

**SAFETEA-LU Transportation Planning and Programming Requirements Compliance Table for Amendment Number Two (2) for Montgomery MPO 2030 Long Range Transportation Plan (LRTP)  
(as Amended by SAFETEA-LU Sections 3005, 3006, and 6001)**

<b>Statutory Planning and Programming Requirements</b>	<b>Key Changes Between ISTE/TEA-21 and SAFETEA-LU</b>	<b>How the Long Range Plan Addresses the New Requirements</b>
<p><b>UPDATE CYCLES</b> Metropolitan transportation plans [23 U.S.C. 134/49 U.S.C 5303(i)(1)]</p>	<p>Metropolitan transportation plans in air quality attainment areas</p> <ul style="list-style-type: none"> <li>➤ No key change (to be updated every five years)</li> </ul>	<p>Not Applicable to Montgomery MPO. Montgomery MPO is currently in attainment for overall air quality.</p>
<p><b>METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING FACTORS</b> [23 U.S.C. 134/49 U.S.C. 5303(h)(1) AND 23 U.S.C 135/49 U.S.C. 5304(d)(1)].</p>	<ul style="list-style-type: none"> <li>➤ Added a new stand-alone factor “increase the safety of the transportation system for motorized and non-motorized users.”</li> </ul>	<p>The State of Alabama as well as local jurisdictions maintain traffic accident data from the Critical Analysis Reporting Environment (CARE) which assists them in determining which safety issues to address as a part of transportation projects. As a result of ongoing data collection and analysis, ongoing investigation and application of traffic accident data and correction measures based on what the traffic accident data says is continuously done. Traffic Accident data was evaluated in the 2030 LRTP and is on page 5-5 in the original LRTP (Table 5.2).</p> <p>The MPO staff has been involved with meetings of the ITS working group as well as the last update of the State Highway Safety Improvement Program (SHSIP), which includes law enforcement and other public safety personnel, engineers, transportation planners, highway traffic safety personnel and others to discuss ITS implementation and strategies for utilizing technology for increasing safety of the transportation networks within the MPO jurisdiction and highway safety improvements that need to be made on a continuing basis.</p>

		Montgomery Area Transit is investing in an automatic vehicle locating (AVL) system for all of its public transit bus fleet. This system will enhance the safety and security of the transit system. Autauga County Rural Transportation System also applies safety and security measures in it's operation of transit vehicles.
<b>Statutory Planning and Programming Requirements</b>	<b>Key Changes Between ISTE/TEA-21 and SAFETEA-LU</b>	<b>How the Long Range Plan Addresses the New Requirements</b>
<b>METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING FACTORS</b> [23 U.S.C. 134/49 U.S.C. 5303(h)(1) AND 23 U.S.C 135/49 U.S.C. 5304(d)(1)].	<ul style="list-style-type: none"> <li>➤ Added a new stand-alone factor "increase the security of the transportation system for motorized and non-motorized users."</li> </ul>	<p>Montgomery Area Transit System (MATS) is investing in an automatic vehicle locating (AVL) system for all of its public transit bus fleet. This system will enhance the safety and security of the transit system. The MATS expends 1% of Federal Transit Administration funds on safety and security measures.</p> <p>The Montgomery County Emergency Management Agency, Elmore County Emergency Management Agency, Autauga County Emergency Management Agency, State of Alabama Emergency Management Agency, Alabama Department of Transportation Intelligent Transportation Engineers which coordinates all emergency response plans with all jurisdictions represented on the MPO, has identified critical facilities and have transportation system elements in their Emergency Operations Plans. Capabilities of securing the local transportation system are exercised yearly with emergency response organizations in each county in coordination with the State of Alabama and Federal Agencies.</p>
	<ul style="list-style-type: none"> <li>➤ Expanded the environmental factor by adding the phrase "promote consistency of transportation plan</li> </ul>	Environmental factors in the transportation planning process are addressed on a continuing basis. Consistency of the long range transportation plan and

