 per million)				
PE, ROW, and Utility Costs		³ Estimated combined cost is \$61 Million				
Included in HWY 69 Plantation Road to I-59		⁴ Excludes US 82 - Hargrove Road Intersection				
COT Bond Issue (Project NASCAR)		⁵ FY 2017 Includes reimbursement to local governments				

Revenue	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
3 Percent (10% Share) ¹	\$ 9,768,238	\$ 10,015,569	\$ 10,269,083	\$ 10,528,935	\$ 10,795,283	\$ 11,068,291
ALDOT Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unencumbered	\$ 797,164	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$10,565,402	\$10,015,569	\$10,269,083	\$10,528,935	\$10,795,283	\$11,068,291
Expenditure						
US 82 - Bear Creek Cutoff (phase 1)						
US 82 - Hospital Drive to Rice Mine Road						
US 82 - University Boulevard Interchange						
HWY 69 N - Union Chapel Road						
HWY 69 N - Martin Road						
HWY 69 S - Plantation Road to I-59 ^{2 3}	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000
US 82 - Rose Boulevard to Hospital Drive						
US 82 - Hargrove Road Intersection						
US 82 - 15th Street to Skyland Boulevard ⁴						
HWY 69 North - Charlie Shirley Road						
US 82 - Bear Creek Cutoff (phase 2) ³						
US 82 - Rice Mine Road to University Boulevard						
US 82 - Skyland Interchange						
MLK / JWP - 21st Avenue to Stillman Boulevard	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000
MFR - Northridge Road to New Watermelon Road	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000
Mitt Lary Road - Northport Reimbursement						
TCRIC Operations ⁵	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Contingency (5 percent)	\$ 528,270	\$ 500,778	\$ 513,454	\$ 526,447	\$ 539,764	\$ 553,415
Total	\$ 7,128,270	\$ 7,100,778	\$ 7,113,454	\$ 7,126,447	\$ 7,139,764	\$ 7,153,415
Remaining Funds	\$ 3,437,132	\$ 2,914,790	\$ 3,155,629	\$ 3,402,488	\$ 3,655,519	\$ 3,914,876
ALDOT Project - 50 Percent Cost Share		¹ Excludes \$125,000 annual municipal contribution				
Included in HWY 69 Plantation Road to I-59		² 30-Year Bond Issue (\$69,000 per million)				
COT Bond Issue (Project NASCAR)		³ Estimated combined cost is \$61 Million				
Ends Encumbrance		⁴ Excludes US 82 - Hargrove Road Intersection				
		⁵ FY 2017 Includes reimbursement to local governments				

Revenue	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034
3 Percent (10% Share) ¹	\$ 11,348,123	\$ 11,634,951	\$ 11,928,950	\$ 12,230,298	\$ 12,539,181	\$ 12,855,785
ALDOT Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unencumbered	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$11,348,123	\$11,634,951	\$11,928,950	\$12,230,298	\$12,539,181	\$12,855,785
Expenditure						
US 82 - Bear Creek Cutoff (phase 1)						
US 82 - Hospital Drive to Rice Mine Road						
US 82 - University Boulevard Interchange						
HWY 69 N - Union Chapel Road						
HWY 69 N - Martin Road						
HWY 69 S - Plantation Road to I-59 ^{2 3}	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000
US 82 - Rose Boulevard to Hospital Drive						
US 82 - Hargrove Road Intersection						
US 82 - 15th Street to Skyland Boulevard ⁴						
HWY 69 North - Charlie Shirley Road						
US 82 - Bear Creek Cutoff (phase 2) ³						
US 82 - Rice Mine Road to University Boulevard						
US 82 - Skyland Interchange						
MLK / JWP - 21st Avenue to Stillman Boulevard	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000
MFR - Northridge Road to New Watermelon Road	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000
Mitt Lary Road - Northport Reimbursement						
TCRIC Operations ⁵	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
Contingency (5 percent)	\$ 567,406	\$ 581,748	\$ 596,447	\$ 611,515	\$ 626,959	\$ 642,789
Total	\$ 7,267,406	\$ 7,281,748	\$ 7,296,447	\$ 7,311,515	\$ 7,326,959	\$ 7,342,789
Remaining Funds	\$ 4,080,717	\$ 4,353,203	\$ 4,632,502	\$ 4,918,783	\$ 5,212,222	\$ 5,512,996
ALDOT Project - 50 Percent Cost Share		¹ Excludes \$125,000 annual municipal contribution				
Included in HWY 69 Plantation Road to I-59		² 30-Year Bond Issue (\$69,000 per million)				
COT Bond Issue (Project NASCAR)		³ Estimated combined cost is \$61 Million				
		⁴ Excludes US 82 - Hargrove Road Intersection				
		⁵ FY 2017 Includes reimbursement to local governments				

