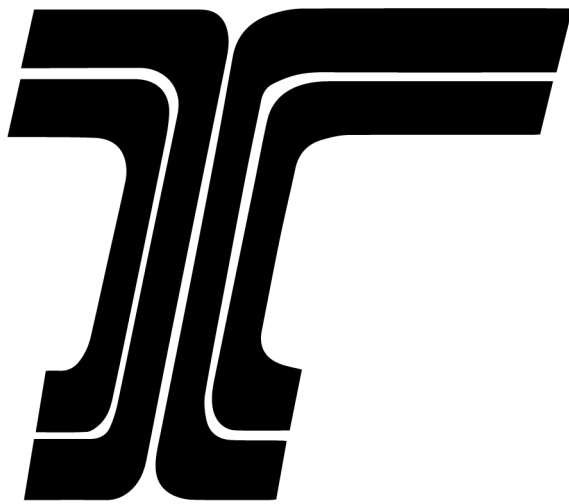




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Oregon Transit and Housing Study

Memorandum 2.4: Survey Summary

August 5, 2022



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Acronyms and Abbreviations

DART	Dallas Area Rapid Transit
DLCD	Department of Land Conservation Development
ETOD	Equitable Transit-Oriented Development
FTA	Federal Transit Administration
GIS	Geographic Information System
ING	Interagency Network Group
LRT	Light Rail Transit
MoD	Mobility on Demand
MPO	Metropolitan Planning Organization
NCSG	National Center for Smart Growth
ODOT	Oregon Department of Transportation
OTC	Oregon Transportation Commission
PLCC	Purple Line Corridor Coalition
RLF	Revolving Loan Fund
RPM	Route Performance Maximization
SAP	Strategic Action Plan
ST2	Sound Transit 2
ST3	Sound Transit 3
TAZ	Travel Analysis Zone
TIF	Tax Increment Financing
TOD	Transit-Oriented Development
UGB	Urban Growth Boundary

Executive Summary

Introduction

The Oregon State Legislature requested the Oregon Department of Transportation (ODOT) examine policies and actions that could improve households' quality of life through increasing housing opportunities with easy connections to transit. ODOT developed the Transit and Housing Study to perform a comprehensive analysis of the relationship between housing and transit with a goal of identifying actionable strategies that local housing and transportation planning departments, Tribal governments, and transit providers can take given the diverse mobility needs and circumstances throughout the state. To help accomplish this goal and assess the current state of practice, ODOT created a survey and distributed it to public and private sector transit providers, State and local government agencies, developers, non-profit organizations, Tribal communities, and other community organizations.

Purpose and Approach

The purpose of the survey was to identify opportunities, challenges, and tools for better coordination between transit services and housing through a series of questions designed to identify barriers and potential solutions to co-locating housing and transit. The survey included a total of 52 questions in a logic tree format that resulted in three sets of approximately 17 questions each, which were disseminated based on the type of organization the respondent represents. A total of 218 respondents completed surveys during the period from March 29, 2022 to April 15, 2022. This document summarizes the collective responses and stratifies them by service area and type of organization to identify any trends.

Respondents

State and local government agencies and transit providers made up a large majority of responses (67% and 14% respectively). An equal number of responses received represented non-profit organizations and other respondents (approximately 7% each). Other respondents included committee/board members, city/county administrators, and interested residents. A small number of responses were from Tribal communities (3%) and developers (less than 2%). Most respondents served rural areas (over 38%) followed by urban areas (27%), suburban areas (14%), and a combination of urban/rural/suburban areas (21%).

Current Housing and Transit Co-Location Efforts

The survey results indicated that housing and transit co-location efforts currently include transportation system planning and land use planning, with transit providers also highlighting their efforts in strategically siting transit stops. Most collaborating efforts include comprehensive land use planning, regulatory alignment (zoning and/or permitting), and transit/transportation planning between stakeholders, such as the public, city/county planners, transit providers and ODOT planners and/or regional staff. Developers and other respondents also emphasized their collaborative efforts in shared funding and partnership.

Barriers to Co-Locating Housing and Transit

Current barriers to developing transit supportive housing in urban areas include land use/availability, bicycling/walking/ADA accessibility and safety, as well as housing affordability. Rural areas expressed that their main obstacles include distance between housing and transit stops, infrequency of service, and funding. When asked to provide ideas and solutions for transit supportive housing, both urban

and rural areas stressed the need to improve access to transit, such as bicycling/walking access, as well as underlining the need for more transit-oriented development. Urban areas also stated the need for parking minimums/restrictions while rural areas expressed the need to extend more transit service to their areas. When asked about the main differences in the relationship between housing and transit in urban areas compared to rural areas, respondents focused on issues such as housing density, frequency of transit service, and zoning regulations.