	and transportation improvements with State and local planned growth and economic development patterns.”	transportation improvement program are consistent with all planned growth and economic development patterns as applicable.
<b>FISCAL CONSTRAINT</b> [23 U.S.C. 134/49 U.S.C. 5303(i)(2)(C); (j)(1) (C); (j)(2)(B); and (j)(3)(D) and 23 U.S.C. 135/49 U.S.C. 5304(f)(5); (g)(4)(E); and (g)(4)(F)]	<ul style="list-style-type: none"> <li>➤ No significant changes in SAFETEA-LU; however, rates of inflation must be shown for all identified projects.</li> </ul>	Inflation rates are taken under consideration, and projects costs have been recalculated in the year to date cost expenditures spreadsheet. Fiscal constraint will be maintained in the long range transportation planning process and transportation improvement program along with inflation over time.
<b>Statutory Planning and Programming Requirements</b>	<b>Key Changes Between ISTE/TEA-21 and SAFETEA-LU</b>	<b>How the Long Range Plan Addresses the New Requirements</b>
<b>ENVIRONMENTAL MITIGATION ACTIVITIES</b> [U.S.C. 134/49 U.S.C. 5303(i)(2)(B) and 23 U.S.C. 135/49 U.S.C. 5304(f)(4)]	<ul style="list-style-type: none"> <li>➤ Metropolitan and statewide transportation plans shall include “discussion” of environmental mitigation activities.</li> <li>➤ This “discussion” shall be developed with Federal, State, and Tribal wildlife, land management, and regulatory agencies</li> </ul>	Environmental and land use factors are considered in the long range transportation planning process. Project screening was done in the development of the program of transportation projects. Each potential project was screened to determine potential impacts. All corridors identified for improvement are analyzed for environmental concerns so that mitigation activities can be considered during the planning phase. Transportation plans are considered and compared with other Local, State, and Federal agency generated plans, maps, and inventories. Discussions are also held with other agencies to determine any environmental concerns regarding the overall proposed future plan network. Close coordination with other agencies does exist, and potential mitigation activities and creative strategies may be developed to consider

		environmental protection of natural and man-made assets.
<b>CONSULTATION AND COOPERATION</b> Transportation Plans [23 U.S.C. 134/49 U.S.C. 5303(g) and (i)(4) and 23 U.S.C. 135/49 U.S.C. 5304(f)(2)]	<ul style="list-style-type: none"> <li>➤ MPOs and State DOTs shall consult with local/State land use management, natural resource, historic and other agencies in the development of transportation plans.</li> </ul>	Environmental and land use factors are considered in the long range transportation planning process. Transportation plans are considered and compared with other Local, State, and Federal agency generated plans, maps, and inventories. Discussions are also held with other agencies to determine any environmental concerns regarding the overall proposed future plan network.
<b>PUBLIC TRANSIT ELEMENT</b>	<ul style="list-style-type: none"> <li>➤ Coordinated Public Transit-Human Services Transportation Plan (per 49 U.S.C. 5310, 5316, and 5317).</li> </ul>	The Montgomery MPO study area is covered by the current Human Services Transportation Plan, which is maintained and developed by Central Alabama Regional Planning and Development Commission.
<b>Statutory Planning and Programming Requirements</b>	<b>Key Changes Between ISTEA/TEA-21 and SAFETEA-LU</b>	<b>How the Long Range Plan Addresses the New Requirements</b>
<b>TRANSPORTATION FACILITIES</b> [23 U.S.C. 134/49 U.S.C. 134/49 U.S.C. 5303(k)(3); 23 U.S.C. 135/49 U.S.C. 5304(f)(7); and 23 U.S.C. 135/49 U.S.C. 5304(i)]	<ul style="list-style-type: none"> <li>➤ Operations and management strategies in metropolitan transportation plans and long-range statewide transportation plans</li> </ul>	Performance measures for transportation system operations and management, with a focus on mobility and safety, are addressed in the Congestion Management System Plan document. Additionally, the Montgomery MPO area employs Transportation System Management and Travel Demand Management strategies to not only preserve the existing network, but to increase the mobility and safety of persons and freight accessing the transportation network.
<b>INTERESTED PARTIES AND PARTICIPATION</b> [23 U.S.C. 134/49 U.S.C. 5303(i)(5), (i)(6), and (j)(4) and 23 U.S.C. 135/49 U.S.C. 5304 (f)(3) and (g)(3)]	<ul style="list-style-type: none"> <li>➤ Definition of interested parties to be engaged in statewide and metropolitan transportation planning has been expanded.</li> <li>➤ Participation Plan (required for</li> </ul>	The Montgomery MPO updated its Public Involvement Plan (PIP) during FY-2008 and adopted it on September 16, 2008. The PIP was developed in consultation with interested parties. The PIP meets all requirements of SAFETEA-LU. The new PIP is and

	<p>MPOs)</p> <ul style="list-style-type: none"> <li>○ Shall be developed in consultation with interested parties.</li> <li>○ Publish or make available for public view transportation plans, STIPS, and TIPs.</li> <li>○ Hold public meetings at convenient and accessible times and locations.</li> </ul> <p>➤ Publication of statewide and metropolitan transportation plans, and TIP...to the maximum extent practicable.</p> <ul style="list-style-type: none"> <li>○ Make information available in electronically accessible formats (e.g., world wide web)</li> </ul> <p>➤ Use visualization techniques to depict transportation plans.</p>	<p>used for all transportation planning activities. The plan is currently available on the internet at <a href="http://www.montgomermpo.org/PublicInvolvement.html">http://www.montgomermpo.org/PublicInvolvement.html</a>.</p> <p>All TIPs and transportation plans are made available for public review and comment and public meetings are held at convenient and accessible locations to the maximum extent possible. All information is available on the Montgomery MPO internet website.</p> <p>Visualization techniques used include: displaying transportation plans, programs, and projects using maps showing project level information and other relevant information.</p>
--	---	---