Revenue	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040
3 Percent (10% Share) ¹	\$ 13,180,305	\$ 13,512,938	\$ 13,853,886	\$ 14,203,358	\$ 14,561,567	\$ 14,928,731
ALDOT Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unencumbered	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$13,180,305	\$13,512,938	\$13,853,886	\$14,203,358	\$14,561,567	\$14,928,731
Expenditure						
US 82 - Bear Creek Cutoff (phase 1)						
US 82 - Hospital Drive to Rice Mine Road						
US 82 - University Boulevard Interchange						
HWY 69 N - Union Chapel Road						
HWY 69 N - Martin Road						
HWY 69 S - Plantation Road to I-59 ^{2 3}	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000
US 82 - Rose Boulevard to Hospital Drive						
US 82 - Hargrove Road Intersection						
US 82 - 15th Street to Skyland Boulevard ⁴						
HWY 69 North - Charlie Shirley Road						
US 82 - Bear Creek Cutoff (phase 2) ³						
US 82 - Rice Mine Road to University Boulevard						
US 82 - Skyland Interchange						
MLK / JWP - 21st Avenue to Stillman Boulevard	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000
MFR - Northridge Road to New Watermelon Road	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000
Mitt Lary Road - Northport Reimbursement						
TCRIC Operations ⁵	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Contingency (5 percent)	\$ 659,015	\$ 675,647	\$ 692,694	\$ 710,168	\$ 728,078	\$ 746,437
Total	\$ 7,459,015	\$ 7,475,647	\$ 7,492,694	\$ 7,510,168	\$ 7,528,078	\$ 7,546,437
Remaining Funds	\$ 5,721,290	\$ 6,037,291	\$ 6,361,192	\$ 6,693,190	\$ 7,033,489	\$ 7,382,294
ALDOT Project - 50 Percent Cost Share		¹ Excludes \$125,000 annual municipal contribution				
Included in HWY 69 Plantation Road to I-59		² 30-Year Bond Issue (\$69,000 per million)				
COT Bond Issue (Project NASCAR)		³ Estimated combined cost is \$61 Million				
		⁴ Excludes US 82 - Hargrove Road Intersection				
		⁵ FY 2017 Includes reimbursement to local governments				

Revenue	FY 2041	FY 2042	FY 2043	FY 2044	FY 2045	FY 2046
3 Percent (10% Share)¹	\$ 15,176,949	\$ 15,431,373	\$ 15,692,157	\$ 15,959,461	\$ 16,233,448	\$ 16,514,284
ALDOT Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unencumbered	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$15,176,949	\$15,431,373	\$15,692,157	\$15,959,461	\$16,233,448	\$16,514,284
Expenditure						
US 82 - Bear Creek Cutoff (phase 1)						
US 82 - Hospital Drive to Rice Mine Road						
US 82 - University Boulevard Interchange						
HWY 69 N - Union Chapel Road						
HWY 69 N - Martin Road						
HWY 69 S - Plantation Road to I-59 ^{2 3}	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000
US 82 - Rose Boulevard to Hospital Drive						
US 82 - Hargrove Road Intersection						
US 82 - 15th Street to Skyland Boulevard ⁴						
HWY 69 North - Charlie Shirley Road						
US 82 - Bear Creek Cutoff (phase 2)³						
US 82 - Rice Mine Road to University Boulevard						
US 82 - Skyland Interchange						
MLK / JWP - 21st Avenue to Stillman Boulevard	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000
MFR - Northridge Road to New Watermelon Road	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000
Mitt Lary Road - Northport Reimbursement						
TCRIC Operations ⁵	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000
Contingency (5 percent)	\$ 758,847	\$ 771,569	\$ 784,608	\$ 797,973	\$ 811,672	\$ 825,714
Total	\$ 5,508,847	\$ 5,521,569	\$ 5,534,608	\$ 5,547,973	\$ 5,561,672	\$ 5,575,714
Remaining Funds	\$ 9,668,102	\$ 9,909,804	\$10,157,549	\$10,411,488	\$10,671,775	\$10,938,570
ALDOT Project - 50 Percent Cost Share		¹ Excludes \$125,000 annual municipal contribution				
Included in HWY 69 Plantation Road to I-59		² 30-Year Bond Issue (\$69,000 per million)				
COT Bond Issue (Project NASCAR)		³ Estimated combined cost is \$61 Million				
		⁴ Excludes US 82 - Hargrove Road Intersection				
		⁵ FY 2017 Includes reimbursement to local governments				

Project NASCAR



As part of the preliminary engineering process, the alignments, cost estimates and timelines for Project NASCAR have been provided by the City of Tuscaloosa, ALDOT, Burk-Kleinpeter, Inc.(BKI) and the Metropolitan Planning Organization (MPO).

