

**ORDINANCE NO.**

**WHEREAS**, the Regional Transportation Authority Act (the “Act”) was amended in January 2008 to mandate that the Regional Transportation Authority (the “RTA”) adopt plans that implement the policy of the State to provide adequate, efficient, and coordinated public transportation throughout the metropolitan region; and

**WHEREAS**, the Act acknowledges that comprehensive and coordinated regional public transportation is essential to the region’s economic well-being, the maintenance of full employment and the reduction of traffic congestion; and

**WHEREAS**, the Act acknowledges that public transportation improves the mobility of the public and it’s access to jobs, commercial facilities, schools and cultural attractions, and allows for more efficient land use and planning; and

**WHEREAS**, the Act further specifies that the *Moving Beyond Congestion* Strategic Regional Transportation Plan (the “Strategic Plan”), shall identify goals and objectives with respect to providing access for transit-dependent populations, including access by low-income communities to places of employment; and

**WHEREAS**, a goal of the Strategic Plan is to provide public transportation choices that link housing to jobs and deliver cost effective, dependable and on-time commutes; and

**WHEREAS**, a goal of the Strategic Plan is to enhance livability and economic vitality throughout the region by coordinating transit with development to facilitate and encourage concentrated growth near transit services and providing employers with access to a broader workforce; and

**WHEREAS**, a goal of the Strategic Plan is to provide transportation options and mobility by increasing the use of public transportation for commuting; and

**WHEREAS**, the Board of Directors of the RTA desires to amend the Strategic Plan to address the spatial disconnect among housing, jobs and existing transportation services.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY that:**

1. The Authority hereby adopts the Housing and Jobs Policy as an amendment to the Strategic Plan substantially in the form attached hereto.
2. The Executive Director and staff are directed to follow the Housing and Jobs Policy in the Strategic Plan by continuing to work with the Service Boards, regional agencies, transit customers, and elected officials in the region to improve the spatial disconnect between housing and jobs.
3. The Executive Director is authorized to take such other actions that the Executive Director deems necessary or appropriate to further the purposes of the Strategic Plan and this Ordinance, and is directed to keep the RTA Board informed of progress regarding the Housing and Jobs Policy.

# RTA Housing and Jobs Policy

## 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.