Decatur Area Metropolitan Planning Organization (MPO)

2050 Long-Range Transportation Plan (LRTP) For the Decatur Metropolitan Planning Area

Prepared by the Staff of the
Decatur Area Metropolitan Planning Organization

June 2026

Decatur Area Metropolitan Planning Organization (MPO)

2050 Long-Range Transportation Plan (LRTP)

Draft

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Date Adopted:
Date Amended:

This UPWP was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), and local governments, in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the Infrastructure Investment and Jobs Act, Section 11201, November 2021. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

Decatur Area Metropolitan Planning Organization (MPO)

MPO Policy Board and Advisory Committee Members

Fiscal Year 2025

Decatur Area Metropolitan Planning Organization (MPO) Policy Board

Voting Members

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Sam Heflin	Mayor, City of Priceville
Kent Lawrence	Mayor, City of Decatur
Ray Long	Chairman, Morgan County Commission
Colin Daly	Chairman, Limestone County Commission
Missy Evans	Mayor, City of Hartselle
Derrick Wilson	ALDOT, North Region Engineer
Pam Werstler	Councilmember, City of Decatur
Carlton McMasters	Councilmember, City of Decatur
Barry Bullard	Councilmember, City of Decatur
Kyle Pike	Councilmember, City of Decatur

Non-Voting Members

Mark Bartlett	FHWA, Alabama Division Administrator
Brad Lindsey	ALDOT, Local Transportation Bureau Chief
Dr. Yvette Taylor	Federal Transit Administration
Bobby Burch	Lawrence County Commission

Decatur Area Technical Coordinating Committee (TCC)

Voting Members

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Dane Shaw, Vice-Chairman	City of Decatur
Tony Mack	City of Decatur
Carl Prewitt	City of Decatur
Chad Bowman	City of Decatur
Ben Wood	City of Hartselle
Jeremy Griffith	City of Hartselle
Gary Borden	Decatur Utilities
Jeremy Nails	Morgan County Economic Development
Bethany Shockney	Limestone County Economic Development
Crystal Brown	Decatur Morgan County Chamber

Butch Roberts	Huntsville International Airport
Robby Cantrell	NARCOG Transit
Drew Wirwa	U.S. Fish and Wildlife
Marc Massey	Limestone County Engineer
Rodney Ellis	ALDOT

Non-Voting Members

Shontrill Lowe	FHWA
Wiley Brooks	ALDOT
Jud Young	ALDOT
Cornell Tatum	ALDOT
James Giles	ALDOT

Decatur Area Citizens Advisory Committee (CAC) Officers

Blake McAnally, Co-Chairperson
Crystal Brown, Co-Chairperson

Decatur Area MPO Staff

Dewayne Hellums, Director of Transportation Planning
Chris Henson, Transportation Planner

RESOLUTION 26 - 17

Decatur Area Metropolitan Planning Organization (MPO)
Adopting the Draft 2050 Long-Range Transportation Plan (LRTP)
For the Decatur Metropolitan Planning Area (MPA)

WHEREAS, the Decatur Area Metropolitan Planning Organization (MPO) has been designated by the Governor of Alabama as the agency authorized, together with the State of Alabama, to conduct the continuing, cooperative, and comprehensive planning process for the Decatur Urban Area in accordance with applicable provisions of amended 23 USC 134 and 135;
and

WHEREAS, pursuant to 23 CFR 450.322, the metropolitan transportation planning process requires the development of a metropolitan transportation plan with a minimum 20-year horizon, includes long and short-range strategies for an integrated transportation network, requires review every five years (four years in air quality non-attainment or maintenance areas), requires approval of the MPO Policy Board, and the effective date of approval by the Alabama Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, the MPO has participated in the Interagency Consultation and Public Participation Process for 2050 Long-Range Transportation Plan as required under 23 CFR 450.322(g) and (i); and

WHEREAS, the Decatur Area Metropolitan Planning Organization (MPO) staff has prepared the 2050 Draft Long-Range Transportation Plan with the above provisions and in cooperation with the Local Transportation Bureau of the Alabama Department of Transportation; now

THEREFORE, BE IT RESOLVED, that the Decatur Area MPO herby adopts the Draft 2050 Long-Range Transportation Plan for the Decatur Metropolitan Planning Area.

Adopted this the 24th Day of June, 2026

_____
Chairperson,
Decatur Area Metropolitan Planning Organization

ATTEST:

_____
Director of Transportation Planning,
Decatur Area Metropolitan Planning Organization

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Executive Summary

This Long-Range Transportation Plan (LRTP) is intended to serve as a vision of current and future transportation needs within the Decatur Metropolitan Planning Area (MPA). Every five (5) years, the Decatur Area Metropolitan Planning Organization (MPO), in accordance with the Code of Federal Regulations (CFR) Title 23, Section 134 and Title 49, Section 5303 and the Infrastructure Investment and Jobs Act, (IIJA) November 2021, are tasked with updating the Long-Range Plan for a twenty-five (25) year planning horizon. This Long-Range Plan updates the previous LRTP from a horizon year of 2045 to a horizon year of 2050. The goals of this plan, and every update of the LRTP, is to: 1) identify current transportation needs, 2) forecast future transportation needs, and 3) establish strategies and projects that address these needs.

The staff of the Decatur Area MPO, in cooperation with the Alabama Department of Transportation (ALDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), has developed and analyzed a Travel Demand Model (TDM) that mimics current traffic volumes and patterns and projects what these volumes and patterns will be twenty-five (25) years in the future. In cooperation with ALDOT Local Transportation Bureau staff, the MPO Policy Board, MPO advisory committees, and the general public, the Decatur Area MPO staff has identified projects, both funded and visionary, that are intended to address the current and future transportation needs within the Decatur MPA. The projects identified will serve as a guide for the future transportation planning efforts of the Decatur Area MPO.

This update of the LRTP also includes a listing of bicycle and pedestrian projects, transit projects, freight projects, safety projects, and regionally significant projects located in the Planning Area. These projects were identified as a part of the 3C Planning Process for the Metropolitan Planning Area (MPA). The inclusion of these projects in this plan indicates the commitment of the Decatur Area MPO for a truly multi-modal and safe transportation system for all users.

The following pages will describe, in detail, the steps taken by the Decatur Area MPO in order to complete this update of the LRTP, as well as listings of projects intended to keep the Decatur MPA's roadway network healthy and congestion free, now and into the future. This is by no means a static document and will be updated if, and when, new projects are identified or new sources of funding become available.

The Decatur Area MPO and its advisory committees will continue to carry out the transportation planning process for the Decatur MPA and will continually evaluate the performance of this document in order to serve the general public in the best way possible.

1.0 Introduction

1.1 Overview and Purpose

The Long-Range Transportation Plan (LRTP) is a document and guide used to plan transportation improvements that will be needed over the next twenty-five (25) years to enhance the movement of people, goods, and services throughout the Metropolitan Planning Area (MPA), as well as the North Alabama Region.

The LRTP is developed through a public participation process that includes all modes of transportation and a broad array of stakeholders and citizens concerned with the future transportation system and the effects it has on congestion, safety, economic development, the environment, and the quality of life for the people living in the planning area.

The Decatur Area Metropolitan Planning Organization (MPO) updates and maintains the Long-Range Transportation Plan (LRTP) for the Decatur Metropolitan Planning Area (MPA). Major updates of the LRTP have occurred approximately every five (5) years since 1984. The MPO staff develops and evaluates data and information from public participation meetings, stakeholder groups, and the development of a computer-based travel demand model to evaluate the future comprehensive transportation needs of the MPA.

1.2 Federal Guidance (Laws and Regulations)

In 1981, the United States Department of Commerce designated the City of Decatur and the adjacent areas of Hartselle, Trinity, Priceville, and Flint City (now incorporated into the City of Decatur) as the Decatur Urbanized Area. Federal Law (Section 134, Title 23) of the United States Code, as amended, requires that all urbanized areas must conduct a comprehensive, cooperative, and continuing transportation planning process. This planning process is often referred to as the 3C process.

The Long-Range Transportation Plan is a document required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) according to the Code of Federal Regulations (CFR) Title 23, Section 134, and Title 49, Section 5303. The basis for this requirement arises from the passage of the Infrastructure Investment and Jobs Act, (IIJA) November 2021. The Long-Range Transportation Plan (LRTP) addresses a twenty-five (25) year planning horizon through the year 2050. However, according to federal regulations, this plan must be updated every five (5) years. The LRTP addresses the multi-modal aspects of the transportation system in the planning area to effectively enhance the movement of people, goods, and services. This Long-Range Transportation Plan (LRTP) is comprehensive in its coverage and coordinates the efforts of all member governments in their transportation planning strategies while paying special attention to requirements and factors specified in IIJA Act legislation. The LRTP is consistent with other comprehensive plans and land use documents developed in the planning area, as well as statewide plans concerning transportation related issues.

1.2.1 Scope of the Planning Process

The Infrastructure and Jobs (IIJA) Act lists ten planning factors that must be considered as part of the planning process for all metropolitan areas. The MPO considers these planning factors in the development of the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The planning factors are listed below:

a) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
b) increase the safety of the transportation system for motorized and non-motorized users;
c) increase the security of the transportation system for motorized and non-motorized users;
d) increase the accessibility and mobility of people and for freight;
e) protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth, housing, economic development patterns;
f) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
g) promote efficient system management and operation;
h) emphasize the preservation of the existing transportation system;
i) improve transportation system resiliency and reliability and reduce or mitigate the stormwater impacts of surface transportation.
j) enhance travel and tourism

1.2.2 Transportation Performance Measures and Targets

In compliance with the Joint Planning Rule from FHWA (23 CFR 450 and 771) and FTA (49 CFR 613), under MAP-21, the FAST Act and the IIJA Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are to implement a performance-based approach to planning and programming activities. This includes setting data-driven performance targets for transportation performance measures. This approach supports the national goals for the federal-aid highway and public transportation programs. The seven goals for the National Federal -Aid Highway Program (23 USC 150b) are as follows: 1) Improving Safety, 2) Maintaining an Infrastructure Asset System in a State of Good Repair, 3) Reducing Traffic Congestion, 4) Improving the Efficiency of the Surface System, 5) Freight Movement and Economic Vitality, 6) Protecting the Environment, and 7) Reducing Project Delivery Delays.

Under 23 CFR 490, the DOTs and MPOs are required to establish targets for applicable national performance measures. The Safety Performance Measures (PM1), Bridge/Pavement Measures (PM2), the System Performance Measures (PM3), and the FTA's Transit Asset Management (TAM) Targets have been adopted by ALDOT and the MPOs. Some targets are required to be set on an annual basis while others are set on two (2)-year and four (4)-year cycles.

ALDOT and the MPOs, along with the Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements. ALDOT has set performance measures and targets and the Decatur Area MPO has adopted ALDOT's performance

measures and targets. The Performance Measures and Targets agree too between ALDOT, the Decatur Area MPO, and NARCOG Transit can be found in the next section of this document.

TIP Linkage to Performance-Based Planning Documents and Targets:

This LRTP contains both Highway and Transit Projects. Typical highway projects, such as highway capacity, system preservation, bridge, and safety projects, support the established targets. The same is true for the transit projects that are capital purchases. The STIP project selection criteria consider ALDOT's goals and objectives to preserve the existing system, improve system reliability, promote safety, reduce congestion, and improve the movement of goods and people. The Decatur Area MPO will continue to coordinate with ALDOT on updates and/or amendments to the STIP/TIPs and support the selected performance targets (*to the maximum extent practicable).*

ALDOT Performance Measures & Targets

FHWA Safety Performance Measures (PM1)	Calendar Year 2025
Number of Fatalities	1,000
Rate of Fatalities per 100 million Vehicle Miles Traveled	1.400
Number of Serious Injuries	6,300
Rate of Serious Injuries per 100 million Vehicle Miles Traveled	9.800
Number of Combined Non-Motorized Fatalities and Non- Motorized Injuries	400

FHWA Bridge/ Pavement Performance Measures (PM2)	**Four Year Reporting Period**
% of Pavements of the Interstate System in Good Condition	>50% or more
% of Pavements of the Interstate System in Poor Condition	>5% or less
% of Pavements of the Non- Interstate NHS in Good Condition	>25% or more
% of Pavements of the Non- Interstate NHS in Poor Condition	<5% or less
% of NHS bridges in Good Condition by deck area	>20% measured in deck area or more
% of NHS bridges in Poor Condition by deck area	<3% measured in deck area or less

FHWA Bridge/ Pavement Performance Measures (PM3)	**Four Year Target**
%of Person-Miles traveled on Interstate System that is Reliable	92.0%
% of Person-Miles traveled on Non-Interstate System that is Reliable	90.0%
Truck Travel Time Reliability	1.30

FTA Transit State of Good Repair Performance Measures	FY 2024
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce Inventory by 5%
% of Equipment (over $50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% of FTA funded Facilities with condition rating below 3.0 (average) of FTA Average Term Scale	No more than 20% of Facilities rate less than average

Performance-Based Plans Descriptions:

Listed below are brief descriptions of ALDOT's PBPP Plans. All of the plans align with their respective performance measures and targets and this LRTP.

Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP) Report (HSIP) (PM1)

The SHSP is a data-driven, multiyear comprehensive plan that establishes ALDOT's traffic safety goals, objectives, priorities and areas of focus, and facilitates engagement with safety stakeholders and partners. The SHSP provides a comprehensive framework for reducing fatalities and serious injuries on all public roads, with the ultimate vision of eradicating the State's roadway deaths. The strategies detailed in the plan integrate the efforts of partners and safety stakeholders from the 4 Es of safety (Engineering, Education, Enforcement, and Emergency Medical Services).

The Alabama SHSP 4th Edition was completed in December 2022 and the current focus of Alabama's SHSP is the National Goal of "Toward Zero Deaths" initiative which is to reduce fatalities by 50% by 2040.

Transportation Asset Management Plan (TAMP) (PM2)

The TAMP is a focal point for information about the bridge and pavement assets, their management strategies, long-term expenditure forecasts, and business management processes. The development of ALDOT's TAMP is consistent with ALDOT's desire to make data-driven spending decisions related to its assets. In short, ALDOT puts into practice, both on a regular basis and more specifically in the TAMP, better decision making based upon quality information and well-defined objectives. The TAMP will be a central resource for multiple ALDOT Bureaus for asset information, management strategies around those assets, financial sources and forecasting, and business management processes.

System Performance Measures (PM3)

System Performance Measures (PM3) assess the performance of the Interstate and Non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway

Performance Program (NHPP); to evaluate freight movement on the Interstate System; and to analyze traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The Alabama Statewide Long-Range Plan provides a high-level description of existing and projected travel and maintenance conditions of Alabama's infrastructure. This Plan places emphasis on the roadway system because it is the primary mode of transportation for the movement of people and goods. The targets support system reliability along Alabama's infrastructure system.

The Alabama Statewide Freight Plan (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air, and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of Alabama's multimodal freight network, existing and projected freight flows by truck, and congested areas of concern throughout the state. The targets support the movement of freight which affects economic vitality.

Transit Asset Management (TAM)

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep transit networks in a State of Good Repair (SGR). The benefits of the plan are: improved transparency and accountability, optimal capital investment and maintenance decisions, more data-driven decisions, and has potential safety benefits. This plan aligns with the transit targets under Transit Asset Management.

1.2.3 Consistency with Other Agencies and Plans

The development of the LRTP included involvement and coordination between several different agencies and organizations. Significant contributions were made toward this plan by the Federal Highway Administration (FHWA); the Federal Transit Administration (FTA); the Alabama Department of Transportation (ALDOT); the municipalities of Decatur, Hartselle, Priceville, and Trinity; the Counties of Morgan, Limestone, and Lawrence; the Decatur/Morgan County Chamber of Commerce; the Hartselle Chamber of Commerce; the Morgan County Economic Development Association (MCEDA); the Limestone County Economic Development Association (LCEDA); the Morgan County Commission; and several employers and civic groups located in the planning area.

The LRTP is consistent with and supportive of land use plans, growth management plans, safety studies, environmental studies, and other plans and studies developed by other agencies and municipalities concerning transportation related issues in the planning area. This includes the Transportation Improvement Program (TIP), the State Transportation Improvement Program (STIP), and the Decatur Comprehensive Plan.

1.2.4 Amendment Process

The LRTP will be amended as needed to adjust funding, time frames, or other factors relevant to the projects. New projects will be added if appropriate and if funding is available. Other projects

may be moved into the Transportation Improvement Program (TIP) if funding is available, or deleted if funding is not available.

1.3 The Transportation Planning Process

The 3C transportation planning process is a cooperative, continuous, and comprehensive planning process that allows involvement of all users of the transportation system. This planning process follows a formal public involvement process that includes input from the business community, civic groups, environmental groups, freight operators, transit operators, and the general public for inclusion into plans and programs conducted by the Decatur Area Metropolitan Planning Organization (MPO) and the Alabama Department of Transportation (ALDOT).

1.3.1 MPO Structure

The overall decision-making responsibility for the 3C transportation planning process within the Decatur Metropolitan Planning Area (MPA) falls under the auspices of the Decatur Area Metropolitan Planning Organization (MPO) Policy Board. The Decatur Area Metropolitan Planning Organization was created in 1982 upon execution of an agreement between the municipalities of Decatur, Hartselle, Priceville, Trinity, and Flint City (now part of the City of Decatur); the North Central Alabama Regional Council of Governments (NARCOG); the Top of Alabama Regional Council of Governments (TARCOG); and the State of Alabama Highway Department (now the Alabama Department of Transportation). The Decatur Area MPO was moved in 2012 and is now housed as a department in the City of Decatur, while remaining under the auspices of the MPO Policy Board.

1.3.2 MPO Organization and Management

<u>MPO Policy Board</u>

The organization which is responsible for the overall efforts of the transportation planning process is the Decatur Area Metropolitan Planning Organization (MPO). The central unit of the MPO is the Policy Board, which consists of elected officials from the cities, towns, and counties within the designated planning area, as well as designated officials of pertinent state and federal agencies who interface with the transportation planning staff at the MPO.

The Decatur Area MPO Policy Board includes the following eleven (11) voting members:

- The Mayor of the City of Decatur
- Four council members from the City of Decatur
- The Mayor of the City of Hartselle
- The Mayor of the City of Priceville
- The Mayor of the Town of Trinity
- The Chairman of the Morgan County Commission
- The Chairman of the Limestone County Commission
- North Region Engineer from the Alabama Department of Transportation

The Policy Board also includes the following three (3) non-voting members:

- A representative of the Local Transportation Bureau of the State of Alabama Department of Transportation
- A representative of the Federal Highway Administration (Alabama Division)
- A representative of the Lawrence County Commission

Executive Board

The Executive Board, subject to the will of the Policy Board, is charged with the general management of the affairs and business of the MPO including, without limitation, all matters relating to the employees of the City of Decatur whose duties are dedicated to the business of the MPO and whose compensation is paid by the City of Decatur with funds provided by the MPO. The Executive Board develops job descriptions for the employees, exercises control over their duties, and otherwise manages said employees, subject to the terms of the employment agreement with the City of Decatur. The Executive Board also exercises authority over employee disciplinary matters and, in the event of hiring new or replacement employees, is charged with recruiting and screening of applicants, from whom the Executive Board recommends job candidates for employment to the Policy Board. The Executive Board serves as the administrative arm of the MPO and administers the policies of the MPO as set by the Policy Board, as well as conducts and administers the general business of the MPO, subject to the ultimate authority of the Policy Board.

The Decatur Area MPO Executive Board includes the following members:

- The Mayor of the City of Decatur
- The Mayor of the City of Hartselle
- The Mayor of the City of Priceville
- The Mayor of the Town of Trinity
- The Chairman of the Morgan County Commission

Technical Coordinating Committee (TCC)

Serving the Policy Board, in an advisory capacity, is the Technical Coordinating Committee (TCC). This committee includes planners, engineers, and other designated representatives who have a direct relationship to the transportation planning process within a specific jurisdiction on the federal, state, or local level.

The actions of the TCC are that of advising, reviewing, and supporting the Policy Board through analysis and evaluation of transportation projects, plans, and studies. This includes review and recommendations concerning the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP). The everyday working knowledge and input of the people on this committee is invaluable to the transportation planning process for the planning area.

The Decatur Area MPO Technical Coordinating Committee (TCC) includes the following members:

Voting Members

- Planner, City of Decatur
- Engineer, City of Decatur
- Engineer, City of Priceville
- Engineer, Town of Trinity
- Planner, City of Hartselle
- Engineer, City of Hartselle
- Engineer, Morgan County
- Executive Director, NARCOG (Transit)
- President, Decatur/Morgan County Chamber of Commerce
- President, Morgan County Economic Development Association
- Engineer, Limestone County
- A representative of the U.S. Fish and Wildlife Service
- A representative of the Port of Huntsville
- A representative of Decatur Utilities
- A representative of the City of Decatur Police Department
- State Local Transportation Engineer, Alabama Department of Transportation
- Director of Transportation, Decatur Area MPO

Non-Voting Members

- A representative of the Local Transportation Bureau of the State of Alabama Department of Transportation
- A representative of the North Region of the State of Alabama Department of Transportation
- Assistant Planning Engineer form the Alabama Department of Transportation
- Compliance and Business Opportunities Bureau, Alabama Department of Transportation
- Assistant State Local Transportation Engineer, Alabama Department of Transportation

Citizens Advisory Committee (CAC)

Also serving in a participatory/advisory role is the Citizens Advisory Committee (CAC). The CAC is comprised of members from the transportation committee of the Decatur/Morgan County Chamber of Commerce, as well as members from the general public. The committee meets on a regular basis and is very much involved in the transportation planning process as a grass roots type organization that is capable and willing to explore new possibilities and options relative to all modes of transportation.

The CAC serves in a ‘general interest’ capacity. Its major function is that of representing the interest of the public and staying abreast of what is occurring in the transportation arena, while offering its opinion and suggestions on these issues. Other involvement includes:

- Reviewing and commenting on transportation plans prepared for the planning area
- Expressing transportation needs and concerns as perceived by local residents

- Responding to social, economic, and environmental impacts of transportation projects planned for the planning area
- Assisting the transportation staff in the development of specific solutions to area-wide transportation needs

Additional Committees

The Policy Board may seek input from additional committees at its discretion. Committee members may be comprised of persons with technical knowledge of projects, studies, and plans, as well as citizens from neighborhoods and communities throughout the planning area, to provide advice and recommendations to the Policy Board, TCC, and CAC. Examples of the committees include a Bicycle and Pedestrian Committee, and a Freight Committee.