Mike Wright, Finance Director, CPA
Susan Snowden, Associate Director, CPA
Carly Standridge, Internal Auditor, CPA
Katy Metcalfe, Internal Auditor, CPA
Tera Tubbs, Ex. Director of IPS, PE
Wendy McBride, City Engineer, PE
Kimberly Michael, Engineer, PE
Glenda Webb, City Attorney

Proposal:

McFarland Boulevard (McFarland) and Hargrove Road Upgrades

Authorize funding and management agreement between the City of Tuscaloosa (City) and the Tuscaloosa County Road Improvement Commission (TCRIC) for the design, right-of-way acquisition, and construction of McFarland at Hargrove Road

Project Cost: \$1,750,000

City Share¹: \$150,000

¹City has funded the Water/Sewer



McFarland and Hargrove Road

Background

PROPOSED US-82 ACCESS MANAGEMENT AT HARGROVE AVE WIDENING (SHEET 1 OF 1)



Proposal:

Martin Luther King, Jr. Boulevard (MLK) and Jack Warner Parkway (JW)

Authorize funding and management agreement between the City and TCRIC for the design, right-of-way acquisition and construction of MLK / JW

MARTIN LUTHER KING JR. BLVD - JACK WARNER PARKWAY CONNECTOR



MLK / JW

Background

Connects West Tuscaloosa with downtown and the University of Alabama

Highly traveled for the City's Amphitheater, City's River Market, Public Library, and City's Riverwalk

Bisects an economically distressed area (37% of residents live below poverty level)

Two railroad trestles with narrow openings and bad visibility along a two lane, sharp curved section

Blocks the western access of the City's Riverwalk



MLK / JW

Background

Major defects along the route will be addressed including potholes, cracking, surface deterioration and bumps

Project will bring the roadway running under the two railroad trestles up to current safety standards by widening the vehicle passage openings



Data gathered via Street Bump
app for iPhone

MLK / JW

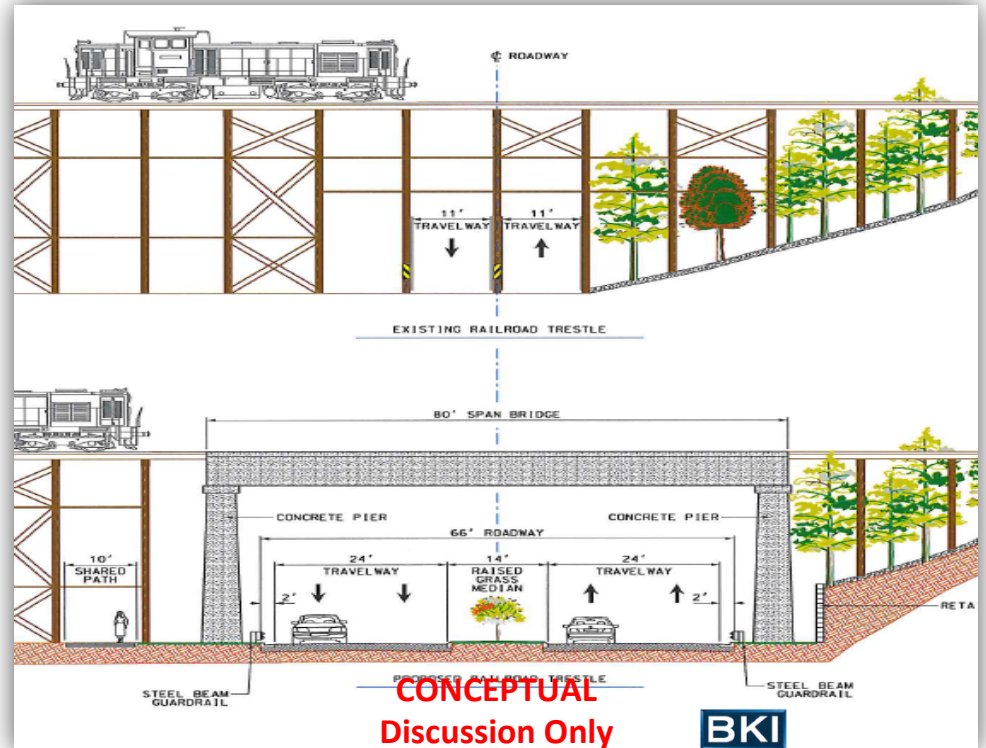
Project Scope

MARTIN LUTHER KING JR. BLVD - JACK WARNER PARKWAY CONNECTOR



MLK / JW

Project Scope



MLK / JW

Project Timelines and Costs



¹Cost estimates provided by BKI
Federal time estimates provided by MPO

Proposal:

