

# Radcliff/Elizabethtown Metropolitan Planning Organization 2035 Metropolitan Transportation Plan Amendment #1



Planning for the transportation  
needs of the region.

*Preparation of this report has been financed by the Federal Highway Administration, the Kentucky Transportation Cabinet, and the Radcliff/Elizabethtown MPO. The financial assistance notwithstanding, the contents of this report do not necessarily reflect the official view or policies of all of the funding agencies. Accuracy of the information presented herein is the responsibility of the Radcliff/Elizabethtown MPO.*

**RESOLUTION  
OF THE  
RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION  
AMENDING THE  
2035 METROPOLITAN TRANSPORTATION PLAN  
AMENDMENT NO. 1**

WHEREAS, Section 134, Title 23, USC requires that a continuing, comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population and that the urban transportation planning process shall include the development of a Metropolitan Transportation Plan (MTP), updated every 5 years, and the development of a Transportation Improvement Program (TIP), updated every 4 years, with both documents amended on an as needed basis; and

WHEREAS, the Policy Committee is the designated Metropolitan Planning Organization (MPO) for the Radcliff Elizabethtown MPO urbanized area; and

WHEREAS, the transportation planning process is being carried out in conformance with all Federal requirements and has been so certified; and

WHEREAS, the amendment described in this resolution to the 2005-2030 Radcliff/Elizabethtown Metropolitan Transportation Plan (MTP) has been developed by the MPO staff in consultation with, and is recommended by, the MPO Technical Advisory Committee; and

WHEREAS, it has been determined that this amendment has been developed in accordance with the MPO Participation Plan; and

WHEREAS, this amendment is consistent with Title VI of the Civil Rights Act requirements related to nondiscrimination in federally assisted programs; and

WHEREAS, this amendment will result in a MTP that remains fiscally constrained; and

NOW, THEREFORE BE IT RESOLVED that the Policy Committee of the Radcliff/Elizabethtown MPO hereby amends the 2005-2030 Radcliff/Elizabethtown Metropolitan Transportation Plan to add the attached narrative concerning "Livability Principles" to Chapter 1:

The undersigned duly qualified and acting Chairman certifies that the foregoing is a true and correct reflection of action taken by the MPO Policy Committee.

**MTP Amendment #1**

**Addendum to Chapter 1: Adoption of Livability Principles established on June 16, 2009 by the U. S. Department of Transportation, the U. S. Department of Housing and Urban Development, and the U. S. Environmental Protection Agency.**

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Harry L. Berry, Chairman  
Policy Committee  
Radcliff/Elizabethtown MPO

July 28, 2011

Date

## **LIVABILITY PRINCIPLES**

On June 16, 2009, the U.S. Department of Transportation, the U.S. Department of Housing and Urban Development, and the U.S. Environmental Protection Agency announced an Interagency Partnership for Sustainable Communities and set forth six 'livability principles' to coordinate policy. The principles were adopted to help the agencies guide the allocation of funds to communities that manage their financial and physical resources in a manner that creates a dynamic environment that is efficient in its function, livable for its residents, enduring in its viability and results in a sense of well being of its citizens. The principles are:

**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 gas emissions and promote public health.

**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.

**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.

**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.

**5. *Coordinate and leverage federal policies and 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.

**6. *Coordinate and leverage federal policies and investment.***

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

Livability in transportation is defined as connecting the quality, location, and modal composition of transportation facilities to broader opportunities such as access to good

jobs, affordable housing, quality schools, and safe streets. This includes addressing road safety and capacity issues through better planning and design, maximizing and expanding new technologies such as intelligent transportation systems (ITS) and using travel demand management approaches to system planning and operations. It also includes developing high quality public transportation to foster an overall community design and public/private investments, which offer residents and workers the full range of transportation choices. And, it involves fully integrating the modal pieces - bikeways, pedestrian facilities, transit services, and roadways - into a truly intermodal, interconnected system.

Incorporation of the Livability Principles into the Radcliff/Elizabethtown Metropolitan Transportation Plan is not a mandate of current highway funding legislation or a planning regulations requirement, but the Radcliff/Elizabethtown MPO acknowledges that the concepts of livability and sustainability are integrated within the goals and objectives which have guided the MPO's decision-making and overall transportation vision. Although the published principles are new, they are reflective of a continual desire of the community's leadership to plan for a sustainable future for the Radcliff/Elizabethtown area and are inherently incorporated into the planning for its growth and development.