All MPO Policy Board and Advisory Committee Meetings are subject to the Alabama Open Meetings Act, Alabama Code §36-25A. For additional information, please contact the Decatur Area MPO staff.

MPO Staff

The MPO staff is responsible for the day-to-day activities of the Decatur Area MPO. The staff works closely with the MPO membership concerning the transportation planning process. The MPO staff provides expertise and guidance on all transportation related activities concerning federal, state, and local transportation projects.

The MPO staff is housed within the City of Decatur as a stand-alone department. The MPO staff is under the day-to-day guidance of the Mayor of Decatur, and follows the personnel procedures laid out by the Personnel Board of the City of Decatur, though general management is carried out by the Decatur Area MPO Executive Board, as mentioned above.

1.4 MPO Area Boundaries

The Decatur Area MPO Metropolitan Planning Area (MPA) includes the municipalities of Decatur, Hartselle, Priceville, and Trinity, as well as the adjacent urban area located in Morgan County, eastern Lawrence County, and southern Limestone County in North Central Alabama. There are two (2) boundaries that are defined in the planning area (Figure 1).

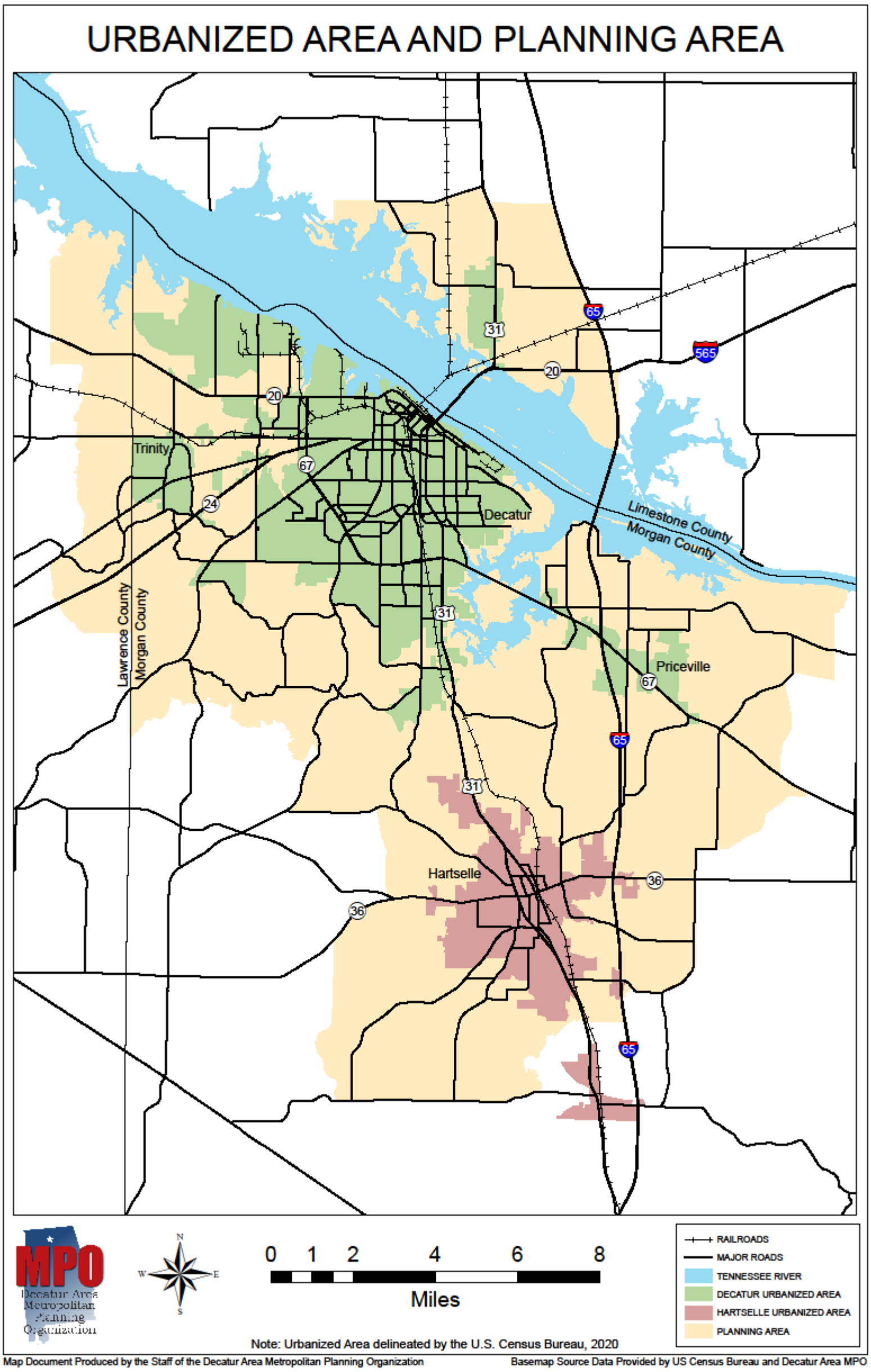
Urbanized Area (UA)

According to the Bureau of the Census, and published in the Federal Register on March 24, 2022 (87 FR 16076), urbanized areas are delineated based on residential housing density at the block level. An urbanized area is considered to be a densely populated area of more than 50,000 people. The Decatur, AL Urbanized Area (UA) boundary was defined in 2020 by the United States Census Bureau with a population of 60,458. The Urban Area covers 43.47 square miles.

Metropolitan Planning Area (MPA)

The Metropolitan Planning Area (MPA) boundary is defined by the Metropolitan Planning Organization (MPO) in cooperation with the Alabama Department of Transportation (ALDOT), and had a 2020 population of 95,118 and total housing units of 41,023. The Planning Area is defined as the Urban Area boundary plus the area that is projected to become urbanized in the next twenty years. The Metropolitan Planning Area covers 250.075 square miles and is located along the Tennessee River in North Central Alabama

Figure 1 Decatur Area MPO Urbanized and Metropolitan Planning Areas



1.5 Public Participation

The process of preparing the LRTP included several opportunities for the input of comments by local elected officials, stakeholders, and the general public. The planning process included input by these groups early in the development of the plan. Public meetings and presentations were made to various groups and organizations concerning the development of the plan. In addition to the public meetings, the general public was allowed to provide comments virtually through social media and the MPO website. A detailed Public Participation Process for the development of the LRTP is included in Section 9.3 of this document.

Additional information on the public participation procedures employed by the Decatur Area MPO may be obtained by viewing the Public Participation Plan (PPP) found on the MPO website at: https://www.cityofdecatural.com/departments/metropolitan-planning-organization/

1.6 Documentation Process

This plan is an update of the current Long-Range Transportation Plan (LRTP) for the Decatur Metropolitan Planning Area (MPA). The Decatur Area MPO Policy Board adopted the current 2045 Long-Range Transportation Plan (LRTP) in May 2021. The base year of the current LRTP was 2015, with a horizon year of 2045. This update moves the base year forward to 2020, with a horizon year of 2050. The MPO Policy Board is responsible for the Transportation Planning Process for the MPA, to be carried out by the Director of Transportation Planning of the MPO.

1.7 Title VI in the Preparation of the LRTP

The Decatur Area Metropolitan Planning Organization (MPO) is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive, and responsive. As a continuing effort by the MPO to provide public access and the means by which to engage in the planning process, the MPO has established the following public participation goals for all documents and programs:

1) An Open Process – To have an open process that encourages early and continued public participation. All MPO Policy Board and committee meetings are open to the public.
2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at: https://www.cityofdecatural.com/departments/metropolitan-planning-organization/
3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments, and to provide appropriate responses to public input.

5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

Additionally, the Decatur Area MPO will be compliant with the Rehabilitation Act of 1973 (Section 504) and the Americans with Disabilities Act of 1990 in July 2016. The MPO is, and will be, compliant with the following Title VI programs, processes, and procedures:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and para-transit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Decatur Area MPO has completed a Four Factor Analysis of the Decatur Area Metropolitan Planning Area (MPA) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Limited English Proficiency (LEP) Plan has been adopted and can be found at: https://www.cityofdecatural.com/departments/metropolitan-planning-organization/

In order to further support the public participation goals of the Decatur Area MPO, the public is encouraged to participate in the development of the LRTP. The 2050 LRTP process will include two public involvement meetings designed to obtain input from the public concerning the LRTP process in the Decatur Area Metropolitan Planning Area (MPA). In addition, once the draft LRTP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Decatur Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final LRTP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The transportation planning staff at the Decatur Area MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents.

Additional information on the public participation procedures employed by the Decatur Area MPO may be obtained by viewing the Public Participation Plan (PPP) found on the MPO website at: https://www.cityofdecatural.com/departments/metropolitan-planning-organization/

1.8 Americans with Disabilities Act (ADA)

The Americans with Disabilities Act of 1990 encourages the participation of people with disabilities in the development of transportation and para-transit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments. Further, all states and local governments are required to be compliant with Section 504 of the Rehabilitation Act of 1973 and the 1990 Act.

1.9 Environmental Mitigation

The current federal legislation contains a requirement that the Long-Range Transportation Plan (LRTP) includes "a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan." -23USC §134(i)(2)(D)(i).

"This discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies." -23USC §134(i)(2)(D)(ii).

A three-step process was used to help address this FAST Act requirement and was continued in the Investment and Jobs Act:

1) Define and inventory the environmentally sensitive species and resources
2) Identify and assess likely impacts on these species and areas from transportation projects
3) Address possible mitigation at the system-wide level through consultation with other agencies

1.10 Air Quality Planning

The Clean Air Act (CAA) was originally adopted in 1963 and most recently amended in 1990. The purpose of the Clean Air Act (CAA) is to improve air quality and to protect human health. The Clean Air Act requires the Environmental Protection Agency (EPA) to establish tolerance limits on ground level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). In 2008, the Environmental Protection Agency (EPA) lowered the National Ambient Air Quality Standards (NAAQS) for ground level ozone from 84 to 75 parts per billion (ppb). In 2015, the EPA lowered the NAAQS Standards for ground level ozone again to 70 parts per billion (ppb). This lower standard had the potential to affect the Decatur Metropolitan Planning Area (MPA).

As of the adoption of this document, the Environmental Protection Agency (EPA) has not determined Morgan and Limestone counties to be designated as non-attainment for ground level ozone. The MPO reviews data and stays abreast of any air quality issues in the planning area.

1.11 Safety

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required every state to develop a Strategic Highway Safety Plan (SHSP) in order to improve highway safety. This requirement was continued in MAP-21, the FAST Act and the current Infrastructure Investment and Jobs Act. In 2006, Alabama adopted a SHSP (currently updated to the fourth edition in 2022) that was based on an analysis of fatal automobile crashes in the state. The SHSP provides direction for ALDOT to allocate resources as it is implemented. ALDOT and its safety partners use the SHSP to guide investment decisions for safety programs. The current ALDOT safety program goals are to reduce fatalities and suspected serious injuries by 50% by 2040.

1.12 Planning Emphasis Areas

On December 30, 2021 Federal Highway Administration (FHWA) and the Federal Transit Admiration (FTA) updated the Planning Emphasis Areas (PEAs) for all Metropolitan Planning Organizations and State Departments of Transportations. The Planning Emphasis Areas (PEAs) will promote priority themes for the consideration in the transportation planning process. These PEAs are included in all work items of this UPWP.

2026 Planning Emphasis Areas:

- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DODO) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

1.13 Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever-growing number of programs and activities across a variety of disciplines. Within the transportation sector, and the planning processes associated with transportation infrastructure development, ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these **Livability Principles:**

1) Provide more transportation choices
2) Promote equitable affordable housing

3) Enhanced economic competitiveness
4) Support existing communities
5) Coordinate policies and leverage investment
6) Value communities and neighborhoods

As a measure of sustainability of these principles, the MPO will provide the following **Livability Indicators** (Livability Indicators numbering relates to corresponding Livability Principles):

1) Percent of transit ridership of workers
1) Percent of workers using other means of transportation to work (transit, walk, bicycle, etc.)
2) Percent of household income spent on housing and transportation
3) Percent of housing units located within one (1) mile of the Central Business District (CBD)
4) Number of projects contained in the current Transportation Improvement Program that enhances or supports existing communities (non-roadway projects)
5) Number of projects contained in the current Transportation Improvement Program that includes Public and Private Collaboration and funding
6) Number of housing units within ½ mile of a Regional Trail System

The indicators can be found in Section 9.2 on page 88 of this document.

1.14 Plan Adoption

Adoption of the 2050 Decatur Area Long-Range Transportation Plan (LRTP) is subject to the review and approval of the Policy Board of the Metropolitan Planning Organization (MPO). The review process includes public involvement meetings and a comment period to allow the public input into the development of the LRTP. At the conclusion of the public meetings and comment period, the MPO staff reviews and summarizes all submitted comments and presents the findings to the Policy Board for consideration of input into the LRTP. Once approved, the Decatur Area MPO submits the Final 2050 LRTP to the Alabama Department of Transportation (ALDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). These agencies then review the plan to ensure compliance with federal and state regulations.

1.15 Plan Implementation

Implementation of the LRTP occurs through a series of short and long-range plans and programs. The Unified Planning Work Program (UPWP) identifies annual work tasks and work products that guide the planning activities for the transportation planning process. The Transportation Improvement Program (TIP) is a short-range program that prioritizes a list of transportation projects scheduled for project design and engineering, right-of-way acquisition, utility relocation, or construction for the next four (4) years. The projects included in the TIP are taken from the LRTP.

2.0 Vision Statement, Goals, and Objectives

2.1 Vision Statement

The vision of the Decatur Area Metropolitan Planning Organization (MPO) is to promote, enhance, and maintain a safe, efficient, and environmentally friendly transportation system that enhances the quality of life and economic prosperity throughout the planning area.

2.2 Goals

The following goals were developed to help define the vision statement and to help guide the MPO in the project selection process for the 2050 Long-Range Transportation Plan (LRTP):

- Provide a safe and efficient transportation system
- Improve the accessibility, connectivity, and mobility of the transportation system for the movement of people, goods, and services for all modes in and throughout the planning area
- Provide a transportation system that will preserve, protect, and enhance the natural and human environment
- Maintain quality performance of the transportation system through efficient congestion management and operations
- Provide meaningful opportunities for public involvement in the transportation planning process

2.3 Objectives

Contrary to goals, objectives are more precise intentions that are measurable. The Decatur Area MPO developed the following objectives for each mode of the transportation system:

<u>Highway and Streets (collector and above)</u>

- Development of highways and streets that are consistent with local land use and development plans
- Increase the connectivity of the existing network, locally and regionally
- Development of highways and streets that relieve traffic congestion and travel times
- Development of highways and streets that reduce accident potential and severity
- Include sidewalks and bicycle facilities in the design of highways and streets to accommodate and encourage pedestrian and bicycle travel
- Develop visually attractive highways and streets

<u>Public Transit</u>

- Establish programs and services that encourage transit ridership
- Serve the elderly, low income, and populations at a disadvantage to reasonable access of needed services

- Maximize transit's coverage area to the extent feasible
- Facilitate the integration and coordination of transit services by all transit service providers
- Operate safe and efficient transit services that minimize costs, travel times, and travel distances
- Implement land use strategies that promote transit participation and coverage

Bicycle and Pedestrian

- Improve the transportation system to accommodate pedestrian and bicycle access along roadways through design and facility standards
- Increase pedestrian and bicycle safety through public education programs
- Provide access for pedestrians and bicycles between neighborhoods, schools, employment centers, retail areas, central business districts, churches, and cultural centers
- Promote the use of pedestrian and bicycle facilities to relieve traffic congestion

Intermodal System including Rail Transportation, Air Transportation, and Freight Movements

- Develop a transportation system that reduces travel times and congestion on the transportation network
- Improve the transportation system to increase accessibility and provide compatibility with multiple modes of transportation
- Identify opportunities to expand intermodal facilities in the planning area
- Designate truck routes that minimize exposure to neighborhoods, historic, and cultural resources
- Work with officials from all modes of transportation to enhance, promote, and safely move people, goods, and services in and through the planning area

Environment

- Develop transportation systems that maintain or improve air quality
- Develop transportation systems that preserve and complement the area's natural features
- Plan, design, and develop transportation systems that protect cultural and historic resources
- Develop and educate public officials and the general public on environmental policies involving transportation projects in the planning area

Financial

- Minimize implementation and operation costs of transportation projects
- Develop transportation projects that enhance state, local, and regional economies
- Actively explore new sources of revenue

3.0 Existing Transportation System

3.1 Geographic Area

The Decatur Area MPO is located in the North Central section of North Alabama (Figure 1 on page 12). The MPO Area is comprised of the municipalities of Decatur, Hartselle, Trinity, and Priceville and portions of Morgan, Limestone, and Lawrence Counties. The Decatur MPO Area is included in the Decatur Metropolitan Statistical Area (MSA) with a 2020 estimated population of 152,740.

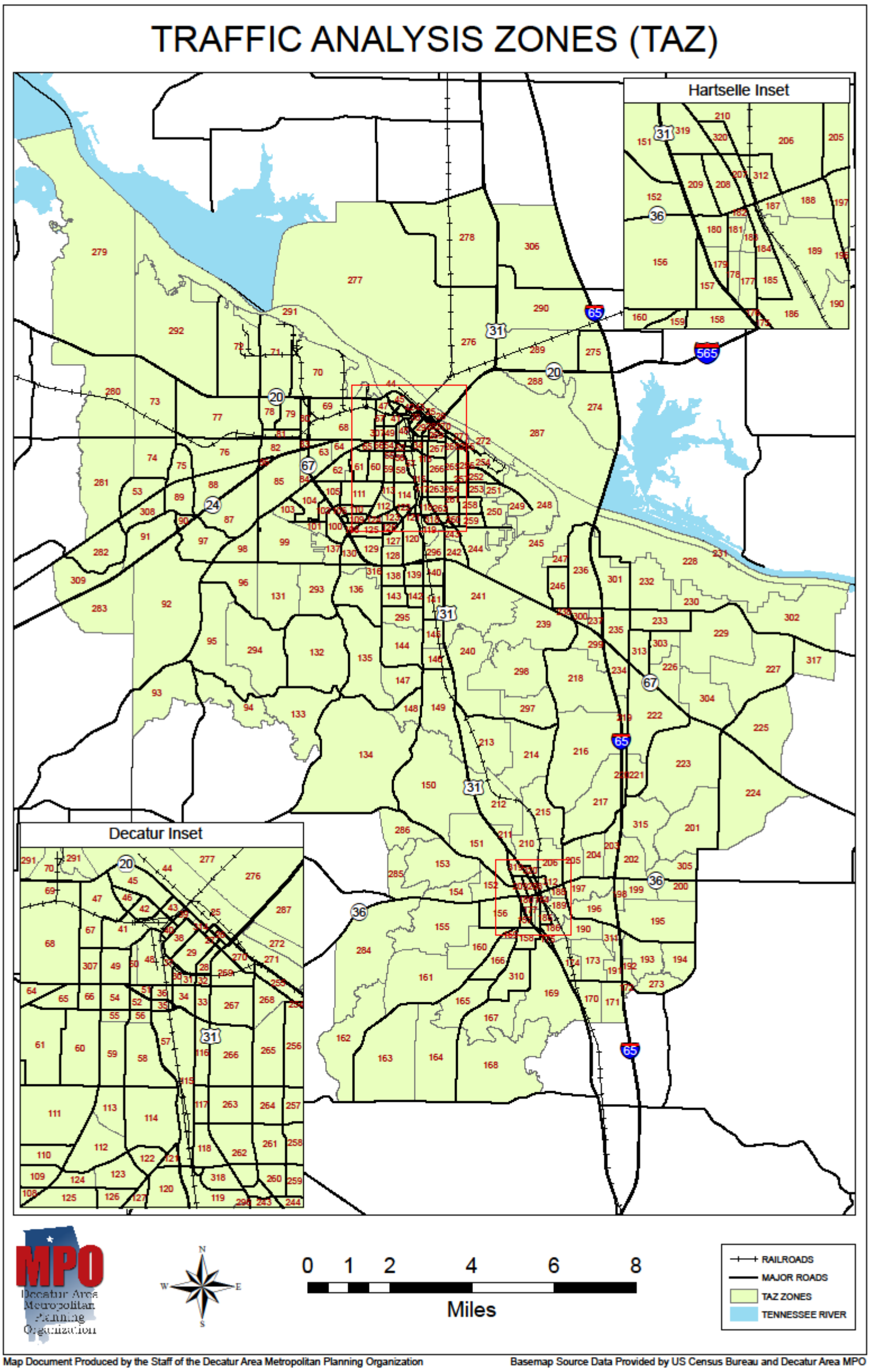
3.2 Urban and Planning Area Boundaries

The Decatur Metropolitan Planning Organization (MPO) is defined by two boundaries. The Urban Area (UA) boundary was defined by the U.S. Census Bureau in 2020. This Urban Boundary is updated during each decennial census, and had a population of 60,458 in 2020. The Metropolitan Planning Area (MPA) boundary is defined as the Urban Area Boundary plus the area that is projected to become urbanized over the next twenty (20) years. The Metropolitan Planning Area (MPA) had a 2020 population of approximately 95,118. The Urban Area and Planning Area Boundaries are shown in Figure 1 on page 12.

3.3 Traffic Analysis Zones

The Metropolitan Planning Area (MPA) is divided into smaller areas called Traffic Analysis Zones (TAZ). A traffic analysis zone is defined as a subdivision of the planning area consisting of homogeneous land use within a distinct border for the compilation of land use and traffic generation data. The TAZ system was developed from 2020 census data including tract, block group, and block level geography. A total of 320 TAZ zones are included within the Metropolitan Planning Area (MPA) boundary, as shown in Figure 2.

Figure 2 Traffic Analysis Zones (TAZ)



3.4 Land Use

The interrelationship between land use and the transportation system is used to identify the demand for travel on the highway network. Each land use (residential, retail, non-retail, etc.) generates and attracts traffic dependent on the nature of the development and the amount of land developed. In order to identify this demand for travel, inventories of existing land uses must be accomplished. This information is used in conjunction with physical location, constraints of the roadway network, and other related factors to develop the interrelationship between land use and the transportation system.