McWright's Ferry Road Extension (MFR)

Authorize funding and management agreement between the City and TCRIC for the design, right-of-way acquisition and construction of MFR

MCWRIGHT'S FERRY ROAD EXTENSION FROM RICE MINE ROAD TO NEW WATERMELON ROAD



MFR

Background

Extension has been planned since the 1970's

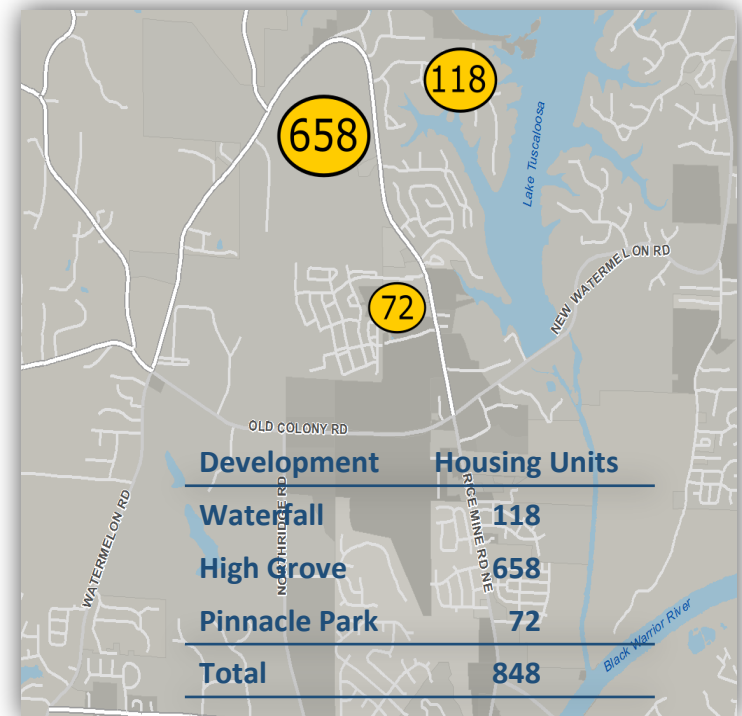
Rapidly growing area on the east side of Lake Tuscaloosa

Average daily traffic counts range from 5,000 to 7,000 vehicles and is expected to reach 16,500 in 2035 (2013 traffic study)

City's dam /spillway, which is part of New Watermelon Road, is the only access point for 11,000 Tuscaloosa County residents to the Tuscaloosa and Northport Metro Areas

848 new housing units are being added to west side of Lake Tuscaloosa creating further congestion south of Rice Mine Road and New Watermelon Road

