

# RTA Housing and Jobs Policy

Adopted by the RTA Board on September 15, 2009

## The *Moving Beyond Congestion* Strategic Regional Transportation Plan is hereby amended as follows:

### 3.4 Additional Strategies: New Ideas and Initiatives

#### **Land Use and Transportation Policies**

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- The system must integrate transit investments with local and regional planning processes.
- The system must integrate funding with transit oriented development (TOD).
- *The RTA must aim to connect existing and future regional housing centers to regional job centers by maximizing its existing transit system.*
- *The RTA must support locating jobs and housing in proximity to one another.*
- *The RTA must support compact, mixed-use development and infill development with access to existing transit services through coordination with local municipalities.*
- *The RTA must support the development of mixed-income, workforce, and affordable housing near transit.*
- The system must evaluate transit projects of regional significance.

### **Integrating Development and Land Use with Transit Services**

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#### **Housing, Jobs and Transit Connection**

The spatial disconnect between job centers and housing in the region is an issue of continued concern for the RTA. As the region grows, new job centers emerge and housing continues to expand into the far corners of the RTA region, not all connected by existing transit service. As this spatial disconnect continues to increase, it has become a major source of traffic congestion in the region. Reducing the disconnect through transit will decrease congestion, increase the optimal use of transit, mitigate negative environmental impacts of vehicle use, and allow for a more balanced array of housing options in the region.

Land use decisions can improve the spatial disconnect between housing and jobs. As a method to help reduce traffic congestion in the region and provide better connections between homes and jobs, the RTA encourages new housing and job centers to locate in close proximity to one another. Ideally both the houses and the jobs would be easily accessible to existing transit services. This is a more cost-effective approach to connecting workers with their jobs as opposed to costly, after-the-fact transportation solutions. Additionally, the RTA encourages the expansion of mixed-income, workforce, and affordable housing choices in the immediate proximity of transit service. This expansion includes a focus on the revitalization of the existing housing stock and infill development of new housing stock near existing transit, which can put more workers near transit without the need for costly capital improvements.

Planning efforts can also improve the spatial disconnect between housing and jobs. The RTA encourages community and corridor planning that addresses the interaction of housing, jobs, and transportation in the region. In addition, the

RTA encourages planning efforts that seek to reduce the imbalance of jobs and housing through developing alternative transit alternatives. Such strategies may include increases in employer-sponsored shuttle services or extending service hours of operations in order to capture those people who do not adhere to traditional commuting patterns and/or times.

Coordination efforts will be critical to improve the spatial disconnect between housing and jobs. Internally the RTA and its service boards shall continue to coordinate and expand upon their efforts to connect housing and jobs through transit. At the regional level the RTA and its Service Boards, in coordination with CMAP, shall work in consultation with local entities to plan for transit-supportive land uses near existing or future planned transit service in order to optimize current transit service. At a higher level, the RTA shall work with state and regional partners to pursue new federal incentives for the coordination of housing, jobs, and transportation.

By encouraging effective land use decisions and planning efforts in coordination with aforementioned agencies, improvements in the spatial disconnect between housing and jobs may be realized.