Each traffic analysis zone (TAZ) within the planning area was inventoried to determine the existing primary land use within its boundary. Factors used to characterize land use within each TAZ are listed below:

- Occupied Housing Units
- Median Household Income
- Retail Employment
- Non-Retail Employment
- School Enrollment
- Dorm Rooms

Each primary land use noted above and its corresponding total quantity within the planning area is listed in Table 1 below.

Table 1 2020 Socio-Economic Data Totals

Land Use	Total 2020
Occupied Housing Units	41,023
Median Household Income	$52,922
Retail Employment	6,286
Non-Retail Employment	45,690
School Enrollment	19,184
Dorm Rooms	0

The land use data was collected by using the following data sources:

- 2020 U.S. Census Data
- Census Transportation Planning Package (CTPP)
- American Community Survey (ACS)
- Data Axle (employment data)
- Morgan County Aerial Photography
- Google Maps
- Local Building Permits
- Decatur Morgan County Chamber of Commence
- Morgan County Economic Development Association (MCEDA)
- Local Boards of Education
- Hartselle Chamber of Commerce

It should be noted that the household and median income data is collected at the home end of a trip, the employment data is collected at the work site, and school enrollment is collected at the school site.

3.5 Existing Transportation System

The existing conditions analysis of the transportation system for the LRTP was developed based on factors such as roadway classifications and physical descriptions, regional access routes, roadway traffic volumes, link analysis, bicycle and pedestrian facilities, and an analysis of the public transit system. These factors were used to analyze the Decatur Metropolitan Planning Area (MPA) transportation network in order to determine deficiencies in the existing system.

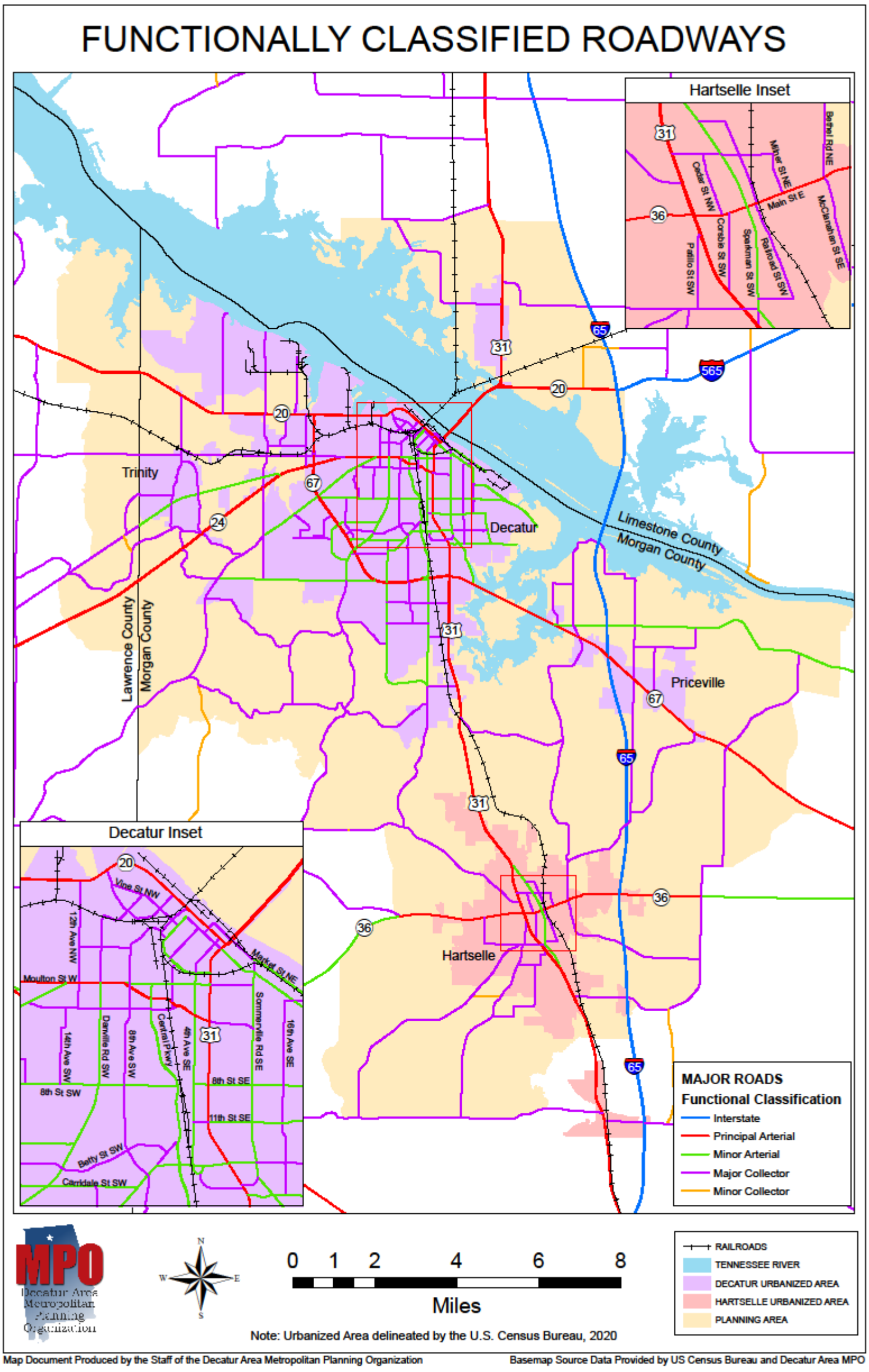
3.6 Roadway Classification and Descriptions

All transportation networks have some form of functional classification (Figure 3) to categorize the hierarchy of the traffic movement in the system. The functional classification for the planning area is defined by following four types of roadways, interstate, principal arterials, minor arterials, and collectors. An inventory of the functionally classified road system including un-classified local roads is listed in Table 2 below.

Table 2 Roadway Classification and Inventory

Functional Classification	Miles of Roadway
Interstate	20.41 miles
Freeway and Expressway	0 miles
Principal Arterial	70.68 miles
Minor Arterial	62.45 miles
Major Collector	192.32 miles
Minor Collector	4.72 miles
Un-Classified Local Roadways	736.52 miles
Total	1,088.53 miles

Figure 3 Functionally Classified Roadways



3.7 Public Transit System

Public transit service is available to all of the planning area. This service is managed and operated by the NARCOG Transit Agency, under the auspices of the North Central Alabama Regional Council of Governments. NARCOG Transit operates the public transit service under Section 5307 urban program.

The 5307 urban transit service is a demand-response passenger pick-up service and has Americans with Disabilities Act (ADA) equipped vehicles available. The urban transit service is available Monday through Friday from 7:00 am to 5:00 pm, with reservations made at least 24 hours in advance. NARCOG Transit provides subscription services to various organizations including the Morgan County Commission on Aging, the Foster Grandparent and Senior Companion Programs of the Community Action Partnership of North Alabama, local hospitals, as well as other community organizations.

NARCOG Transit serves the City of Decatur. The cost to ride NARCOG Transit is $2.00 each way inside the urban area. Trips outside the NARCOG RTA service area are $1.00 per mile and are subject to availability.

The urban service under section 5307 program is provided by eighteen (18) vehicles, including ten (10) cutaways, four (4) high roof vans and four (4) minivans. The ridership on the urban system in fiscal year 2025 was 32,228 passenger trips traveling approximately 132,382 miles.

The current Transportation Improvement Program (TIP) indicates that the 5307 urban program funding level for FY 2026 is $839,600 in operational expenses and administrative costs. Federal funds account for $473,800 of the total funds and the remaining $365,800 are provided by local funding and contracts. Federal sources fund eighty (80) percent of the capital funding with the remaining twenty (20) percent coming from local matching funds. The operational expenses are split by fifty (50) percent federal and fifty (50) percent local matching funds after the fare box revenues are subtracted.

NARCOG Transit currently operates as a demand-response system, providing flexible, appointment-based transportation rather than fixed routes. During the COVID-19 pandemic, ridership declined to historically low levels due to public health concerns and reduced travel. Since then, demand has steadily increased as normal activities resume. NARCOG Transit continues rebuilding ridership by efficiently responding to trip requests, adjusting service capacity, and exploring new service options. Although recovery is ongoing, trends show steady growth and improved system utilization. There is currently no fixed-route service operating within the planning area.

Current short- and long-term goals of the area transit system include:

- Improved Safety
- Exploring a Circular Route Service connecting Downtown and Major Destinations
- College Campus Shuttle Service (Calhoun Main Campus to Downtown Arts Center)

- Evaluating Micro Transit options to expand service hours, improve flexibility, and better meet community transportation needs

3.8 Bicycle and Pedestrian Facilities

- The MPO bicycle and pedestrian transportation system is comprised of a combination of on-road facilities (bicycle lanes, paved shoulders, shared lanes, and crosswalks) and off-road facilities (multi-use trails, side-paths, and sidewalks). In certain cases, in the planning area both on- and off-road facilities come together to form bikeways that connect important recreational facilities. Maps of the existing bicycle and pedestrian facilities within each city inside the Metropolitan Planning Area (MPA) can be found in MPO Bicycle/Pedestrian Plan located on the MPO Website with the following link https://www.cityofdecatural.com/departments/metropolitan-planning-organization/

3.8.1 On-Road Facilities

Bicycle Lanes

Designated bicycle lanes can be found on a limited number of streets within the City of Decatur. They have been included as a part of the Decatur bikeway system and where it was deemed appropriate to provide pavement markings dedicating lanes for exclusive use by bicycles. Typically bicycle lanes are located to the outside of travel lanes and are marked with a bicycle symbol or written communication denoting use for bicycles only. Examples of this can be found on Modaus Road, between Danville Road and SR-67, and on 10th Avenue NE, between Market Street and Church Street. Pavement markings for designated bicycle lanes conform to guidelines from the Manual on Uniform Traffic Control Devices (MUTCD), as well as in publications by the American Association of State Highway and Transportation Officials (AASHTO). These facility locations can be found in the MPO Bike/Pedestrian Plan.

Paved Shoulders

Some roads in the planning area have wide shoulders that meet bicycle lane criteria, but are not specifically designated as bicycle lanes. These lanes are not striped or marked in any way to designate a bicycle facility and do not continue through intersections. In these cases, bicycles are expected to merge through the travel lanes shared with motor vehicle traffic. An example of a road with paved shoulders capable of accommodating bicycles is Beltline Road whose widening project included wide paved shoulders.

Shared Lanes

While bicycles are permitted on all roadways within the planning area, most streets do not have separate on-road facilities designated specifically for bicycles. In these cases, bicycles and motor vehicle traffic share the travel lanes. On most low-speed local streets this arrangement works well and provides few conflicts. Where these shared lanes are significant as a part of the Decatur bikeway system, they are shown on the existing bicycle and pedestrian facilities maps in MPO Bike/Pedestrian Plan. Some shared lanes in the planning area are wide enough for motorists to

pass bicycle traffic without crossing the center line. This arrangement is known as a wide shared lane. AASHTO specifies a minimum of 14-foot lane width for wide shared lane designation. These shared lane locations can be found in the MPO Bike/Pedestrian Plan.

Crosswalks

Crosswalks are provided across the planning area as a means for safe pedestrian travel across motor vehicle travel lanes. There are over 400 individual crosswalks in the planning area serving a wide range of pedestrian travel purposes. The largest concentration of pedestrian crosswalks can be found in the downtown areas of the cities of Decatur and Hartselle. These facilities provide safe access to the commercial opportunities within the downtown areas such as restaurants and shopping. Crosswalks can also be found near the area schools to provide an alternative means of travel to and from school. These crosswalks conform to Safe Routes to Schools (SRTS) standards and guidelines. These crosswalk locations can be found in the MPO Bike/Pedestrian Plan

3.8.2 Off-Road Facilities

Multi-Use Trails

Multi-use trails are similar in function to the on-road facilities in the planning area, in that they provide for alternative transportation choices and recreational usage. Multi-use trails are open to both bicycle and pedestrian access while prohibiting motorized vehicle access. They provide for safe travel with limited crossings of major roads. Most multi-use trails within the planning area are ADA compliant with the only exceptions being those seasonal multi-use trails maintained by the US Fish and Wildlife Service located on the Wheeler National Wildlife Refuge. These trails are unpaved so as to impact the wildlife habitats as little as possible, but still provide access to refuge staff and the general public. Most of these trails are open year-round for bicycle and pedestrian access with the exception of those surrounding the visitor center, which close during peak waterfowl seasons. The multi-use trails can be found on the existing bicycle and pedestrian facilities maps in the MPO Bike/Pedestrian Plan.

Side-paths

Side-paths are similar to multi-use trails. They share the same characteristics, except that side-paths follow alongside of roadways. They are made to accommodate both bicycle and pedestrian travel. Side-paths serve as a good pedestrian facility but are marginal as a bicycle facility. AASHTO points out that there are operational difficulties presented to bicycles on side-paths. These difficulties mainly arise in association with driveway crossings and at intersections. For these reasons AASHTO discourages the use of side-paths as a rational to forgo on-road bicycle facilities. The side-paths in the planning area are shown on the existing bicycle and pedestrian facilities maps in MPO Bike/Pedestrian Plan.

Sidewalks

Sidewalks are an integral part of the pedestrian transportation system within the MPO. They are the primary means of pedestrian travel within the planning area. The largest concentration of sidewalks can be found within the downtown areas of the cities of Hartselle and Decatur and, thanks to new subdivision regulations, they are increasingly being implemented within the newly built subdivisions across the area. Sidewalks in the MPA are intended primarily for pedestrian foot traffic with bicyclists being encouraged to use the roadways. The sidewalk network can be seen represented on the existing bicycle and pedestrian facilities maps in MPO Bike/Pedestrian Plan.

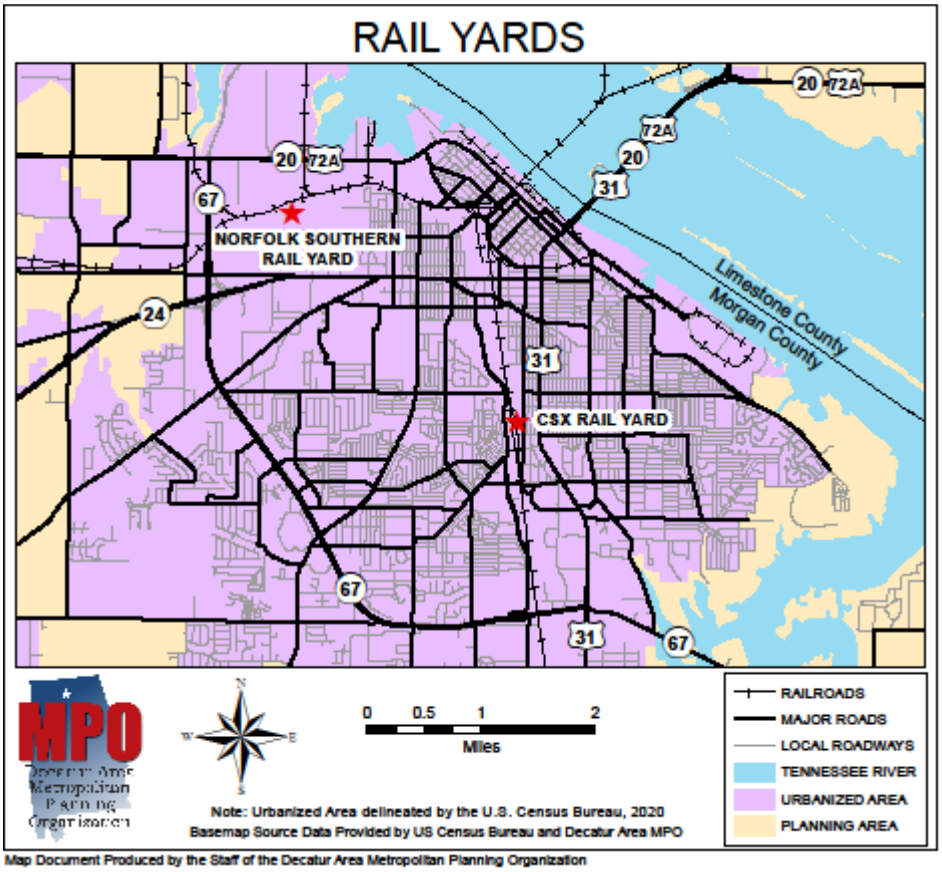
3.9 Freight Planning

The efficient movement of goods is vital to our communities' quality of life, their economy, and to local industries that rely significantly on freight, including manufacturers, distributors, retailers, and agriculture. Therefore, planning for the efficient transport of goods is a key component of this Long-Range Transportation Plan.

3.9.1 Rail Service

Included in the existing transportation system are two (2) Class I railroads. CSX Corporation and Norfolk-Southern Corporation both have rail yard facilities (Figure 4) in the Metropolitan Planning Area. The CSX rail yard facility is located near downtown Decatur. The CSX rail line is one of the primary north-south lines in the Nashville Division. The line originates near Panama City, Florida and passes into the Chicago Division just north of Nashville, Tennessee. The Norfolk-Southern rail yard is located near downtown Decatur as well. The Norfolk-Southern line is a major east-west line that connects to Memphis, Tennessee and Chattanooga, Tennessee. It should be noted that there is currently no passenger rail service in the planning area.

Figure 4 Rail Yards Located within the Metropolitan Planning Area



3.9.2 Air Service

The Metropolitan Planning Area (MPA) is served by three (3) airports (Figure 5). Two (2) of the airports, Pryor Field in Limestone County and Hartselle-Morgan County Regional Airport in Hartselle, are general aviation airports. The planning area is also served by the Huntsville International Airport (HSV) located on Interstate 565 near Madison, Alabama. Below is a description of each airport:

Pryor Field Regional Airport (DCU) – Pryor Field is a general aviation airport located three (3) miles northeast of downtown Decatur and adjacent to Calhoun Community College in Limestone County. The airport has one (1) paved runway that is 6,107 x 100 ft. with pilot-controlled lights.

Hartselle-Morgan County Regional Airport (5M0) – Hartselle Regional is a general aviation airport located in southwest Hartselle approximately one mile from U.S. Highway 31. The airport has one paved runway that is 3599 x 75 ft.

Huntsville International Airport (HSV) – The Huntsville International Airport serves as a general aviation, commercial passenger air service, and cargo operations airport for north Alabama and southern Tennessee. In 2025, the Federal Aviation Administration reported that approximately 1,722,857 passengers were served at the airport. The airport has two paved runways that are 12,600 x 150 ft. and 10,001 x 150 ft. Table 3 below lists airlines that provide passenger service at the airport and also the non-stop destinations served as of August 2026.

Table 3 Airlines and Destinations served by the Huntsville International Airport

Airline	Non-Stop Destinations
Allegiant	Fort Lauderdale
	Gulf Shores
	Orlando/Sanford
	Tampa/St. Pete
American Airlines	Dallas/Ft. Worth
	Chicago (O'Hare)
	Charlotte
	Washington D.C. (National)
	Miami
Breeze	Fort Lauderdale
	Los Angeles
	Las Vegas
	Orlando
	Tampa
Delta	Atlanta
	Detroit
	New York City
United	Denver
	Washington D.C. (Dulles)
	Chicago (O'Hare)

	Houston

Source: Huntsville International Airport

3.9.3 Intermodal Connectors

Air

The Huntsville International Airport is noted for its major intermodal cargo facility called the International Intermodal Center (IIC). The Intermodal Center is an inland port which provides a single hub location for freight movements. The Intermodal Center offers a broad range of services which includes receiving, transferring, storing, and distributing cargo by air, rail, and highway. The Intermodal Center is a global air cargo hub with over 1 million square feet of cargo ramp space and has weekly service to Luxembourg and Hong Kong. The Intermodal Center is also served by a spur off of the Norfolk-Southern main rail line. The intermodal rail yard is approximately forty-five acres and has six miles of tracks and parking for 1,100 wheeled units. The International Intermodal Center is located approximately twelve miles from downtown Decatur along Interstate 565 (Figure 5). The International Intermodal Center is designated as a U.S. Customs Port of Entry which is home to 24-hour U.S. Customs, U.S. Department of Agriculture inspectors, and is part of Foreign Trade Zone 83. The Intermodal Center is used by industries, freight providers, etc. in the Metropolitan Planning Area (MPA). Approximately sixteen (16) percent of intermodal rail service originates in Morgan County.

Ports

The planning area is also served by a navigable waterway, the Tennessee River. There are three (3) port terminals located along the Tennessee River in Decatur (Figure 5). Mallard-Fox Creek, the Morgan County Port Authority State Docks, and the Port of Decatur provide a year-round nine (9) foot navigable channel. The ports serve as an intermodal connector, with services including barge to truck, barge to rail, rail to barge, and truck to barge. The ports also provide crushing, screen, and packing services. The ports link the area with the Tennessee-Tombigbee Waterway and the Ohio River system which gives the region access to thirteen (13) states and the Gulf of Mexico. The terminal at Mallard-Fox Creek is designated a Foreign Trade Zone and a U.S. Customs Port of Entry.

3.9.4 Motor Carrier (Truck) Freight

The planning area has a significant amount of motor carrier (truck) freight movements. There are approximately twenty-one (21) trucking terminals (Figure 5) located in the planning area. The planning area serves as an origin and destination for flatbed trailers, tanker trailers, van trailers (dry and refrigerated), dry bulk trailers, and dump trailers due to the diversity of the local industries and retailers. The largest majority of motor carrier freight movements are along Interstate 65, State Route 20, State Route 67, State Route 36, and U.S. Highway 31.

