

RESOLUTION 10-06-28-08

Whereas, U.S. 280 is one of the major transportation corridors through Shelby County, Alabama that has a tremendous impact on Shelby County residents and businesses, including profound economic, accessibility, mobility and quality of life impacts; and

Whereas, numerous studies for the U.S. 280 corridor have been completed over the past 20 years, including the Douglas Freeway Study in 1990, HNTB the Elevated Tollway Study in 1993, the Rust Traffic Operations Plan in 1997, the Horizon 280 Improvement Plan in 2000, the Urban Interchanges Plan in 2003 and, most recently, the Alabama Department of Transportation (ALDOT) 280 plan, which was requested by Horizon 280 Group and the Birmingham Business Alliance, and each study has rendered the same conclusions: increase capacity and separate the through traffic and the local traffic; and

Whereas, ALDOT has clearly stated that no federal or state highway funds are available to pay for meaningful improvements to U.S. 280; and without a dedicated revenue source for construction, such as a toll, there will be no significant improvements to U.S. 280 in Shelby or Jefferson Counties; and

Whereas, the latest projections from the Regional Planning Commission of Greater Birmingham project that the population of Shelby County will increase from 143,293 in 2000 to 317,341 in 2035, and the number of households in Shelby County will increase from 54,631 in 2000 to 121,507 in 2035, and employment in Shelby County will increase from 57,400 in 2000 to 123,965 in 2035; and

Whereas, the 2008 Congestion Management Process (CMP) for the Birmingham Region identified multiple segments of U.S. 280 in Shelby and Jefferson Counties as among the most severely congested arterials in the entire greater Birmingham region; and

Whereas, local county and municipal governments do not have the funding resources, either singly or combined, to address congestion problems on U.S. 280. U.S. 280 is a federal and state highway and developing an appropriate solution and funding mechanism needs to be led by ALDOT; and

Whereas, the Average Annual Daily Traffic (AADT) counts and annual growth rates between 2000 and 2008 for the following counting stations near or in Shelby County were as follows:

- Near Grandview – 2008 AADT – 74,200 automobiles; average growth rate of approximately 3.3% per year
- Near Inverness – 2008 AADT – 82,690 automobiles; average growth rate of approximately 3.3% per year

- Near Brook Highland – 2008 AADT – 57,390 automobiles; average growth rate of approximately 5.1% per year
- Near Eagle Point – 2008 AADT – 58,520 automobiles; average growth rate of approximately 4.9% per year.

NOW, THEREFORE BE IT RESOLVED, that the Shelby County Commission strongly encourages and urges ALDOT to resume work on a proposal for a Toll Road concept to address the U.S. 280 congestion problem.

Be it further resolved that ALDOT incorporate the findings of the various completed and ongoing studies to address a solution.

Be it further resolved, that ALDOT share information and encourage cooperation between counties and cities to address various concerns including, but not limited to, any traffic, revenue and environmental studies by releasing and discussing their findings with local governments, and consider and incorporate feasible transit alternatives that are currently being assessed as part of the ongoing U.S. 280 Corridor Transit Alternatives Analysis.