Planned Housing



MFR

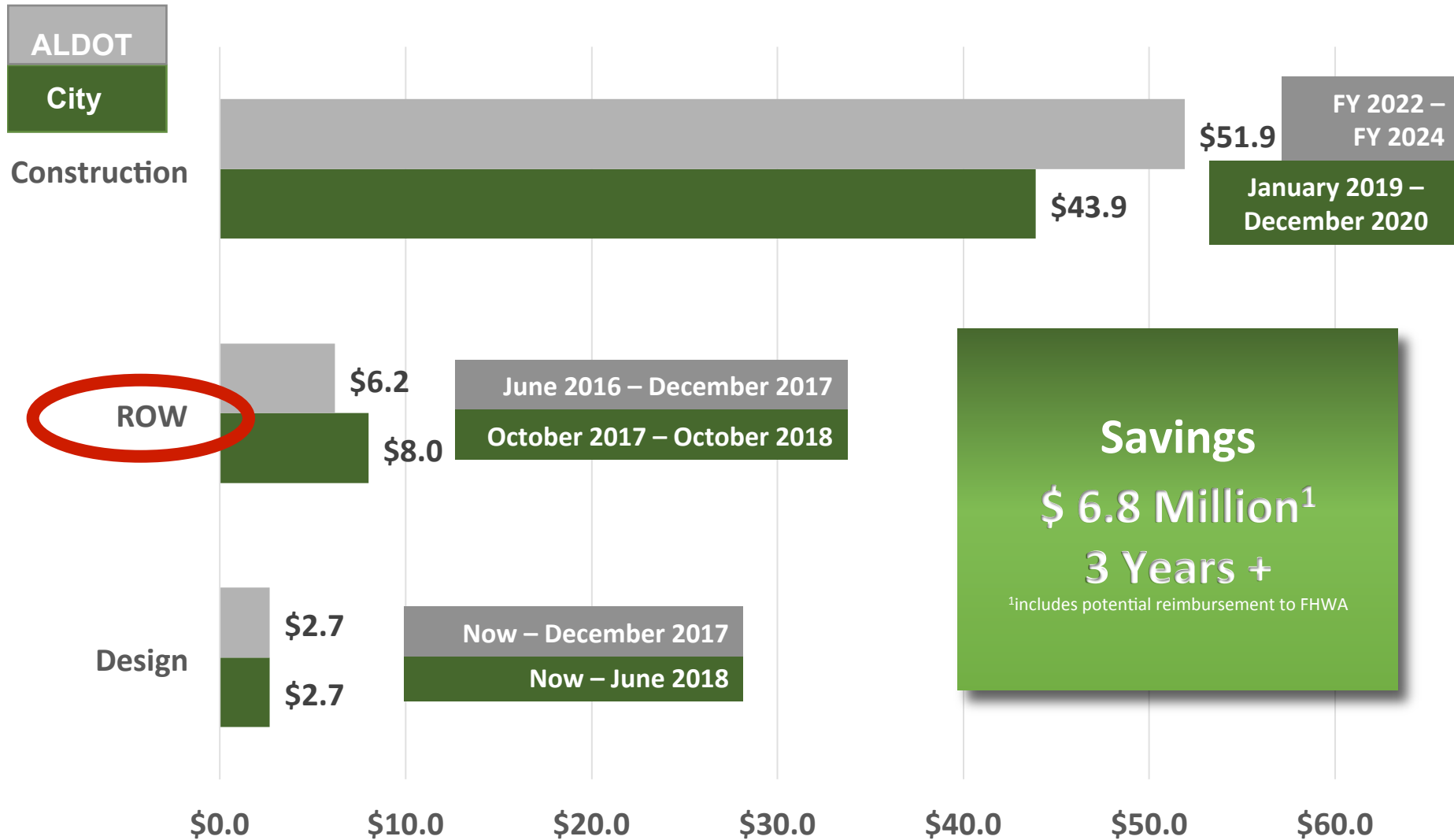
Project Overview

MCWRIGHT'S FERRY ROAD EXTENSION FROM RICE MINE ROAD TO NEW WATERMELON ROAD



MFR

Project Timelines and Costs¹



¹Cost estimates provided by BKI
Federal time estimates provided by MPO

Moving Forward

MLK / JW

Total Costs:	\$23.2 Million
Term:	30 Years
Annual Debt Service:	\$1,400,000
Taxpayers' Savings ¹ :	\$2.6 Million
Time Savings:	TBD

MFR

Total Costs:	\$54.6 Million
Term:	30 Years
Annual Debt Service:	\$2,800,000
Taxpayers' Savings ¹ :	\$6.8 Million
Time Savings:	4 Years

Total Costs:	\$77.8 Million
Term:	30 Years
Annual Debt Service:	\$4,200,000
Taxpayers' Savings ¹ :	\$9.4 Million
Time Savings:	3 Years
Time Cost Savings ² :	\$12 Million

¹ Does not include savings from using City's bond rating or time value savings

² Non-compounded annual cost of five-percent from year one (\$4,000,000) through 2022

Moving Forward

- Reduces Federal and State red tape which saves time
- Expedites the projects and saves taxpayers \$9.4 million (excluding annual increases in construction) by taking advantage of favorable interest rates and reducing regulatory costs
- Provides ALDOT the ability to concentrate efforts on HWY 69 South and McFarland Improvements
- Removes TCRIC from issuing bonds:
 - ✓ TCRIC would reimburse the City for its annual debt service and administrative costs
 - ✓ The City, with its AA+ bond rating, would be able to procure debt at a lower interest rate, resulting in additional cost savings for the TCRIC
 - ✓ The City has cash reserves on hand to accommodate lag time in reimbursements
 - ✓ The City already has the necessary engineering, legal and financial resources for the management of these projects which will reduce administrative overhead