3.9.5 Pipelines

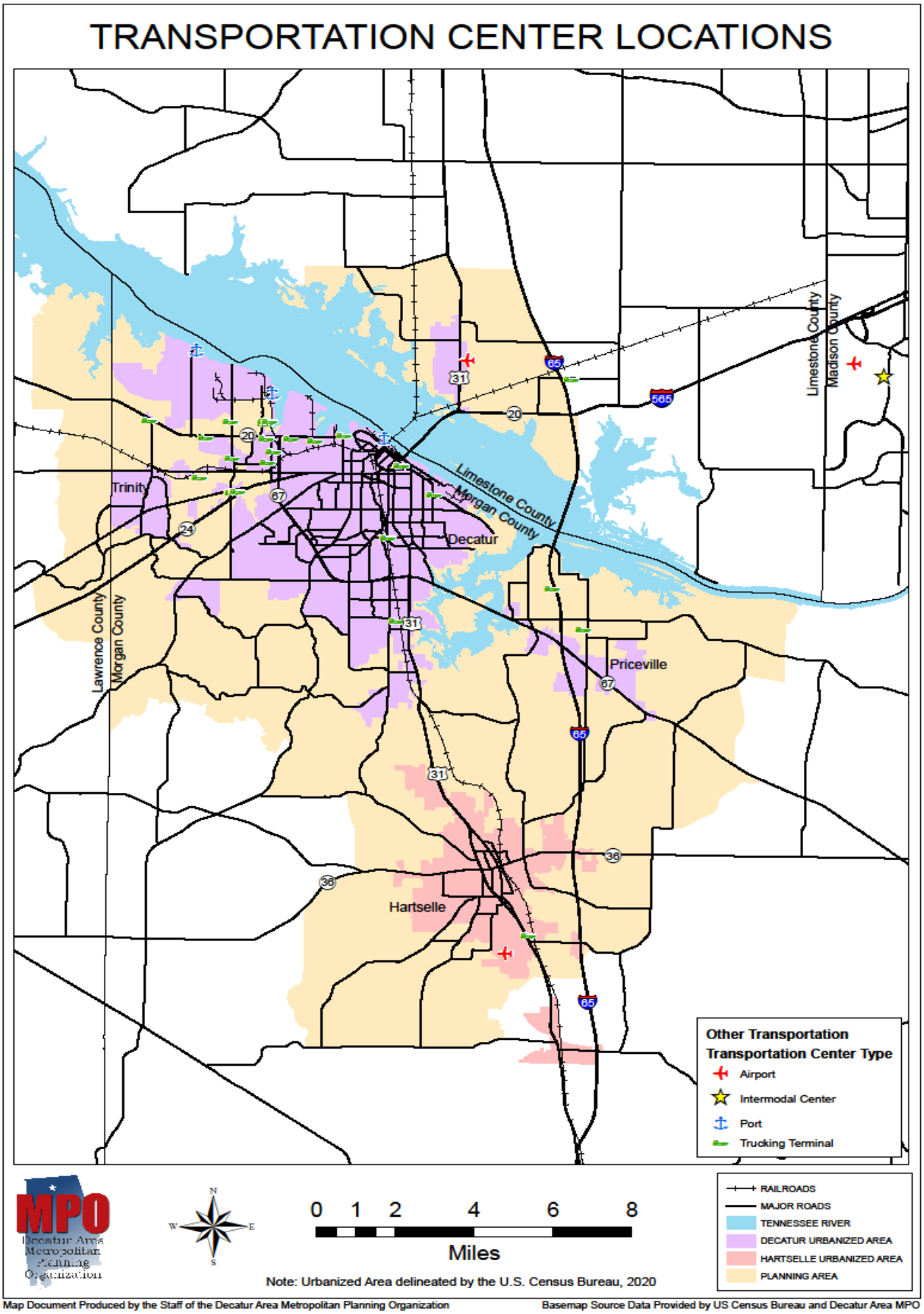
There are four (4) pipelines located within the Decatur MPA. They are generally located in a North/South direction. According to the National Pipeline Mapping System (NPMS), there are two (2) major natural gas transmission pipelines operated by Southern Natural Gas Co. of Birmingham, AL, and Enstor Gas, LLC of Houston, TX. There is also a hydrogen pipeline operated by Linde

Gas North America, LLC of Houston, TX, as well as a major xylene pipeline operated by BP Pipeline (North America Inc.) of Tulsa, OK. Both natural gas pipelines, as well as the xylene pipeline, have crossings at three (3) separate locations along the Tennessee River between Morgan and Limestone Counties.

3.9.6 Other Modes of Transportation (Taxi and Intercity Bus)

The planning area is also served by one (1) taxi service located in the City of Decatur, as well as Uber and Lyft service. The area was served by intercity bus service (Greyhound) until the service was discontinued in 2005. There are no current plans to restore intercity bus service to the Decatur MPA.

Figure 5 Transportation Center Locations Serving the Metropolitan Planning Area



3.10 Base Year 2020 Socio-Economic Description and Conditions

The Decatur MPO collected and projected a variety of land use datasets for the Long-Range Transportation Plan (LRTP) base year of 2020. By collecting and analyzing socio-economic data, the MPO planning staff identifies where residents live, work, shop, travel, and go to school. This socio-economic data is used for inclusion into a travel demand traffic model, which is used to simulate traffic conditions in 2020.

3.10.1 Base Year 2020 Data Collection and Sources

Table 4 shows the listing of base year 2020 land use datasets collected for use in the Long-Range Transportation Plan along with the source or sources from which the datasets were collected and aggregated.

Table 4 Base Year Datasets and Sources

Land Use Dataset	Source
Occupied Housing Units	2020 Census Summary File 3; Census Transportation Planning Package (CTPP); City of Decatur Building Department; City of Hartselle Building Department; City of Priceville Building Department; Town of Trinity Building Department
Retail Employment	Alabama Department of Industrial Relations; Decatur/Morgan County Chamber of Commerce; Hartselle Area Chamber of Commerce; Data Axle Business Database; Google Maps
Non-Retail Employment	Alabama Department of Industrial Relations; Decatur/Morgan County Chamber of Commerce; Hartselle Area Chamber of Commerce; Data Axle Business Database; Morgan County Economic Development Association; Google Maps
School Enrollment	Decatur City Schools; Hartselle City Schools; Morgan County Schools; Calhoun Community College; the municipalities of Decatur, Hartselle, Priceville, and Trinity
Dorm Rooms	Currently there are no dorm rooms located in the planning area for the year 2020
Median Household Income	U.S. Department of Labor; CTPP Data; 2020 Census Summary File 3

The totals for each of these land use datasets are shown in Table 5.

Table 5 2020 Base Year Socio-Economic Data Totals

Land Use	Total
Occupied Housing Units	41,023
Retail Employment	6,286
Non-Retail Employment	45,690
Total Employment	51,976
School Enrollment	19,184
Dorm Rooms	0
Median Household Income	$52,922

Data Aggregation – Once the data was collected and checked for accuracy, it was then aggregated to individual traffic analysis zones. Using a Geographic Information System (GIS) and a process called address geocoding, each housing unit, retail business, non-retail business, or school was located by address. Once these land uses were located, they were added to the traffic analysis zone database for use in the base year travel demand model.

3.11 Existing Traffic Analysis

As part of the development of the Long-Range Transportation Plan (LRTP), the staff of the Metropolitan Planning Organization (MPO) created a 2020 Travel Demand Model (TDM) to replicate traffic conditions for the base year of 2020. The 2020 base year model was refined, validated, and used to evaluate existing traffic conditions for the base year in the planning area. The transportation modeling process is summarized below.

3.11.1 Highway Network Development

The highway network file is an abstract, computerized representation of the actual highway system in the planning area. The highway network file is created using a Geographic Information System (GIS) that creates a database of the current highway network for use in the travel demand model. The highway network database includes all highways that are classified as a collector or above (Figure 3). At each intersection, node numbers are assigned to defined individual links in the highway network. The classification type, capacity (Table 6), length, and posted speed limits of each highway link are coded as part of the highway network description. The 320 traffic analysis zones (TAZs) in the planning area are connected to the highway network by imaginary lines called centroid connectors, through which trips, produced or attracted in each TAZ (from the socio-economic data), may gain access to the highway system. The entire abstract description of the actual highway network is coded, entered into the travel demand model, and becomes the highway network database for the planning area.

Table 6 Functional Classification and Capacity Table

Classification	Number of Lanes	Link Code	1-Way Hourly Capacity	2-Way Hourly Capacity	1-Way Daily Capacity	2-Way Daily Capacity
Freeways (Interstate)	4	11	3,400	6,800	34,000	68,000
	6	12	5,100	10,200	51,000	102,000
	8	12	6,800	13,600	68,000	136,000
	10	14	8,500	17,000	85,000	170,000
Expressway	4	21	2,500	5,000	25,000	50,000
	6	22	3,750	7,500	37,500	75,000
	8	23	5,000	10,000	50,000	100,000
Divided Principal Arterials	2	31	1,100	2,200	11,000	22,000
	4	32	1,695	3,390	16,950	33,900
	6	33	2,500	5,000	25,000	50,000
	8	34	3,680	7,360	36,800	73,600
Undivided Principal Arterials	2	35	890	1,780	8,900	17,800
	4	36	1,550	3,100	15,500	31,000
	6	37	2,290	4,580	22,900	45,800
	8	38	3,155	6,310	31,550	63,100
Divided Minor Arterials	2	41	1,050	2,100	10,500	21,000
	4	42	1,595	3,190	15,950	31,900
	6	43	2,280	4,560	22,800	45,600
Undivided Minor Artertials	2	45	890	1,780	8,900	17,800
	4	46	1,370	2,740	13,700	27,400
Divided Collectors	2	51	1,040	2,080	10,400	20,800
	4	52	1,425	2,850	14,250	28,500
	6	53	2,100	4,200	21,000	42,000
Undivided Collectors	2	54	830	1,660	8,300	16,600
	4	55	1,310	2,620	13,100	26,200
	6	56	1,935	3,870	19,350	38,700
1-Way Principal Arterials	2	61	855	1,710	8,550	17,100
	3	62	1,280	2,560	12,800	25,600
1-Way Minor Arterials	2	71	705	1,410	7,050	14,100
	3	72	975	1,950	9,750	19,500
	4	73	1,300	2,600	13,000	26,000
1-Way Collectors	2	81	565	1,130	5,650	11,300
	3	82	780	1,560	7,800	15,600
	4	83	1,040	2,080	10,400	20,800
1-Way Ramps	1	91	450	900	4,500	9,000
	2	92	900	1,800	9,000	18,000
	3	93	1,350	2,700	13,500	27,000
Centroid Connectors	2	99	700	1,400	7,000	14,000

3.11.2 Transportation Modeling Process

There are several basic components of the transportation system that form the basis for the transportation modeling process in the Metropolitan Planning Area (Figure 6). The MPA travel demand model incorporates these components into a four-step modeling process which includes trip generation, trip distribution, mode choice, and traffic assignment. The interrelationship between these steps within the overall transportation modeling process is summarized below and illustrated in Figure 7. It should be noted that the planning area does not have a large fixed route transit service. Without this transit service the mode choice step of the modeling process is ignored.

Figure 6 Components of the Transportation Model

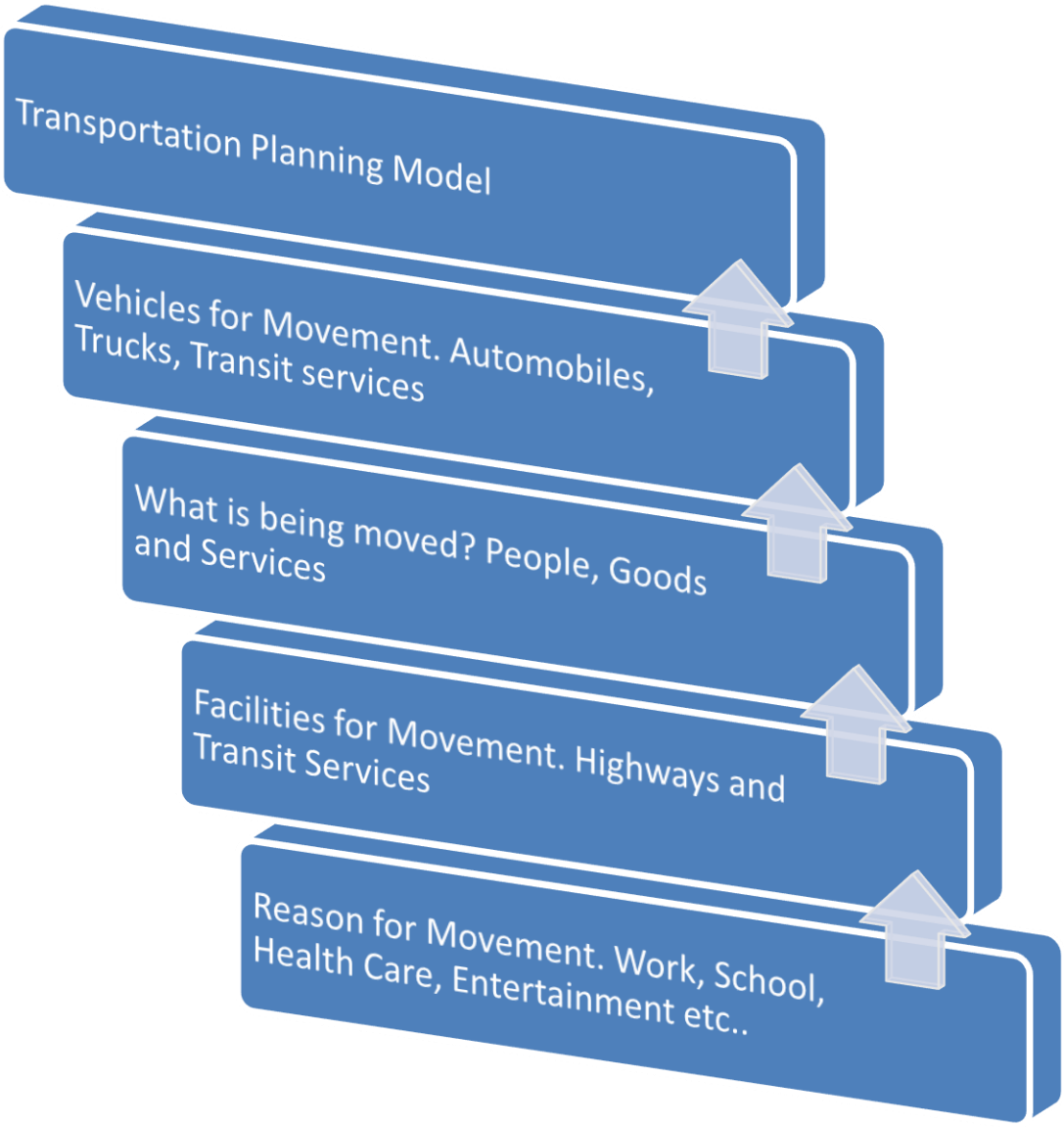
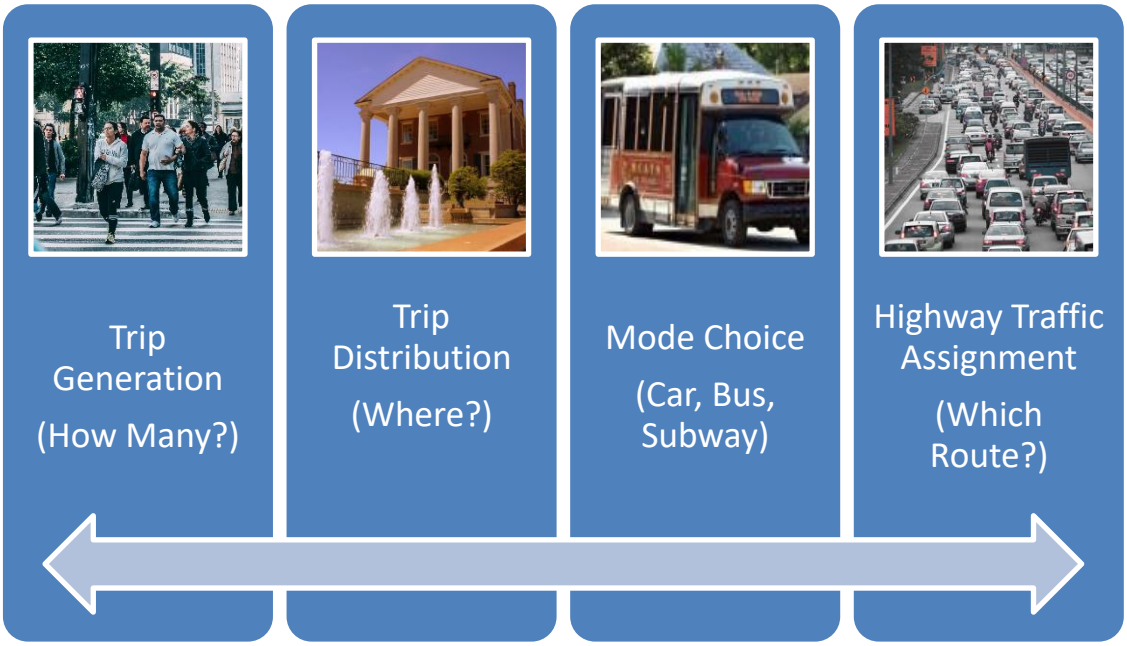


Figure 7 Four Step Travel Demand Modeling Process



Trip Generation (Step 1)

Trip generation is the procedure utilized in developing an estimate of the total number of trips that will travel to and from a particular area. Trip generation only addresses the total magnitude of trips in the planning area and not the route they will take. The planning analysis area, generally referred to as a traffic analysis zone (TAZ), could be as small as a census block or as large as several thousand acres. Actual procedures used in making trip generation estimates vary widely, but in all cases the estimate of total number of trips is related to the socio-economic data or land characteristics of the traffic analysis zone, i.e., occupied housing units, retail and non-retail employment, school enrollment, median household income, and dorm rooms.

The MPO planning staff used a trip generation software program developed by the Alabama Department of Transportation (ALDOT) to produce a trip generation file for use in the 2020 travel demand model. The following data files were imported into the ALDOT trip generation software to produce a production and attraction file for each traffic analysis zone in the planning area:

1) Automobile Ownership File
2) Household Trip Generation Curve
3) Production Factor Curve
4) Attraction Factor Curve
5) Road Type File
6) Income Range File
7) External Traffic Count File
8) Socio-Economic File

The trip generation program produces production and attraction data files for six (6) trip purposes. The six (6) trip purposes are:

Trip Purpose 1	Home Based Work (HBW)
Trip Purpose 2	Home Based Other (HBO)
Trip Purpose 3	Non-Home Based (NHB)
Trip Purpose 4	Truck – Taxi (T-T)
Trip Purpose 5	Internal – External (I-E)
Trip Purpose 6	External – External (E-E)

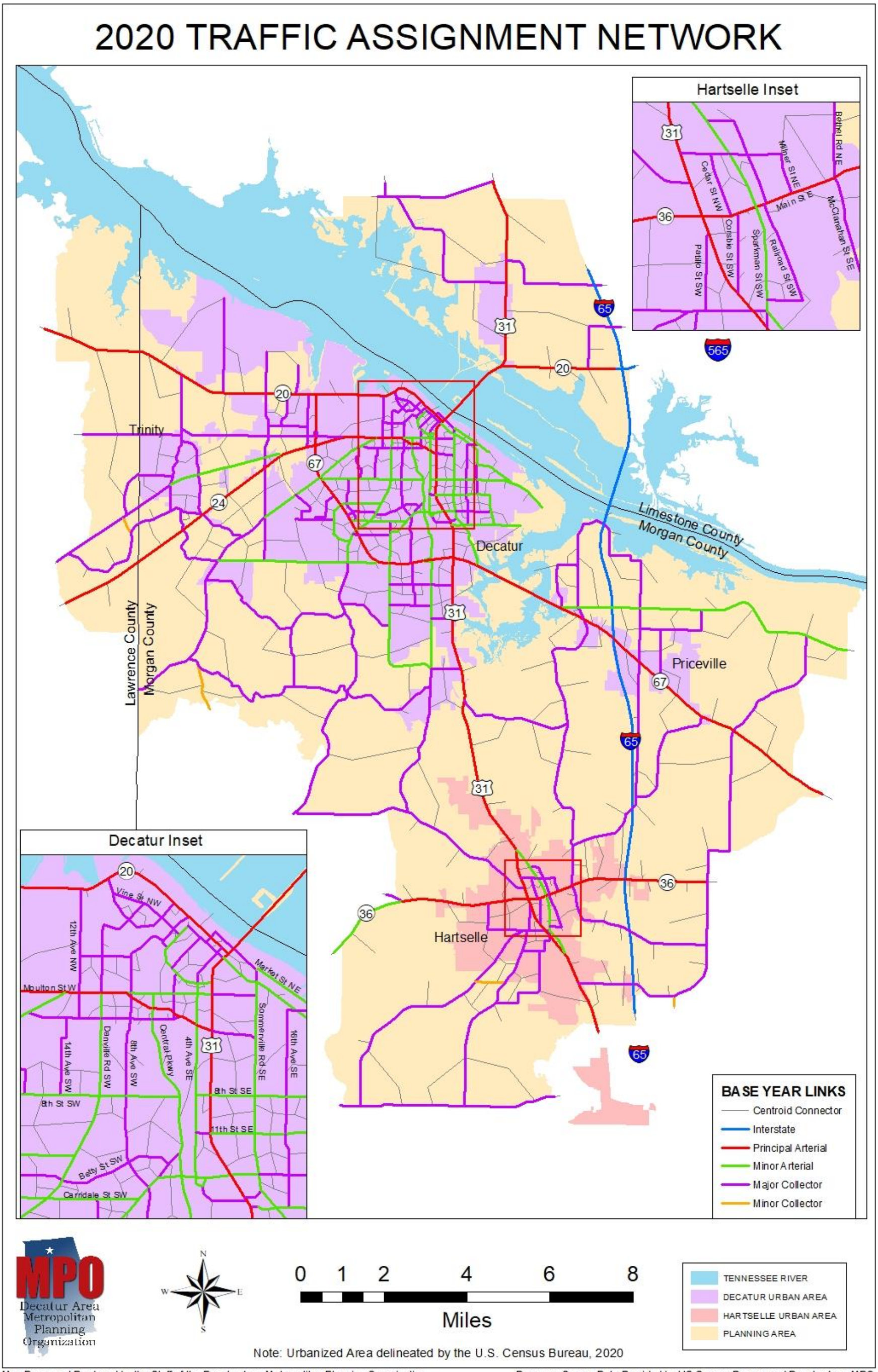
Trip Distribution (Step 2)

Trip distribution addresses the question of the location of the origin and destination of each trip. This procedure does not address the issue of the individual route the trip will use traveling from the origin or destination. The most widely used procedure for estimating the distribution of trips is the Gravity Model. This model assumes that the trips produced in a traffic analysis zone are attracted to other traffic analysis zones in direct proportion to the attractions in the other traffic analysis zones and inversely proportional to the distance between the traffic analysis zones. Trip distribution establishes the overall travel patterns in the planning area. The output from trip distribution is a set of tables called trip tables that show travel flow between each pair of zones.

Traffic Assignment (Step 3)

The traffic assignment process determines the actual route each trip will travel between its origin and destination. This process assumes that the trip will be made along the route that will minimize the time required to travel between the origin and destination traffic analysis zones. The traffic assignment process recognizes that as traffic volume increases on a particular route; delays occur which increase the travel time along that particular route. Consequently, as congestion on a route increases, alternate routes are selected. The 2020 highway network represented in the Decatur MPA traffic assignment network is shown in Figure 8.

