

AGENDA ---TUSCALOOSA COUNTY ROAD IMPROVEMENT COMMISSION  
MONDAY, AUGUST 22 ---7:30 am  
Tuscaloosa Courthouse Annex

Welcome..... Judge McCollum

-Approval of minutes from August 2, 2016 meeting

-Consideration of project authorization resolutions ..... Alyce Spruell

**Res. 16-011:** ALDOT PE Costs for \$1.5 (approving deferred reimbursement agreement)

NOTE: This is the revised resolution withdrawn from the July 22nd meeting. ALDOT has now confirmed that these PE costs can be reimbursed at a time and date mutually agreed upon by TCRIC and ALDOT and therefore do not have to be included in the FY 2017 working budget numbers.

**Res. 16-012** for the 82/Hargrove Road project (With updated map as Exhibit A) --- \$1.75 million in FY2017.

**Res. 16-013** for the Bear Creek Intersection project- ----- \$2.5 million

-----  
Total = \$4.25

**Res. 16-015** for the 69 North Union Chapel and Martin Road projects--- authorizes the ability to confirm the project costs with ALDOT before actually authorizing the letting agreements. Union Chapel is a \$3.9 million cost and Martin Road is a \$1.5 million costs. Both projects had pre- existing agreements in place prior to the TCRIC-ALDOT agreement being signed. James Brown has confirmed that ALDOT will allow TCRIC to step into the City of Northport’s existing agreements with ALDOT but will need to do so by specific agreement with Northport.

Likewise, Commissioner Stan Acker has confirmed the \$300,000 previously authorized on Martin Road prior to entering into a letting agreement will be available.

This resolution will authorize agreements regarding these two projects, including the confirmation of these funding issues.

**Res. 16-014** and **Res. 16-016**--- authorizing TCRIC to enter into an agreement on both of JWP/MLK and McWright’s Ferry Road (MFR) based on the City of Tuscaloosa proposal to secure bonds for the same. I have used the higher ALDOT construction costs in the project estimates even though BKI has indicated the cost could be less. I also recognize that the MFR project is still in discussion as a 2 vs a 4 lane project, which would significantly impact the amount of bond indebtedness the City could incur. I recommend we authorize and then follow with a more specific agreement once the City finalizes its plans. Bond reimbursement payments will not begin until FY 2018 but for budget planning purposes (as reflected by the working budget adopted on 8/2/16.) TCRIC needs to include these numbers to determine what will be needed in each FY after 2017 (unless TCRIC secures its own bond funding.)

-Update on priority projects & funding update (FAST Act and TIFA)

-Set date of next meeting

-Adjourn