Figure 8 2020 Traffic Assignment Network



Travel Demand Model Validation

The objective of the travel demand model validation is to determine if the Trip Generation Model, the Trip Distribution Model, and the Traffic Assignment Model, when applied, accurately reflects the 2015 base year traffic conditions. The model would then provide reliable estimates for traffic conditions associated with changes in the network system, and/or future development. The following validation reports were prepared for the 2020 base year travel demand model, summarized in Table7, Table 8, and Table 9 below.

Table 7 2020 Trip Generation Totals by Purpose

Trip Purpose	Total Productions	% of Total Trip Production
Home Based Work (HBW)	64,435	13.58%
Home Based Other (HBO)	155,223	32.70%
Non – Home Based (NHB)	73,214	15.43%
Truck – Taxi (T-T)	45,103	9.50%
Internal – External (I – E)	59,380	12.51%
External – External (E –E)	77,273	16.28%
Total	474,628	100%

Table 8 Model Performance by Traffic Volume Groups

Volume Group	2020 Average Annual Daily Count (AADT)	2020 Travel Demand Model Count	% Difference	FHWA Target*
25,000 to 50,000	530,209	526,974	0.61%	22%
10,000 to 25,000	238,031	249,753	4.69%	25%
5,000 to 10,000	157,282	154,347	1.87%	29%
2,500 to 5,000	155,978	157,225	0.79%	26%
1,000 to 2,500	65,640	58,365	11.08%	47%
0 to 2,500	17,682	20,519	13.83%	60%

*Source: NCHRP Report 255, FHWA

Table 9 Model Performance by Functional Classification

Functional Classification	2020 Average Annual Daily Count (AADT)	2020 Travel Demand Model Count	% Difference	FHWA Target*
Interstate	162,080	167,726	3.37%	7%
Principal Arterial	559,730	565,812	1.07%	10%
Minor Arterial	246,297	244,131	0.88%	15%
Collector	196,715	189,513	3.66%	25%
Total	1,164,822	1,167,182	0.20%	

* Source FHWA, Calibration and Adjustment of System Planning Models 1990

Root Mean Squared Error (RMSE) is an important validation measure that indicates how closely the assigned travel demand model volumes are to the 2020 actual ground counts. The Federal Highway Administration (FHWA) guidelines state an RMSE error of less than thirty (30) percent is acceptable and, as seen in the Table 10, the 2020 travel demand model has a total RMSE percentage error of 15.15 percent by facility type. With this RMSE percentage error rate, the travel demand model is performing very well.

$$\%RMSE = \frac{((Model - Count) / (Number\ of\ Counts - 1)) * 100}{(Count / Number\ of\ Counts)}$$

Table 10 Root Mean Squared % Error by Facility Type

Facility Type	% RMSE	Target
Interstate	8.42	15% or below
Principal Arterial	14.11	30% or below
Minor Arterial	23.15	45% or below
Collector	28.70	100% or below
Total	12.30	30% or below

Table 11 Vehicle Miles Traveled and Vehicle Hours Traveled by Functional Classification

Functional Classification	VMT	VHT
Interstate	774,103	11,331
Principal Arterial	1,441,039	30,595
Minor Arterial	309,675	8,374
Collector	407,956	10,857
Total	2,932,773	61,157

The coefficient of determination, or R^2 value, is a statistic that shows how well a regression line represents the assignment model data. The desirable R^2 data is 0.88 or higher. The value of 0.9737 achieved for the 2020 travel demand model illustrates the travel demand model counts have a significant correlation with the actual ground counts for the 2020 base year.

Validation Summary

Based on the validation process summarized in the previous pages, the 2020 base year network was determined to be validated well within recommended standards. The Alabama Department of Transportation (ALDOT) Metropolitan Planning Section reviewed the validation process for accuracy and gave the notice to proceed to the 2050 future year model in April 2026.

Existing Network Traffic Analysis

The 2020 validated travel demand model is a tool used to analyze and evaluate the existing base year highway network system. The 2020 Average Daily Traffic Counts (AADT) provided by the Alabama Department of Transportation were used in the validation process, as discussed in previous sections. Upon completion of the validation process, the travel demand model was used to determine the general level of service (LOS) conditions for each link included in the highway network (Figure 10). Roadways determined to be level of service E and F are operating at unacceptable levels of service, and level of service D should be monitored on a regular basis to determine when they would begin approaching unacceptable levels. The roadways currently operating at unacceptable levels of service are shown on Figure 10 and listed in Table 12

Figure 9 Level of Service (LOS) Descriptions

Level of Service (LOS) is a qualitative assessment of a road's operating conditions. For the MPO planning purposes, level of service is an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F

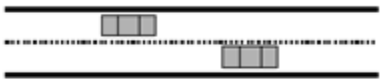
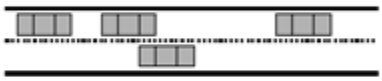
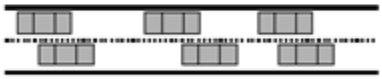
Level of Service		Description
A		**FREE FLOW.** Low volumes and no delays.
B		**STABLE FLOW.** Speeds restricted by travel conditions, minor delays.
C		**STABLE FLOW.** Speeds and maneuverability closely controlled due to higher volumes.
D		**STABLE FLOW.** Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.
E		**UNSTABLE FLOW.** Low speeds, considerable delay, volume at or slightly over capacity.
F		**FORCED FLOW.** Very low speeds, volumes exceed capacity, long delays with stop-and-go traffic.

Figure 10 2020 Unacceptable Level of Service Roadways

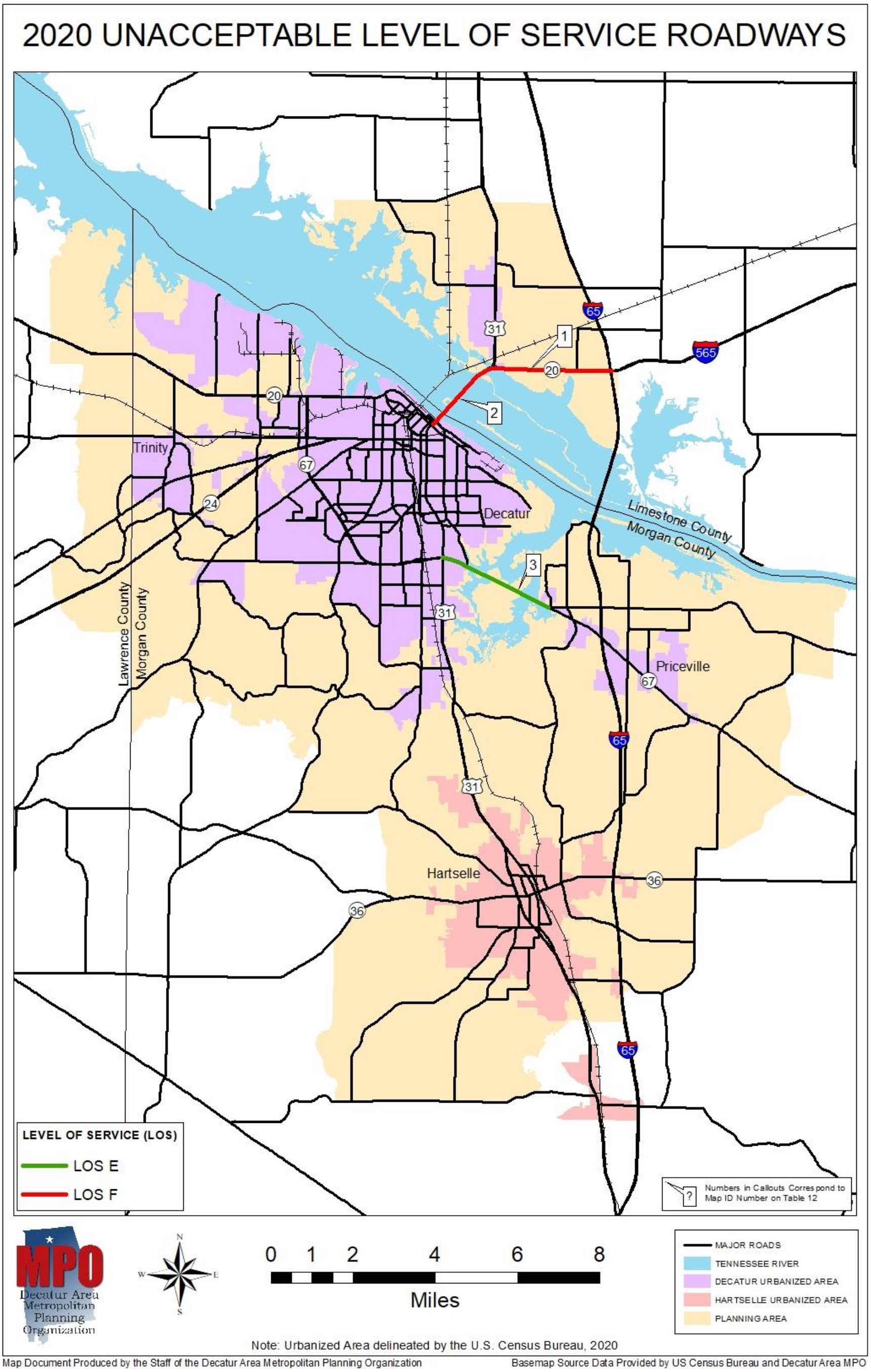


Table 12 Unacceptable Level of Service Roadways Table

Roadway	**Roadway Segment Location**	**MAP ID (Figure 10)**	**Level of Service (LOS)**
U.S. Alt 72 / State Route 20	U.S. ALT Hwy 72 / State Route 20 from U.S. Hwy 31 to Interstate 65 in Limestone County	1	F
U.S. ALT 72 / U.S. Hwy 31 / State Route 20	Wilson Street to State Route 20 in Limestone County	2	F
State Route 67	US HWY 31/6th Street to Upper River Road	3	E

4.0 Future Transportation System

23 CFR 450 requires a Metropolitan Planning Organization (MPO) to include a minimum twenty (20) year planning horizon for the Long-Range Transportation Plan (LRTP). This LRTP includes projections and traffic conditions for a thirty (30) year time frame to 2050. The same procedures for analyzing the 2020 existing traffic conditions were employed to evaluate and analyze future traffic conditions to the year of 2050. In order to evaluate and analyze the future traffic conditions, the travel demand model must be updated to reflect the 2050 socio-economic projections, future land use development, and transportation network system assumptions for the planning area. The following sections discusses future planning efforts and provides socio-economic data projections used to estimate future travel demand through proposed changes to land use.

4.1 Metropolitan Planning Area Review

The Decatur Area Metropolitan Planning Organization (MPO) reviewed its Metropolitan Planning Area (MPA) Boundary in the initial stages of development of the LRTP. The MPA Boundary is defined by the Policy Board of the MPO along with the Alabama Department of Transportation (ALDOT), and includes areas that are expected to become urban in the next twenty (20) years. During this process the MPO staff analyzed future land use documents, infrastructure improvements (water and sewer), and planned and proposed transportation improvements for potential inclusion into the planning area.

4.2 Land Use

The MPO planning staff worked closely with cities, towns, and counties within the planning area and other state and federal agencies to identify existing and future land use in the planning area. This evaluation included the base 2020 data (see Section 3.4), local comprehensive plans, zoning ordinances, growth management plans, building permit data, throughway plans, downtown re-development plans, streetscape plans, economic development plans and studies, utility infrastructure plans, annexation plans and studies, environmental studies, other transportation plans and studies, and base realignment and closure plans and studies (BRAC). These plans and studies were used to predict where growth is likely to take place over the next thirty (30) years in the planning area. These plans and studies were also used to help identify which traffic analysis zones would gain or lose occupied housing, retail and non-retail employment, or school enrollment in 2050.

4.3 Socio-Economic Data Projections

The Metropolitan Planning Organization (MPO) collects and uses projected socio-economic data for the development of the future travel demand in the planning area. By collecting, analyzing, and making future projections with socio-economic data, the MPO staff can estimate where people will live, work, shop, and go to school. This socio-economic data is the basis for the 2050 travel demand model. The travel demand model uses the socio-economic data to simulate future travel patterns and movements which helps to identify future transportation system needs.

The staff of the Metropolitan Planning Organization (MPO) prepared the Socio-Economic Data Projections using the land use characteristics described in Section 4.2 above. These projections were aggregated to the traffic analysis zones (TAZ) using considerations such as density of development, the suitability of vacant land, and growth experienced in past plans and studies. The following factors were projected for the 2050 future year:

- Occupied Housing Units
- Median Household Income
- Retail Employment
- Non – Retail Employment
- School Enrollment
- Dorm Rooms

Each primary land use noted above and its corresponding quantity within each TAZ in the planning area for 2050 is listed in Table 13 below:

Table 13 2050 Socio-Economic Data Projections

Primary Land Use	Total 2050
Occupied Housing Units	52,099
Median Household Income	$52,299
Retail Employment	13,202
Non-Retail Employment	52,808
School Enrollment	25,396
Dorm Rooms	150

It should be noted that the median household income was assumed to remain constant over the thirty (30) year period of this plan. It is fully recognized that there will be a significant increase in the income in most, if not all, of the planning area through the forecasted year of 2050. However, most of this increase in income will be the result of inflation and not significantly increased buying power. It can be assumed that income growth due to inflation does not yield a corresponding change in the number of trips generated by a household. The trip generation rates used in this planning area are based on 2020 income data. Therefore, in order to discount the effects of inflation and eliminate the need for adjustments to the trip generation rates, it was decided to hold the median household income constant for the thirty (30) year period of this plan.

4.4 Future Traffic Analysis

The 2020 validated base year travel demand model was used to forecast and analyze travel patterns, and identify roadway deficiencies in the planning area in 2050. In order to analyze travel patterns and identify roadway deficiencies, the 2020 validated base year model was updated to include projected socio-economic data that reflects land use and travel assumptions for the planning area in 2050. The 2050 land use and travel assumptions were used to develop three (3) travel demand models:

- 2050 No Build Network (Section 4.4.1)
- 2050 Future Network (Section 7.3)
- 2050 Visionary Network (Section 7.4.1)

* An Existing Plus Committed Highway Network was not developed because no capacity projects were complete from 2020 to 2025

4.4.1 2050 No Build Network (NB)

The 2050 No Build Transportation Network was populated using projected 2050 socio-economic data to evaluate and determine traffic conditions in 2050. The No Build network identifies future transportation needs based on control measurements such as level of service (LOS) and travel times. A comparison of the existing and future roadway conditions indicates that roadways with existing deficiencies (level of service E and F) will get progressively worse in the future. Figure 9 on page 44 gives a description and definition of level of service. Table 14 gives a detailed description of the congested roadways for the 2050 No Build network. Also, Figure 11 shows the location of congested roadways based on the volume/capacity ratio.

Figure 11 2050 No Build Transportation Network Level of Service

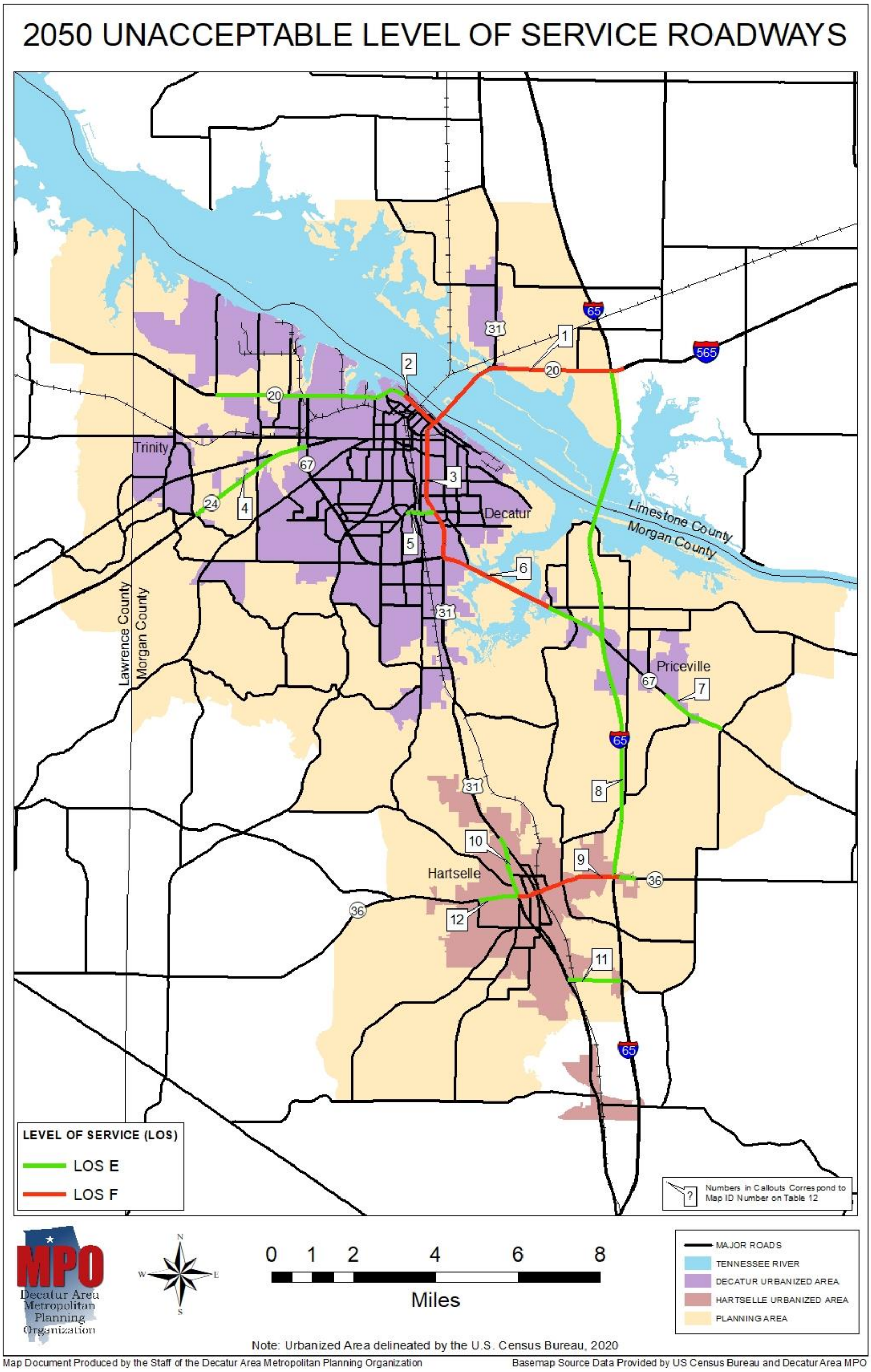


Table 14 2050 No Build Transportation Network Level of Service

Roadway	Roadway Segment Location	MAP ID (Figure 11)	Level of Service (LOS)
U.S. ALT 72 / State Route 20	Interstate 65 to Wilson Street	1	F
U.S. ALT 72/State Route 20/Wilson Street	US 31/6th Avenue to Red Hat Road	2	E, F
U.S. Highway 31 / 6th Avenue	Wilson Street to AL 67/Beltline Road	3	F
AL 24	AL 67/Beltline Road to West Morgan Road	4	E
14th Street	Austinville Road to U.S. Highway 31 / 6th Avenue	5	E
State Route 67 / Beltline Road	US 31/Beltline Road to I 65	6	E, F
State Route 67	Skidmore Road to Friendship Road	7	E
Interstate 65	I 565/US ALT 72/AL 20 to State Route 36	8	E
U.S. Highway 31	Teague Road to State Route 36	9	E
State Highway 36	US 31 to Mockingbird Hill Road	10	E, F
Thompson Road	I 65 to US 31	11	E
State Route 36	Pucket Road to US 31	12	E

5.0 Descriptions, Needs, and Strategies for each Transportation Mode

5.1 Air

Description – The Planning Area is served by three (3) airports. Two (2) of the airports, Pryor Field in Limestone County and Hartselle/Morgan County Regional Airport, are general aviation airports. The planning area is also served by an international airport. The Huntsville International Airport, located fourteen (14) miles from downtown Decatur, serves general aviation needs, commercial passenger service, and cargo operations for North Alabama and Southern Tennessee.

Needs

- Enhancement of roadways, transit services, and pedestrian/bicycle facilities to and from all airports in the planning area
- Collaboration with local planning agencies and the airport authorities

Strategies to address needs

- Continue to plan, enhance, and repair roadways that provide access to all airports as funding becomes available
- Continue to plan, enhance transit services, and pedestrian/bicycle access to all airports as funding becomes available
- Continue to collaborate with the general public, local planning agencies, and airport authorities on enhancing and improving access to all airports

5.2 Bicycle

Description - The Metropolitan Planning Organization (MPO) is working with local committees and organizations to enhance and improve bicycle facilities throughout the planning area. In the past, transportation enhancement grants have been used to construct bicycle facilities in the planning area. The planning area is geographically compact enough to allow people to utilize the bicycle as an alternative mode of transportation.

Needs

- Bicycle educational efforts
- Roadway suitability analysis
- Additional and improved bicycle facilities
- Bicycle ridership promotion
- Bicycle facility accessibility (including trails and facilities that are linked to each other)

Strategies to address needs

- Continue to plan, enhance, build, and repair bicycle facilities as funding becomes available
- Continue to work with federal, state, and local officials concerning bicycle related solutions and issues in the planning area
- Encourage local governments and schools to promote bicycle usage in the planning area
- Encourage bicycle facilities inclusion, when feasible, in all new transportation projects
- Continue to work with local officials and the general public to implement the Bicycle and Pedestrian Plan (BPP)
- Continue to seek funding through federal, state, and local sources
- Encourage and educate the general public concerning bicycle safety

5.3 Pedestrian

Description – Sidewalks are available in various locations throughout the planning area, with the highest concentration in the downtown central business district (CBD) and historic neighborhoods of Decatur and Hartselle. Many of the new developments in the planning area are requiring sidewalks as part of their overall plan. Several of the schools in the planning area are also pedestrian accessible.

Needs

- Promote pedestrian facilities that link different types of land uses
- Promote and educate the general public on pedestrian safety
- Add more pedestrian facilities such as sidewalks, bridges, and walking trails
- New developments that are pedestrian friendly

Strategies to address needs

- Continue to plan, enhance, build, and repair pedestrian facilities
- Continue to work with federal, state, and local officials on the promotion of pedestrian facilities
- Continue to seek funding opportunities for pedestrian facilities
- Continue to work with federal, state, and local officials on education and safety involving pedestrian movements in the planning area
- Continue to work with local and the general public on the implementation of the 2015 Bicycle and Pedestrian Plan (BPP)

5.4 Railroads

Description – The Planning Area is served by two (2) major rail lines. CSX Transportation Corporation has the primary north-south line and Norfolk-Southern Corporation has the primary east-west line running through the planning area. Both corporations have major rail yard facilities located in the City of Decatur. The CSX Railroad Bridge located in the planning area is a major crossing for the Tennessee River and on average forty (40) trains a day travel through the planning area. An Intermodal Rail Center is located adjacent to the Huntsville International Airport and is used by local industries to ship both raw materials and finished products throughout the world. A Railroad Quiet Zone is located in the Bank Street area in the City of Decatur. This railroad noise mitigation measure provides local businesses and adjoining neighborhoods a safe corridor by which to cross the rail line.

Needs

- Railroad crossing enhancements and safety measures
- Railroad noise identification and mitigation
- Improve data on rail operations in the planning area
- Improve Intermodal access and facilities in the region
- Improve access for vehicles, bicycles, and pedestrians across rail facilities in the planning area

Strategies to address needs

- Continue to support and enhance Railroad Crossing Safety Programs
- Continue to encourage and support Railroad Noise Identification and Mitigation programs in the planning area
- Continue to plan, enhance, and build transportation projects that aid rail operations in the planning area
- Continue to work with federal, state, and local officials on rail issues in the planning area

5.5 Freight

Description - The planning area is served by approximately twenty-one (21) trucking terminals and numerous industries, distribution centers, and shipping providers. The planning area serves as a regional hub for freight operations in North Alabama. The planning area is served by numerous federal, state, and local highways, which are used for freight movement throughout the region, as well as a navigable waterway, the Tennessee River.

Needs

- Safe and efficient transportation network system including roadways and ports
- Freight movement and management study

- Enhanced intermodal transportation network including rail, air, trucks, and water

Strategies to address needs

- Continue to enhance, build, and maintain transportation projects for the safe and efficient movement of freight in and through the planning area
- Development and maintenance of a Freight Movement Study
- Evaluate the existing transportation network system to identify roadway deficiencies
- Continue to work with federal, state, local officials, and industries on freight issues and solutions

5.6 Public Transit

Description – The Public Transit service in the planning area is operated and managed by the NARCOG Regional Transit Agency (RTA), under the auspices of the North Central Alabama Regional Council of Governments. NARGOG RTA operates the public transit service under the Section 5307 federal urban transit program.

Needs

- More urban and rural transit routes
- Extended hours of operation (nights/weekends)
- Increase funding (federal, state, local, fares)
- Employment based needs (home to work)
- Van Pools
- Transit services to and from other regions
- Downtown Circulars
- Park and Ride lots

Strategies to address needs

- Promote new and existing transit routes
- Continue to work with federal, state, and local officials on new funding opportunities
- Maintain and update the comprehensive transit plan
- Promote transit related services such as park and ride, van pools, and work-related transit operations
- Enhance transit facilities
- Maintain and update transit fleet and equipment
- Promote downtown circulars
- Work with other service providers on transit related operations

5.7 Highways

Description – The transportation network in the planning area includes 413.03 miles of functionally classified roadways. The Federal Functional Classification is divided into groups that provide vehicle capacity and access to adjacent land uses. Interstates have the greatest vehicle capacity; Principal Arterials have the next highest vehicle capacity while collectors have the greatest access to adjacent land uses. In order to be eligible for federal funding and to be included in this Long-Range Transportation Plan, a roadway must be designated a major collector or above.

Needs

- Capacity and congestion needs
- Reduce traffic accidents
- Improved Intelligent Transportation Systems (ITS)
- Access Management Plan and Procedures
- Highway safety promotion and education
- Reduce air emissions
- Maintenance of the existing highway system

Strategies to address needs

- Continue to plan, maintain, and build new highway projects when funding is available
- Continue to work with federal, state, local officials, and the general public on capacity and congestion needs in the planning area
- Continue to work with federal, state, local officials, and the general public on the promotion and education of highway traffic safety
- Develop and maintain access management plans and procedures
- Continue to work with local and state law enforcement agencies to reduce traffic accidents in the planning area
- Continue to work with federal, state, and local officials on funding opportunities for transportation projects in the planning area
- Continue to work with federal, state, and local officials on reducing air emissions in the planning area
- Develop an Intelligent Transportation System (ITS) to improve safety in the planning area

6.0 Financial Plan

The Infrastructure Investment and Jobs Act (IIJA) requires MPOs to include a financial plan as part of the Long-Range Transportation Plan (LRTP). The MPO is expected to provide reasonable project cost estimates to ensure the MPO and local stakeholders have the financial capacity to implement the planned transportation improvements contained in Section 7.0 of this plan.

6.1 Revenue Forecasts

The Alabama Department of Transportation (ALDOT) developed the projected revenue forecasts for the 2050 Long-Range Transportation Plan (LRTP). The revenue forecasts were based on historical funding averages or allotments of funding for roadway projects in the planning area.

These averages or allotments are further divided into either Capacity projects or Highway Operation and Maintenance projects based on the percentage of these types of projects over the historical averages. The Alabama Department of Transportation (ALDOT) defines a capacity project as any project that adds a new general-purpose lane on existing roadways or adds new roadways to the network system to increase capacity. Highway maintenance and operation projects are defined as projects that add turn lanes on existing roadways, realign existing roadways, add or upgrade traffic signals, add or replace bridges, or resurface/widen secondary roadways in order to improve safety and maintain the existing roadway network system.

Based upon the uncertainty of future funding amounts through the Highway Trust Fund (HTF), and a large maintenance effort proposed by the state, the Alabama Department of Transportation (ALDOT) has made a decision to spend more dollars on operations and maintenance projects over the next twenty-five (25) years. Because of this, the Alabama Department of Transportation (ALDOT) will be limiting its spending for capacity projects, while dedicating the remaining funds to operation and maintenance projects. The Decatur MPO will use its own dedicated Surface Transportation Program funds for both capacity and operations and maintenance projects.

The Alabama Department of Transportation (ALDOT) also provides projected revenue forecasts for transit projects in the planning area for 2050. These revenue forecasts are calculated the same as the roadway revenue forecasts mentioned above. This revenue forecast includes transit operations, preventative maintenance, and capital costs.

Table 16 lists the Forecasted Federal Capacity, Operations/Maintenance, and Transit Funding allocations for 2050. This table was developed by ALDOT. Table 17 lists the federal funding amounts and the state or local match for 2050.

Table 15 2050 Forecasted Federal Capacity, Maintenance/Operations, Transit Funding, and State Allocations

2050 Long Range Transportation Plan Forecasted Federal, State and Local Funding				
Funding Categories	Federal Funds	State Funds	Local Funds	Total
MPO Surface Transportation Attributable	$39,926,522		$9,981,630	$49,908,151.95
Capacity Projects (All other Surface Transportation Programs)	$47,884,642	$11,971,161		$59,855,803
Operations and Maintenance Projects (All other Surface Transportation Programs)	$92,354,313	$23,088,578		$115,442,891
Transit Projects	$27,600,000		$6,900,000	$34,500,000
Grand Total	$207,765,477	$35,059,739	$16,881,630	$259,706,845.70

Table 16 Description of Funding Categories

		Matching Requirements	
Funding Category	**Eligibility Requirements**	**Federal**	**State or Local**
Interstate Maintenance	Facitilities located on the Interstate Highway System	90%	10%
National Highway System	Facilities that are designated that are importatnt to the nation's economy, defense and mobility	80%	20%
Surface Transportation (Any Area)	Roads Classified as a Major Collector or Above	80%	20%
Surface Transportation (Other Area)	Roads Classified as a Major Collector or Above	80%	20%
Appalachian	Must meet ARC requirements and eligiblity for classified routes	80%	20%
Bridge	Structurally Deficient or Functionally Obsolete Bridge on any Public Roadway	80%	20%
Safety	Any Public Roadway	90%	10%
Congressional Special Projects	Roads Classified as a Major Collector or Above	80%	20%
Surface Transportation (Other Area) Dedicated	Roads Classified as a Major Collector or Above	80%	20%

6.2 Estimated LRTP Project Costs

The estimated project costs were provided, when available, by the projected sponsor. If the estimated project costs were not provided, the MPO staff estimated the total project costs including preliminary engineering, right-of-way acquisition, utilities, and construction as follows:

- $2.0 to $2.5 million per centerline mile
- $2.5 to 3.5 million per centerline mile if elevated
- $3.5 to $5.0 million per centerline mile if the road is in an urban environment (a retrofit)

All project costs are adjusted for inflation per IIJA requirements. The current inflation rate, according to ALDOT standards, is calculated at one (1) percent annually.

6.3 Financial Constrained Planning Requirement

Under the requirements of the Infrastructure Investment and Jobs Act, the MPO must adopt a Financially Constrained Plan showing future transportation projects that can be funded with revenues that are reasonably expected to be available during the planning period.

6.4 Other Revenue

The Decatur Area MPO will continue to look for other forms of revenue to enhance the transportation system in the planning area. This includes public-private partnerships, toll facilities, industrial access funding, impact fees, and bonds to help with shortfalls of funding for transportation projects in the planning area.

7.0 Transportation Improvements

This section identifies transportation projects selected for the 2050 LRTP as a result of the transportation planning process. Included is the listing of financially constrained projects and a visionary project listing. These projects will provide solutions to address the movement of people, goods, and services throughout the planning area in 2050. The LRTP is updated every five (5) years to reflect changes in socio-economic data, traffic conditions, and transportation needs in the planning area.

7.1 Project Selection (Financially Constrained)

In order to select transportation projects for inclusion into the 2050 Long-Range Transportation Plan, the following project selection criteria was used:

- Safety and Security
- Roadway Deficiencies, Level of Service (existing and future)
- Cost Effectiveness
- Funding Availability
- Environmental Issues
- Local Commitment and Support

In order to identify roadway deficiencies, two (3) travel demand models were developed to identify future roadway deficiencies in the planning area. The Existing Plus Committed (E+C) network and the 2050 No Build network, and the 2050 network are summarized below.

The Existing Plus Committed (E+C) network represents existing and future roadway projects for which a committed funding source exists. The E+C network did not have any capacity projects added from 2020 to 2025 so the 2020 network was used to identify deficiencies in level of service (Section 3.11.2 Figure 10).

The 2050 No Build network was created using the 2050 socio economic projected data, where no projects were added to the network to create a level of service for 2050. This level of service was used to identify projects for inclusion into the 2050 network (Section 4.4 Figure 11).

The 2050 network was created using 2050 socio-economic data and included financially constrained projects needed for future travel demand in the planning area. These projects were proposed based on the above-mentioned criteria and comments from local governments, stakeholder groups, general public comments, and roadway deficiencies identified in the E+C and 2050 No Build networks.

The following section (Section 7.2) details the selected financially constrained projects along with their descriptions and a balance sheet.

7.2 Project Descriptions and Balance Sheet

The projects for the 2050 LRTP were developed using the previous 2045 LRTP, the current transportation improvement plan, the project selection and prioritization criteria (Section 7.1), the travel demand model results and analysis, and the public participation process outlined in this plan (Section 8).

Based on the funding estimates for the thirty (30) year period of 2020 to 2050, a total of $180,165,477.00 (federal funds) will be available for capacity and operations/maintenance projects for the planning area. Total federal transit funding for the same time frame will be $27,600,000.00; this will continue funding for operating, maintenance, and capital costs at the current level of funding. The MPO has control for the selection of projects included in the Surface Transportation Program – Attributable (STPOA) funding category. This funding category has total projected revenue of $39,926,522.00 for capacity and operations/maintenance projects from 2020 to 2050. All projects in other funding categories are selected by ALDOT in conjunction with the MPO. Because of uncertainty of future federal funding, and an emphasis by the state, to have a large operations/maintenance effort, the Alabama Department of Transportation (ALDOT) will be limiting its spending on capacity projects.

The MPO has also placed an emphasis on operations/maintenance in the selection of projects contained in the Surface Transportation Program – Attributable (STPOA) funding category. Capacity and operation/maintenance projects that are identified in the MPO Portal from 2020 to 2050 are included in the constrained funding table (Table 17). All other capacity and operation/maintenance projects identified but not contained within the financially constrained tables will be shown in the visionary project table (Table 20).

Bicycling and walking are viable transportation alternatives throughout many communities within the North Alabama Region. In the project selection process, bicycling and pedestrian facilities will be contained within the scope of all projects unless one of the following exceptional circumstances occurs:

- If bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- If the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use.

The Decatur Area has an adopted Bicycle and Pedestrian Plan (BPP). The BPP contains a listing of projects that are bicycle and pedestrian specific, without regard to any specific roadway project. This listing can be found in Appendix G of the Bicycle and Pedestrian Plan, which can be obtained from the MPO website:
https://www.cityofdecatural.com/departments/metropolitan-planning-organization/

Table 17 lists financially constrained capacity and maintenance and operations projects for the 2050 LRTP. This table is divided by funding category and includes the following details:

- Map ID
- ALDOT Project Number
- Project Type
- Project Description
- Project Sponsor
- Project Status
- Time Frame
- Scope
- Length
- Program Year
- Project Costs – Year of Expenditure (federal cost, state or local cost, and total cost)

Figure 12 contains map locations of financially constrained projects in the planning area for the 2050 LRTP.

Table 17 2050 Long-Range Projects (Financially Constrained)

Surface Transportation Attributable Projects (Capacity and Operations and Maintenance)													
Map ID Figure 12	**ALDOT Project Number**	**Project Type**	**Project Description**	**Project Sponsor**	**Project Status**	**Timeframe**	**Scope**	**Length (Miles)**	**Program Year**	**Project Costs -Year of Expenditure (YOE)**			
										Federal	**State**	**Local**	**Total**
1	100069663	Capacity	Intersection Improvements on Vaughn Bridge Road at SR-3 (US-31)	Hartselle	Authorized	TIP	CN	0.14	2025	$1,306,173		$326,543	$1,632,716
2	100070847	O& M	Replace Roadway Culvert and Approaches on West Morgan Road over Bakers Creek	Morgan County	Authorized	TIP	UT	0.30	2025	$524,503		$131,126	$655,629
3	100070848	O& M		Morgan County	Authorized	TIP	CN	0.30	2025	$1,560,199		$390,050	$1,950,249
4	100079458	O& M	Reconstruction of Church Street from SR-3 (US-31/6th Avenue) to Somerville Road in the City of Decatur	Decatur	Authorized	TIP	PE	0.35	2025	$100,000		$25,000	$125,000
5	100079460	O& M		Decatur	Authorized	TIP	CN	0.35	2026	$981,556		$245,389	$1,226,945
6	100073372	Capacity	Intersection Improvements at SR-36 and Lando Cain Road	Hartselle	Authorized	TIP	RW	0.25	2025	$271,120		$67,780	$338,900
7	100073374	Capacity		Hartselle	Planned	TIP	UT	0.25	2026	$640,000		$160,000	$800,000
8	100073377	Capacity		Hartselle	Planned	TIP	CN	0.25	2027	$1,859,578		$464,895	$2,324,473
9	100080771	O& M	Signal Upgrades at the following Intersections in the City of Hartselle: I-65 Ramps/SR-36 SR-36/Bethel Road SR36/Sparkman Street SR 36 Crestline Drive Sparkman Street/Hayes Street/Karl Prince Drive Pattillo Street/Nanceford Road	Hartselle	Authorized	TIP	PE	0.10	2026	$24,000		$6,000	$30,000
10	100080772	O& M		Hartselle	Planned	TIP	CN	0.10	2026	$161,600		$40,400	$202,000
11		Capacity	Intersection Improvements on AL 20 at Ingalls Harbor	Decatur	Planned	LRTP	PE, RW, UT and CN	0.50	2027	$2,000,000		$500,000	$2,500,000
12		Capacity	Intersection Improvements at AL 67 (Beltline)/Modaus Road/Fairgrounds Road	Decatur	Planned	LRTP	PE, RW, UT and CN	0.50	2028	$2,000,000		$500,000	$2,500,000
13		O & M	Traffic Signal Management at major intersections along SR-67 and US-31	Decatur	Planned	LRTP	PE, RW, UT and CN	0.00	2028	$480,000		$120,000	$600,000
14		Capacity	Intersection Improvements at US 31 and Cedar Lake Road	Decatur	Planned	LRTP	PE, RW, UT and CN	0.25	2029	$800,000		$200,000	$1,000,000
15		Capacity	Intersection Improvements on SR-67 at Marco Drive, Robinson Street and Pleasant Acres Road	Priceville	Planned	LRTP	PE, RW, UT and CN	0.75	2030	$1,600,000		$400,000	$2,000,000

16		O& M	Resurface Church Street from Riverview Drive to Beech Street	Decatur	Planned	LRTP	PE, RW, UT and CN	0.75	2031	$960,000		$240,000	$1,200,000
17		Capacity	Intersection Improvements at Old Moulton Road and McEntire Lane	Morgan County	Planned	LRTP	PE, RW, UT and CN	0.25	2032	$800,000		$200,000	$1,000,000
18		Capacity	Intersection Improvements at US-31 and Airport Road	Decatur	Planned	LRTP	PE, RW, UT and CN	0.25	2033	$1,200,000		$300,000	$1,500,000
19		Capacity	Intersection Improvements at the Intersection of Milner Street and Georgia Street	Hartselle	Planned	LRTP	PE, RW, UT and CN	0.25	2033	$480,000		$120,000	$600,000
20		Capacity	Intersection Improvements at the Intersection of Old Hwy 24 and Woodall Road	Trinity	Planned	LRTP	PE, RW, UT and CN	0.25	2034	$1,200,000		$300,000	$1,500,000
21		O & M	Improvements to Bibb Garrett Road from AL 20 to I 65 Overpass	Decatur	Planned	LRTP	PE, RW, UT and CN	1.30	2034	$4,000,000		$1,000,000	$5,000,000
22		Capacity	Intersection Improvements at US 31 and Poole Valley Road	Decatur	Planned	LRTP	PE, RW, UT and CN	0.50	2034	$1,760,000		$440,000	$2,200,000
23		O& M	Resurfacing 4th Avenue from Lee Street to Gordon Drive	Decatur	Planned	LRTP	PE, RW, UT and CN	0.50	2035	$400,000		$100,000	$500,000
24		Capacity	Intersection Improvements at Memorial Drive and Moulton Street	Decatur	Planned	LRTP	PE, RW, UT and CN	0.25	2035	$1,600,000		$400,000	$2,000,000
25		Capacity	Intersection Improvements at Skidmore and Cave Springs Road	Priceville	Planned	LRTP	PE, RW, UT and CN	0.25	2036	$800,000		$200,000	$1,000,000
26		O& M	Resurface Milner Street from SR-36 to Georgia Street	Hartselle	Planned	LRTP	PE, RW, UT and CN	0.50	2037	$400,000		$100,000	$500,000
27		O& M	Resurface Mount Tabor Road from Thompson Road to SR-36	Morgan County	Planned	LRTP	PE, RW, UT and CN	2.00	2035	$640,000		$160,000	$800,000
28		O& M	Intersection Improvements at SR-67 and Marsha Drive	Priceville	Planned	LRTP	PE, RW, UT and CN	0.25	2035	$1,040,000		$260,000	$1,300,000

29		O& M	Resurface Central Parkway SW from 14th Street to Beltline Road	Decatur	Planned	LRTP	PE, RW, UT and CN	1.50	2036	$800,000		$200,000	$1,000,000
30		O& M	Resurface Barkley Bridge Road from Nance Ford Road to Salem Road	Hartselle	Planned	LRTP	PE, RW, UT and CN	0.25	2037	$800,000		$200,000	$1,000,000
31		O& M	Intersection Improvements at SR-67 and Deere Road	Decatur/Priceville	Planned	LRTP	PE, RW, UT and CN	0.50	2038	$1,200,000		$300,000	$1,500,000
32		O& M	Intersection Improvements at SR-67 and Williams Lane	Decatur\Priceville	Planned	LRTP	PE, RW, UT and CN	0.50	2039	$1,200,000		$300,000	$1,500,000
33		O& M	Intersection Improvements at Barkley Bridge Road and Groover Road	Hartselle	Planned	LRTP	PE, RW, UT and CN	0.50	2040	$500,000		$125,000	$625,000
34		Capacity	Intersection Improvements at Sparkman Street and US - 31	Hartselle	Planned	LRTP	PE, RW, UT and CN	0.25	2041	$1,200,000		$300,000	$1,500,000
35		O& M	Resurface Cedar Lake Road SW from Spring Avenue to US Hwy 31	Decatur	Planned	LRTP	PE, RW, UT and CN	1.50	2043	$400,000		$100,000	$500,000
36		O& M	Resurface Mill Road SE from Old HWY 31 to U.S. 31	Decatur	Planned	LRTP	PE, RW, UT and CN	0.25	2044	$320,000		$80,000	$400,000
37		O& M	Resurface Gordon Drive SW/SE from West Moulton Street to 4th Avenue SE	Decatur	Planned	LRTP	PE, RW, UT and CN	1.00	2045	$480,000		$120,000	$600,000
38		O& M	Intersection Improvements at Indian Hills Road and Red Bank Road	Decatur	Planned	LRTP	PE, RW, UT and CN	0.25	2045	$400,000		$100,000	$500,000
39		O& M	Resurface Nance Ford Road from Salem Road to U.S. 31	Hartselle	Planned	LRTP	PE, RW, UT and CN	2.50	2046	$480,000		$120,000	$600,000
40		O& M	Resurface Mountain Home Road from North Seneca Drive to the Lawrence County Line	Trinity	Planned	LRTP	PE, RW, UT and CN	1.00	2047	$560,000		$140,000	$700,000
41		Capacity	Intersection Improvements at Danville Road and Vestavia Drive	Decatur	Planned	LRTP	PE, RW, UT and CN	0.50	2048	$800,000		$200,000	$1,000,000

42		Capacity	Intersection Improvements at Danville Road and Chapel Hill Road	Decatur	Planned	LRTP	PE, RW, UT and CN	0.50	2049	$800,000		$200,000	$1,000,000
43		Capacity	Intersection Improvements at Garner Road and Blue Ridge Road	Hartselle	Planned	LRTP	PE, RW, UT and CN	0.50	2050	$320,000		$80,000	$400,000
							Project Estimated Total			$39,848,729		$9,962,182	$49,810,911
							Forecasted 2050 Total (Federal)			$39,926,522			
							Balance			$77,793			

Surface Transportation Projects (All Other Surface Transportation Programs)

Map ID Figure 12	ALDOT Project Number	Project Type	Project Description	Project Sponsor	Project Status	Timeframe	Scope	Length (Miles)	Program Year	Project Costs -Year of Expenditure (YOE)			
										Federal	State	Local	Total
44	100077776	O & M	Resurfacing on I-65 from Hurricane Creek (MP 315.665) to 0.62 miles South of SR-36 (MP 326.874) including Bridge Raising (BIN 009538) at Parker Road	ALDOT	Authorized	TIP	CN	11.21	2025	$9,829,623	$1,092,180		$10,921,803
45	100077778	O & M	Resurfacing on I-65 from .6 miles South of SR-36 (MP 326.874) to 1.1 miles South of I-565 (MP 338.900) including Bridge Raising (BIN 009923) at Upper River Road	ALDOT	Authorized	TIP	CN	12.05	2025	$9,361,959	$1,040,218		$10,402,177
46	100077786	O & M	Sign Replacement on I-65 from the Tennessee River to 0.63 miles South of the Tennessee State Line	ALDOT	Authorized	TIP	CN	0.10	2025	$471,488	$52,388		$523,876
47	100078759	O & M	Resurfacing on SR-20 from 0.23 miles West of Kirby Road to the Morgan County Line	ALDOT	Authorized	TIP	FM	5.56	2025	$2,950,422	$737,606		$3,688,028
48	100078762	O & M	Resurfacing on SR-24 from the Lawrence County Line to SR-67	ALDOT	Authorized	TIP	FM	5.46	2025	$2,725,688	$681,422		$3,407,110
49	100078764	O & M	Resurfacing on SR-67 from CR-41 to SR-24	ALDOT	Authorized	TIP	FM	2.15	2025	$1,621,842	$405,461		$2,027,303
50	100078765	O & M	Resurfacing on SR-67 from SR-3 (US-31) to CR-41	ALDOT	Authorized	TIP	FM	2.80	2025	$1,766,273	$441,568		$2,207,841
51	100079882	O & M	Rehabilitate and Bridge Painting on SR-3 (US-31)/ SR-20 over the Tennessee River (BIN 007320: SB Truss Bridge)	ALDOT	Authorized	TIP	PE	0.53	2025	$400,000	$100,000		$500,000
52	100079883	O & M		ALDOT	Planned	TIP	CN	0.53	2029	$8,324,832	$2,081,208		$10,406,040
53	100080454	O & M	Bridge Deck REHAB (HYDRODEMO) on I-65 Bridges over SR-67 (BIN 9921 9922)	ALDOT	Authorized	TIP	PE	1.70	2025	$200,000	$50,000		$250,000

54	1000080500	O & M	Resurfacing Bridge Guardrail Retrofit Guardrail Guardrail End Anchor Upgrades and Guardrail Reset for Steel Blockouts on SR-3 (US-31) from the South End of Capt. W.J. Hudson Bridge to Thomas Hammons Road	ALDOT	Authorized	TIP	FM	3.95	2026	$3,210,997	$802,749		$4,013,746
55	100080503	O & M	Resurfacing on SR-67 from SR-24 to SR-20 (US-72) to include Norfolk Southern Railway Crossing	ALDOT	Authorized	TIP	FM	1.40	2026	$1,440,138	$360,035		$1,800,173
56	100080504	O & M	Resurfacing on SR-67 from Indian Hills Road SE to SR-3 (US-31)	ALDOT	Authorized	TIP	FM	3.41	2026	$1,720,262	$430,065		$2,150,327
57	100061923	O & M	Pavement Rehabilitation on SR-20 (US-72) from MP 67.147 East of RR Spur to MP 68.600 West of Bridge over RR	ALDOT	Planned	TIP	CN	1.45	2027	$2,704,380	$676,095		$3,380,475
58	100078680	O & M	Bridge Replacement (BIN 6594) on SR-20 (US-72) over Norfolk Southern Railroad	ALDOT	Planned	TIP	UT	0.50	2027	$144,242	$36,061		$180,303
59	100079886	O & M		ALDOT	Planned	TIP	RW	0.50	2027	$40,804	$10,201		$51,005
60	100076779	O & M		ALDOT	Planned	TIP	CN	0.50	2028	$4,204,040	$1,051,010		$5,255,050
61	100080455	O & M	Bridge Deck REHAB (HYDRODEMO) on I-65 Bridges over Cedar Creek (BIN 9536 9537) and over SR-67 (Bin 9921 9922)	ALDOT	Planned	TIP	CN	1.70	2027	$2,252,913	$563,228		$2,816,141
62	100037845	O & M	Bridge Replacement BINS 006153 and 001391 on SR-3 (US-31) over Norfolk-Southern Railway	ALDOT	Planned	TIP	CN	0.52	2028	$7,648,761	$1,912,190		$9,560,951
63	100081837	Capacity	SR-20 (US-72) New location to Increase Capacity over the Tennessee River in Decatur from SR-67 (Beltline Road) to I-65	ALDOT	Planned	TIP	PE	7.80	2026	$4,800,000	$1,200,000		$6,000,000
64	100081838	Capacity		ALDOT	Planned	TIP	UT		2029	$1,648,482	$412,120		$2,060,602
65	100081839	Capacity		ALDOT	Planned	TIP	CN		2030	$1,664,966	$416,242		$2,081,208
66	100081770	O & M	Resurfacing at Site 1: CR-700 from SR-20 (US-72) to .870 miles Nort of CR-222; Site 2: CR-222 from the Morgan County Line to CR-700; Site 3: CR-222 from .750 miles West of CR-700 to CR-434: Site 4; CR-434 from CR-365 to SR-24	ALDOT	Planned	TIP	CN	0.10	2026	$1,360,000	$340,000		$1,700,000
67	100080727	O & M	Railroad Crossing Improvements; Install (2) Cantilever Mast Mounted Signals with (2) Bells (2) Gates and GCPSINGSMARKINGSLEGENDSAND Concrete Island with Curb at CR-20 (US-72/Joe Wheeler HWY) and Norfolk Southern RR DOT NO.726060s ERF NO. 1625	ALDOT	Planned	TIP	CN	0.10	2026	$850,000			$850,000
68	100080762	O & M	Railroad Crossing Improvements for upgrading Standard Mast Mounted Signals Bells Lights and Install Gates Signs Markings and Legends at N. Seneca Drive and Norfolk Southern DOT NO. 731861V REF NO. 1615	ALDOT	Planned	TIP	CN	0.10	2026	$630,000			$630,000

69	100080766	O & M	Railroad Crossing Improvements Install Bell and Panel Box Markings Legends and Signs and Upgrade Sidewalk Crossing Bells Gates and Lights at Main Street East and CSXT Railroad DOT NO. 352110G REF NO. 1617	ALDOT	Planned	TIP	CN	0.10	2026	$725,000			$725,000
60	100078795	O & M	Railroad Crossing Improvements Upgrading Signals Bells Gates GCP Signs Markings and Legends at Moulton Street and CSX Railroad in Decatur DOT NO. 352093T NO. 1605	ALDOT	Planned	TIP	CN	0.10	2027	$650,000			$650,000
71	100075849	O & M	Sidewalks along East Upper River Road and North Bethel Road in the City of Priceville	Priceville	Planned	TIP	CN	0.10	2027	$734,314		$183,579	$917,893
							Project Estimated Total			$74,081,427	$14,892,046	$183,579	$89,157,052
							Forecasted 2050 Total (Federal)			$140,238,955			
							Balance			$66,157,528			

Federal and State Funded Projects (ATRIP II, Grants, Transit LVOE, System Maintenance)

Map ID Figure 12	ALDOT Project Number	Project Type	Project Description	Project Sponsor	Project Status	Timeframe	Scope	Length (Miles)	Program Year	Project Costs -Year of Expenditure (YOE)			
										Federal	State	Local	Total
72	100076553	Capacity	Intersection Improvements (Turn Lanes) and Signal Modifications) at SR-24 and South Greenway Drive in the Town of Trinity	Trinity	Authorized	TIP	CN	0.10	2025		$1,974,560		$1,974,560
73	100078891	O & M	Dr. Sims Hike-Bike Way on the Singing River Trail; Reconnecting Old Town to Decatur Riverfront; Sidewalk Bikeway and Streetscapes to provide improved Access and Safety Crossing SR-20 and the Railroad	Decatur	Authorized	TIP	PE	0.77	2025	$2,382,164			$2,382,164
74	100078833	Capacity	Realign Sparkman Street at SR-3 (US-31) and Lane Road Intersection (Including Access Management and a new Traffic Signal)	Hartselle	Planned	TIP	CN	0.10	2026		$1,980,000		$1,980,000
75	100076554	O & M	Intersection Improvements at SR-67 and Upper River Road	Decatur	Planned	TIP	CN	0.10	2026		$1,514,157		$1,514,157
							Project Estimated Total			$2,382,164	$5,468,717	$0	$7,850,881

Transit Projects (Level of Effort)

Map ID Figure 12	ALDOT Project Number	Project Type	Project Description	Project Sponsor	Project Status	Timeframe	Scope	Length (Miles)	Program Year	Project Costs -Year of Expenditure (YOE)			
										Federal	State	Local	Total
	100077084	Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2026	$944,548		$236,137	$1,180,685

		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2027	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2028	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2029	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2030	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2031	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2032	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2033	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2034	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2035	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2036	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2037	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2038	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2039	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2040	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2041	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2042	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2043	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2044	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2045	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2046	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2047	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2048	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2049	$944,548		$236,137	$1,180,685
		Transit	Level of Effort Section 5307	NARCOG	Planned	TIP	TR	0.00	2050	$944,548		$236,137	$1,180,685
							Project Estimated Total			$23,613,700	$0	$5,903,425	$29,517,125
							Forecasted 2050 Total (Federal)			$27,600,000			
							Balance			$3,986,300			

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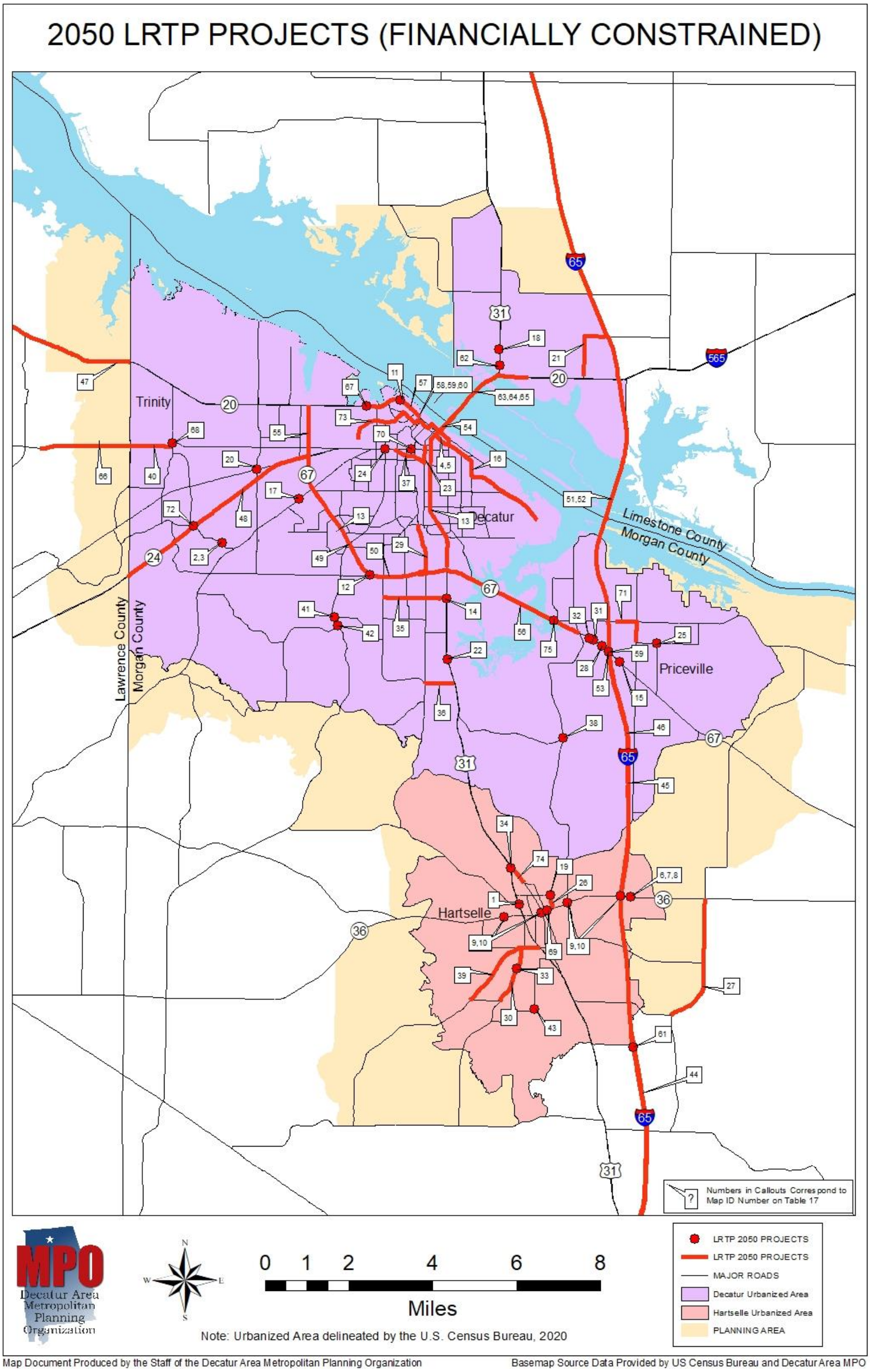
Figure 12 2050 Long-Range Projects (Financially Constrained)



7.3 2050 Future Network

The 2050 Future Network includes the 2020 base year network and 2050 no build network plus any financially constrained capacity transportation projects from 2020 to 2050. The MPO has intersection capacity projects listed in Table 17 and other capacity projects listed in Table 18 Visionary Projects (to be added to the LRTP and TIP as funding becomes available). The MPO has decided to use its Attributable funding to fund intersection, resurfacing and safety projects due to funding constraints. The MPO will seek additional federal, state and local funding for other capacity projects.

The 2050 Future Transportation Network was used to evaluate and determine traffic conditions in 2050. The 2050 Future Network identifies future transportation needs based on control measurements such as level of service (LOS) and travel times. A comparison of the existing and future roadway conditions indicates that roadways with existing deficiencies (level of service E and F) will get progressively worse in the future. Figure 9 on page 44 gives a description and definition of level of service. Table 18 gives a detailed description of the congested roadways for the 2050 Future Transportation Network. In addition, Figure 13 shows the location of congested roadways based on the volume/capacity ratio.

Figure 13 2050 Future Transportation Network Level of Service

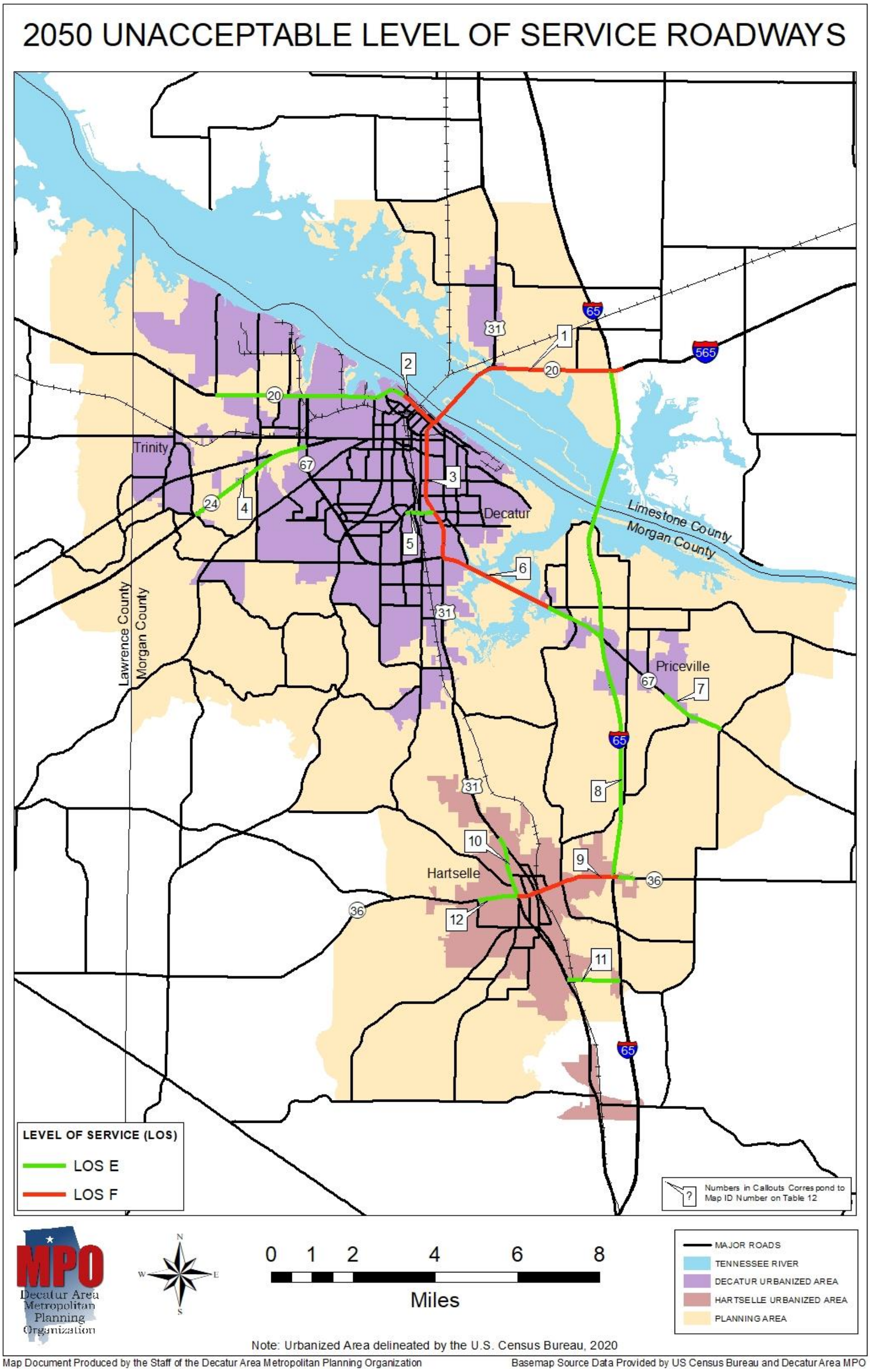


Table 18 2050 Future Transportation Network Level of Service

Roadway	Roadway Segment Location	MAP ID (Figure 11)	Level of Service (LOS)
U.S. ALT 72 / State Route 20	Interstate 65 to Wilson Street	1	F
U.S. ALT 72/State Route 20/Wilson Streeet	US 31/6th Avenue to Red Hat Road	2	E,F
U.S. Highway 31 / 6th Avenue	Wilson Street to AL 67/Beltline Road	3	F
AL 24	AL 67/BeltlineRoad to West Morgan Road	4	E
14th Street	Austinville Road to U.S. Highway 31 / 6th Avenue	5	E
State Route 67 / Beltline Road	US 31/Beltline Road to I 65	6	E,F
State Route 67	Skidmore Road to Friendship Road	7	E
Interstate 65	I 565/US ALT 72/AL 20 to State Route 36	8	E
U.S. Highway 31	Teague Road to State Route 36	9	E
State Highway 36	US 31 to Mockingbird Hill Road	10	E, F
Thompson Road	I 65 to US 31	11	E
State Route 36	Pucket Road to US 31	12	E

7.4 2050 Visionary Plan

The 2050 Visionary Plan includes projects that are needed in the planning area, but could not be included in the Financially Constrained table of the LRTP because adequate funding is not available. The MPO will maintain the visionary plan in hopes of additional funding availability in the future. The visionary plan serves as a source of pre-reviewed projects that could be added to the LRTP if any planned project is completed under cost, or with special funds, or is eliminated. The projects that are included in the 2050 Visionary Plan are included in Table 19 below and shown in Figure 14.

Table 19 2050 Visionary Plan Projects

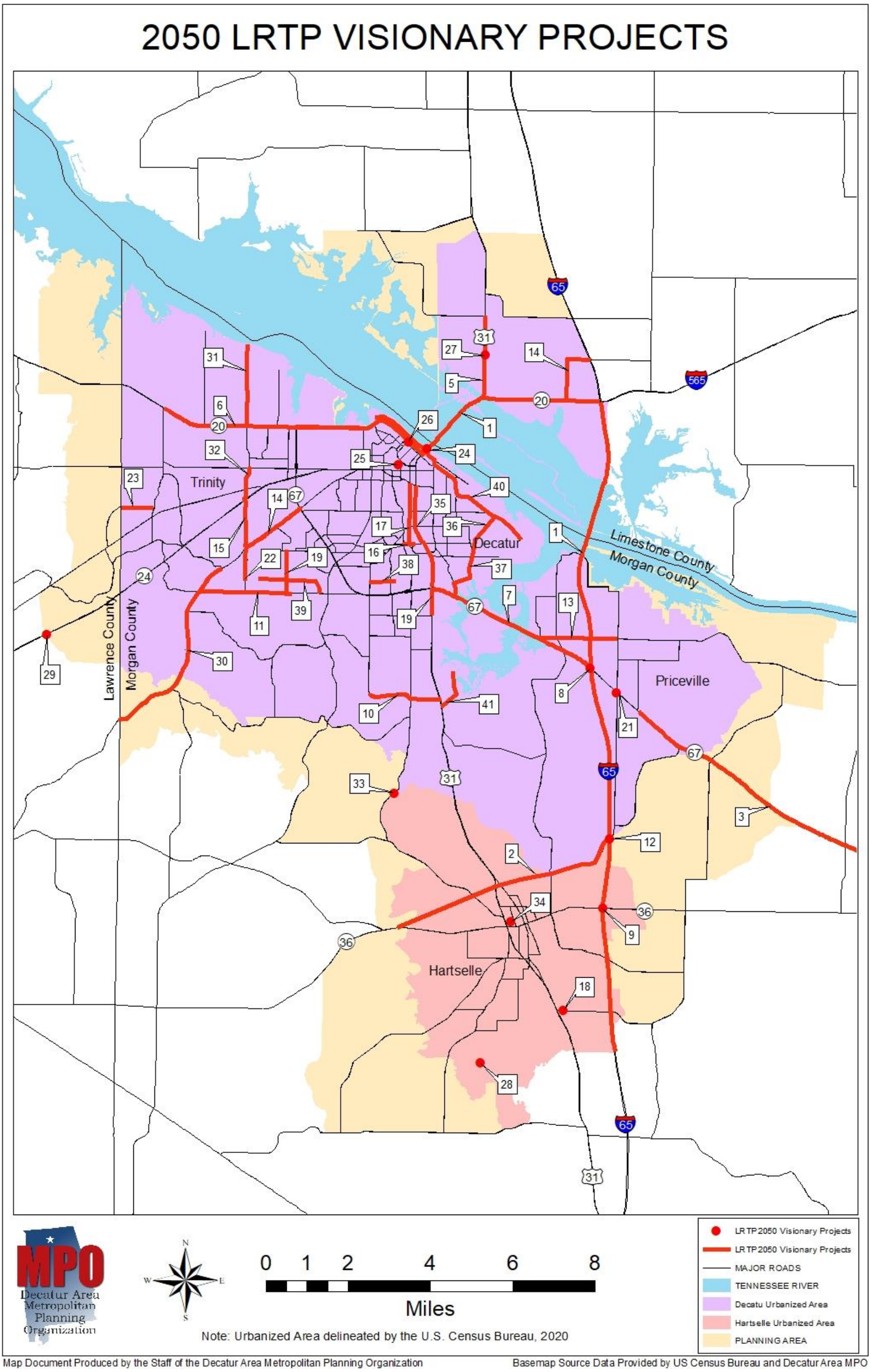
Map ID Figure 14	Project Description	Scope	Length (miles)	Improvement Type	Year of Expenditure (YOE) Costs
1	Improve SR-20 from Beltline Road to I-65 (Including Tennessee River Bridges)	PE, RW, UT, and CN	3.50	Capacity	$140,000,000
2	Relocation of SR-36 from SR-36 West to I-65 at Bethel Road	PE, RW, UT, and CN	2.75	Capacity	$40,000,000
3	Add lanes to SR-67 from Somerville to 4 lane section in Priceville	PE, RW, UT, and CN	6.00	Capacity	$60,000,000
4	Add lanes to I-65 From I-565 Interchange to Urban Area boundary South of Thompson Road	PE, UT, CN	8.00	Capacity	$90,000,000
5	Add lanes to U.S. Highway 31 from SR-20 to Thomas Hammons Road	PE, RW, UT, and CN	1.75	Capacity	$25,000,000
6	Add lanes to SR-20 from Beltline Road to North Seneca Drive	PE, RW, UT, and CN	3.25	Capacity	$40,000,000
7	Add lanes to SR-67 from U.S. Highway 31 to I-65	PE, RW, UT, and CN	4.00	Capacity	$30,000,000
8	AL 67/I 65 Interchange Improvements	PE, RW, UT, and CN	0.50	Capacity	$15,000,000
9	AL 36/ I-65 Interchange Improvements	PE, RW, UT, and CN	0.50	Capacity	$10,000,000
10	Add lanes to Spring Avenue from Day Road to U.S. Hwy 31	PE, RW, UT, and CN	1.50	Capacity	$25,000,000
11	Add lanes to Modaus Road from Lexington Avenue to Old Moulton Road	PE, RW, UT, and CN	2.50	Capacity	$20,000,000
12	Interchange at I65 and Bethel Road	PE, RW, UT, and CN	1.00	Capacity	$30,000,000
13	Add lanes to Upper River Road from SR-67 to Bethel Road	PE, RW, UT, and CN	2.00	Capacity	$25,000,000
14	Add lanes to Old Moulton from SR-67 to Woodall Road	PE, RW, UT, and CN	1.50	Capacity	$20,000,000

15	Add lanes to Woodall Road from Old Moulton Road to SR-24	PE, RW, UT, and CN	1.25	Capacity	$20,000,000
16	14th Street Bridge Improvements including Bicycle and Pedestrian upgrades	CN	0.50	Maintenance and Operations	$15,000,000
17	Resurface 4th Avenue for Gordon Drive to 14th including Bicycle and Pedestrian upgrades	CN	1.50	Maintenance and Operations	$4,000,000
18	Thompson Road Bridge Improvements including Bicycle and Pedestrian upgrades	CN	0.50	Maintenance and Operations	$15,000,000
19	Construct Judge Crow Boulevard from Auburn Road to Modaus Road	PE, RW, UT, and CN	1.00	Capacity	$10,000,000
20	Add lanes to U.S. Hwy 31 from SR-67 to Cedar Lake Road	PE, RW, UT, and CN	0.75	Capacity	$15,000,000
21	Intersection Improvements on SR-67 at Bethel Road	PE, RW, UT, and CN	0.50	Maintenance and Operations	$3,000,000
22	Add lanes to Shady Grove Lane from Deerfoot Way to Old Moulton Road	PE, RW, UT, and CN	1.00	Capacity	$5,000,000
23	Resurface John Johnson Road from North Sennca Drive to Lawrence County Line	PE and CN	0.75	Maintenance and Operations	$600,000
24	Intelligent Transportation System (ITS) for Hudson Memorial Bridge and SR-20	PE, UT and CN	0.75	Maintenance and Operations	$1,500,000
25	Parking Deck Downtown Decatur	PE, RW, UT, and CN	0.25	Maintenance and Operations	$20,000,000
26	Pedestrian Bridge over SR-20 connecting Downtown Decatur to Rhodes Ferry Park	PE, RW, UT, and CN	0.25	Maintenance and Operations	$5,000,000
27	Pedestrian Bridge over U.S. Hwy 31 connecting Calhoun Community College to the Robotics Center	PE, RW, UT, and CN	0.25	Maintenance and Operations	$3,000,000
28	Huckaby Bridge Road, Bridge Replacement	PE, RW, UT, and CN	0.5	Maintenance and Operations	$3,000,000
29	Intersection Improvements on SR-24 at CR-327	PE, RW, UT, and CN	0.5	Maintenance and Operations	$1,500,000
30	Resurface Old Moulton Road from West Morgan Road to Lawrence County Line	PE, RW, UT, and CN	4.9	Maintenance and Operations	$2,500,000
31	Resurface Finley Island Road from SR-20 to Tennessee River	PE, RW, UT, and CN	1.8	Maintenance and Operations	$1,500,000
32	Resurface Woodall Road from SR-24 to SR-20	PE, RW, UT, and CN	1.7	Maintenance and Operations	$1,000,000
33	Intersection Improvements at Norris Mill Road and Bowles Bridge Road	PE, RW, UT, and CN	0.5	Maintenance and Operations	$1,000,000
34	Parking Deck Downtown Hartselle	PE, RW, UT, and CN	0.1	Maintenance and Operations	$15,000,000.00

35	Streetscape Project on 6th Avenue (US31) from Gordan Drive to AL-67	PE, RW, UT, and CN	1.5	Maintenance and Operations	$30,000,000
36	Decatur Greenway Point Mallard Parkway to Stratford Road	PE, RW, UT, and CN	1.0	Maintenance and Operations	$800,000
37	Decatur Greenway Stratford Road to SR 67	PE, RW, UT, and CN	1.5	Maintenance and Operations	$3,000,000
38	Decatur Greenway From Wilson Morgan Park to Spring Avenue	PE, RW, UT, and CN	0.5	Maintenance and Operations	$1,200,000
39	Greenway Connecting Jack Allen from Bunny Lane to Modaus Road	PE, RW, UT, and CN	2.0	Maintenance and Operations	$2,000,000
40	Dr. Sims Bicycle/ Pedestrian Upgrades for Point Mallard to Ingalls Harbor	PE, RW, UT, and CN	4.0	Maintenance and Operations	$7,000,000
41	Greenway from Dinsmore Slough trough the Alabama Deaf and Blind Campus to US-31 at 6th Avenue SE	PE, RW, UT, and CN	1.0	Maintenance and Operations	$1,500,000

The planning area currently has two (2) bridges that cross the Tennessee River. These bridges will be over capacity before 2050, and the planning area will need another bridge to relieve congestion. In 2024 a Bridge Feasibility Study was completes for a new bridge and solutions for the existing bridges crossing the Tennessee River. Future studies will need to be completed to identify a new location for the bridge. ALDOT has a project schedule for 2026 to look at the existing bridges and other environmental work for a new bridge. no funding been identified for construction of a third bridge. Because of these factors, a bridge is not listed in the above table. The MPO will continue to work with federal, state, and local officials to identify funds for a new river crossing.

Figure 14 2050 Visionary Projects



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

7.4.1 2050 Visionary Network

The 2050 Visionary Network includes the 2050 future year network plus any visionary capacity projects from 2026 to 2050. Forty-one (41) transportation projects were added to the 2050 future year network to form the 2050 Visionary Network. These projects are listed in Table 19.

The 2050 Visionary Transportation Network was used to evaluate and determine traffic conditions in 2050. The 2050 Visionary Network identifies future transportation needs based on control measurements such as level of service (LOS) and travel times. A comparison of the existing and future roadway conditions indicates that roadways with existing deficiencies (level of service E and F) will get progressively worse in the future. Figure 9 on page 44 gives a description and definition of level of service. Table 20 gives a detailed description of the congested roadways for the 2050 Visionary Transportation Network. In addition, Figure 15 shows the location of congested roadways based on the volume/capacity ratio.

Figure 15 2050 Visionary Network Level of Service

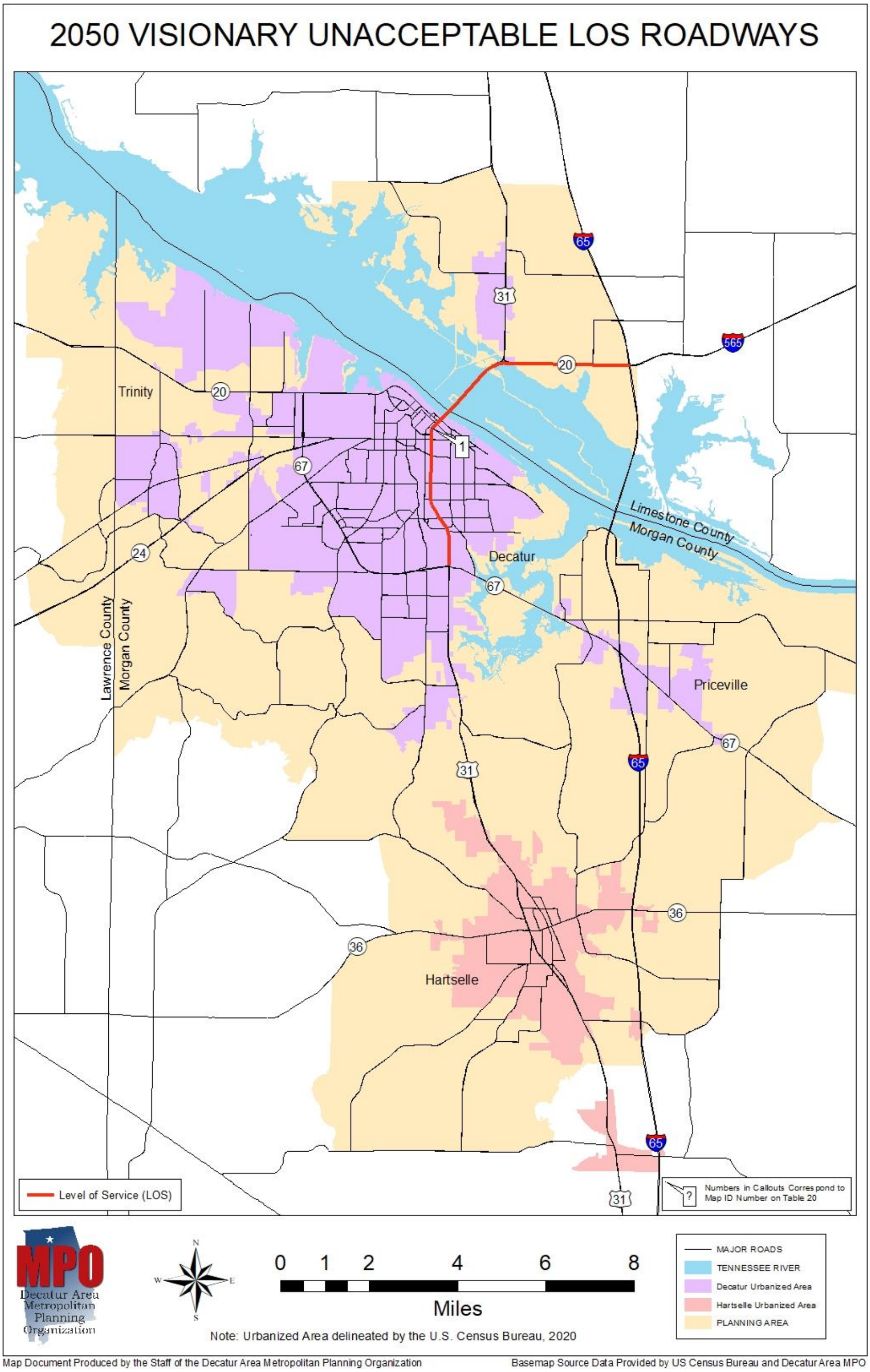


Table 20 2050 Visionary Network Level of Service

Roadway	Roadway Segment Location	MAP ID (Figure 15)	Level of Service (LOS)
US-31 (ALT 72) / AL-20	From I-65 Interchange to AL-67 (Beltline Road)	1	F

8.0 Public Participation and Continuing Efforts

8.1 Public Participation Planning Process

MPO Committee Meetings – All meetings of the MPO Policy Board are preceded by meeting notices and agendas indicating the time, date, and place of the meeting. The meeting notice and agenda are circulated at least ten (10) days before a meeting. People that need special assistance to attend meetings may contact the MPO staff forty-eight (48) hours prior to the meetings to arrange for assistance to the meeting. Meeting details are also posted on the MPO website (https://www.cityofdecatural.com/departments/metropolitan-planning-organization/) ten (10) days before a meeting. Copies of meeting notices, news releases, comment forms and news articles are located in Section 9.3 of this document.

Any person who attends any of the MPO committee meetings is given an opportunity to participate in the planning process. A non-committee member may participate during any item included on the agenda. In addition, the committee chairperson recognizes non-members during every meeting and affords them the opportunity to speak on items not addressed on the agenda.

Public Meetings and Reviews - In order to facilitate public participation, the MPO held a public comment period as well as public meetings in the planning area. The public comment period was held after the Draft 2050 LRTP was adopted by the MPO on June 24, 2026 until July 24, 2026. The review period and all public meetings were advertised, and News Releases were provided to the local media prior to the public meetings. The Draft 2050 LRTP was also available at the following locations:

- Morgan County Courthouse
- Limestone County Courthouse
- City of Decatur
- City of Hartselle
- Town of Priceville
- Town of Trinity
- MPO Staff Office
- Decatur/Morgan County Chamber of Commerce
- NARCOG RTA Office
- Alabama Department of Transportation, Metropolitan Planning Section, Montgomery, Alabama
- Alabama Department of Transportation, North Region Office (Huntsville)
- Alabama Department of Transportation, Tuscumbia Area Office

Public Meetings

In order to receive public comments on the Draft 2050 LRTP, as well as to comply with requirements laid out in the Public Participation Plan (PPP), the following public meetings were held within the MPO Planning Area:

July 7, 2026 – 4:00 pm to 6:00 pm – Decatur City Hall
July 9, 2026 – 4:00 am to 6:00 pm – Hartselle City Hall

Announcements relating to these public meetings are attached in Section 9.9 of this document.

8.2 Conclusion and Continuing Efforts

The Decatur Planning Area 2050 Long-Range Transportation Plan has been carefully designed to accommodate existing as well as future transportation needs. In order to make this plan a viable document, the transportation system will be monitored carefully. This will involve regularly checking the plan contents to catch any miscalculations and make corrections. It also involves paying close attention to developing needs of unexpected changes in the planning area (new developments, changes in travel patterns, etc.). Any changes not predicted by this plan may call for addition, deletion, and/or shifting of projects. These alterations can be made by MPO amendments through the planning process.

Continuing Efforts involves preparation for the next Long-Range Transportation Plan. The MPO will begin the process of developing the 2055 LRTP in 2026. The MPO anticipates the 2055 LRTP will be completed and adopted in 2031.

Another Continuing Effort is updating the 2050 LRTP to conform to Air Quality issues. Currently the MPO planning area is classified as an Attainment Area by the EPA. If the planning area becomes non-attainment the current LRTP will need to be updated to meet regulations.

The transportation planning process involves more than the production of this plan. The process is intended to be continuous, comprehensive, and cooperative. These adjectives are used to define the 3C planning process that all MPOs are required to follow. The MPO and its committees meet on a regular basis to ensure that all requirements and needs of the 3C process are met, including the production of the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP). The meetings allow important transportation issues to be discussed and offer the public an opportunity to voice their concerns. The meetings also keep the key people in the process in touch with one another. All of these features help to ensure that the requirements of the 3C planning process are being met.

9.0 Appendixes

9.1 Abbreviations and Acronyms

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	Americans with Disabilities Act
AL	Alabama
ALDOT	Alabama Department of Transportation
Alt	Alternate
Ave	Avenue
BIN	Bridge Identification Number
BPAC	Bicycle and Pedestrian Advisory Committee
BPP	Bicycle and Pedestrian Plan
BRAC	Base Realignment and Closure
BUILD	Better Utilizing Investments to Leverage Development
CAA	Clean Air Act
CAC	Citizens Advisory Committee
CBD	Central Business District
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CR	County Road
Ct	Court
CTPP	Census Transportation Planning Package
DCU	Pryor Field Regional Airport
DDIR	Detailed Damage Inspection Report
DOT	Department of Transportation
Dr	Drive
E	East
E+C	Existing Plus Committed Network
E-E	External-External
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FM	State Resurfacing Program
FP	Freight Plan
FR	Federal Register
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographic Information System
HBO	Home Based Other
HBW	Home Based Work

HSIP	Highway Safety Improvement Program
HSV	Huntsville International Airport
H+T	Housing and Transportation
HTF	Highway Trust Fund
Hwy	Highway
I	Interstate
I-E	Internal-External
IIC	International Intermodal Center
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
LCEDA	Limestone County Economic Development Association
LED	Light Emitting Diode
LEP	Limited English Proficiency
Ln	Lane
LOS	Level of Service
LRTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MC	State Maintenance Project
MCEDA	Morgan County Economic Development Association
MP	Milepost
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MUTCD	Manual on Uniform Traffic Control Devices
N	North
NAAQS	National Ambient Air Quality Standards
NARCOG	North Central Alabama Regional Council of Governments
NB	Northbound
NCHRP	National Cooperative Highway Research Program
NE	North East
NHB	Non-Home Based
NHPP	National Highway Performance Program
NHS	National Highway System
NPMRDS	National Performance Management Research Data Set
NPMS	National Pipeline Mapping System
NW	North West
NWR	National Wildlife Refuge
O&M	Operations and Maintenance
PBPP	Performance-Based Program and Planning
PE	Preliminary Engineering
Pkwy	Parkway
PM1	Safety Performance Measures
PM2	Bridge/Pavement Performance Measures
PM3	System Performance Measures
PPB	Parts Per Billion
PPP	Public Participation Plan

Rd	Road
RMSE	Root Mean Squared Error
RR	Railroad
RTA	Regional Transit Agency
RW	Right-of-Way Acquisition
S	South
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SE	South East
SHSP	Strategic Highway Safety Plan
SGR	State of Good Repair
SMAART	Safer Multimodal Activity along AL Route 20
SP	Special Project
SR	State Route
SRTS	Safe Routes to Schools
St	Street
STA	Station
STIP	State Transportation Improvement Program
STPOA	Surface Transportation Program Other Area
SW	South West
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TARCOG	Top of Alabama Regional Council of Governments
TAZ	Traffic Analysis Zone
TCC	Technical Coordinating Committee
TDM	Travel Demand Model
TERM	Transit Economic Requirements Model
TIGER	Topologically Integrated Geographic Encoding and Referencing
TIP	Transportation Improvement Program
TSMO	Transportation Systems Management and Operations
T-T	Truck-Taxi
TTTR	Truck Travel Time Reliability
UA	Urbanized Area
UC	Urban Cluster
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
US	United States
USC	United States Code
USDOT	United States Department of Transportation
UT	Utility Relocation
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
W	West
WMA	Wildlife Management Area
YOE	Year of Expenditure
5M0	Hartselle-Morgan County Regional Airport

9.2 Livability Principles and Indicators

1. Provide more transportation choices

   Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse emissions, and promote public health.

   Indicators
   - Percentage of Transit Ridership in the Planning Area = 1.0%**
   - Percentage of workers using other means of transportation to work (transit, walk, bicycle etc...) = 1.3% ****

2. Promote equitable, affordable housing

   Expand location and energy efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility, and lower the combined cost of housing and transportation.

   - Percentage of Household Income spent on housing and transportation = 46%**

3. Enhance economic competitiveness

   Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers, as well as expanded business access to markets

   - Percentage of housing units located within one (1) mile of a Central Business District (CBD) = 12.70%***

4. Support existing communities

   Target federal funding toward existing communities through such strategies as transit-oriented mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

   - Number of projects contained in the current Transportation Improvement Program that enhances or supports existing communities. (non-highway projects) = 5****

5. Coordinate policies and leverage investment

   Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for

future growth, including making smart energy choices such as locally generated renewable energy.

- Number of projects in the current Transportation Improvement Program that includes Public and Private collaboration and funding = 1*****

6. Value communities and neighborhoods

   Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods – rural, urban or suburban

   - Number of houses within ½ mile of a regional trail system = 10,980*

Source – 2020 U.S. Census Block data, MPO GIS Sidewalk, Bicycle Trail Inventory *
Source – The Affordability and Location Efficiency H+T Affordability Index **
Source – 2020 U.S. Census Block data and Tiger Files ***
Source – 2023 American Community Survey 5-Year Estimates ****
Source – 2024-2027 Decatur Transportation Improvement Program ***

9.3 Public Participation

Announcements relating to the public meetings held to receive public comments on this document are attached on the following pages as well as any public comments received.

To be completed prior to Final adoption of this document.

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