Tools and Incentives for Co-Location of Housing and Transit

Most agencies (72%) indicated they do not currently offer incentives for developing transit supportive housing. Of the agencies that do offer incentives, reduced parking requirements, land use, and grants/funding are the most popular, with rural areas also providing regulatory/code/development incentives. When asked about opportunities to improve access to transit supportive housing, respondents suggested improvements in planning/development/zoning, as well as transit frequency and effectiveness. Both urban and rural areas expressed the need for more assistance with funding and incentives along with the need for more partnerships.

Approximately half of the respondents indicated they do not currently use the tools found in [The Housing Production Strategy List of Tools, Actions, and Policies](#) provided by the Department of Land Conservation and Development (DLCD). Of the respondents that do use tools in the toolkit, the most popular are regulatory incentive tools, such as zoning/code change and reducing regulatory impediments. Though most respondents replied that they do not find that any of the tools work well, some respondents suggested that the zoning/code changes tool is most valuable, followed by the land, acquisition, lease and partnership tool. When asked which tools would be most beneficial in the future and most suited to support/develop affordable housing, both the funding incentives and funding resources tools were the most suggested. All respondents indicated the need for additional funding to be able to use the tools, with rural areas specifying the need for more political support as well. Transit providers expressed the need for more partnerships, while State and local government agencies highlighted the need for additional staffing to better utilize the toolkit.

Key Takeaways

There were three overall themes/takeaways that emerged from this Housing and Transit Study Survey. First, respondents expressed the need to expand transit in small urban and rural areas. It is easy to coordinate transit and housing in areas with expansive transit networks with premium transit service (bus rapid transit and/or light rail) and high frequency bus service. It is much more challenging to make these connections when a bus only comes once an hour. While it is not feasible to provide 15 minute or better transit service in every city or rural community in the state, funding for transit in rural and small urban areas is a top requested item from the respondents. ODOT should ensure transit service (fixed route*, demand response*, or Mobility on Demand*) is available throughout the state to help people meet life-sustaining activities and have connections to intercity transit service to access services in other parts of the state.

Second, the survey indicated density and/or development should be encouraged along transit routes. The availability of transit does not necessarily mean there is sufficient level of coordination between transit providers, developers, and planning and zoning agencies. This sometimes results in the building of new affordable, dense developments in areas where there is no transit service, or the route/service is ill-prepared to handle the influx of potential customers. Therefore, new affordable, dense developments should be strongly incentivized to work with transit providers and place these developments where there is sufficient transit capacity to support them. This can be done through, as mentioned by the respondents, relaxing parking requirements, promoting TODs, allowing for density

bonuses, or providing additional funding (grants or loans) for those projects that include transit in their plans.

Lastly, there is a strong need for providing first/last mile connections. Even if transit is available to support housing, access to the transit network can still be a barrier, limiting its effectiveness. Numerous respondents highlighted the need to provide better first mile/last mile connections to help access those areas where it is not effective to extend the transit route. This can be accomplished through improving bicycling and walking connections, such as sidewalk and crosswalk infrastructure, between housing and transit along with implementing micromobility programs (e-scooter, bike-sharing, etc.) where feasible.

The Transit and Housing Study Survey was a valuable tool in confirming Oregonians' housing and transit needs. Subsequent work on this project will build upon the study's themes to articulate strategies and tools to address the challenges raised by the respondents.

1 About the Transit and Housing Study

Transportation and housing have large, interrelated impacts on Oregonians' quality of life. Not only do they comprise the two largest expenses for a typical household, but the policy choices that governments make about transportation and housing affect environmental and physical health outcomes, mobility, economic, educational and cultural opportunities, the financial well-being of households, and more.

A desire to better understand the benefits of aligning housing and transportation policies has grown across the state, prompted by declining housing affordability and concerns about transportation's contributions to climate change. Last year the Oregon State Legislature requested the Oregon Department of Transportation (ODOT) examine policies and actions that could improve households' quality of life through increasing housing opportunities with easy connections to transit. The Oregon Transportation Commission (OTC) – the body responsible for setting statewide transportation policy – worked with ODOT to adopt a 2021-23 Strategic Action Plan (SAP) that includes climate equity and addressing climate change as key goals, along with improving access to public and active transportation and taking steps to address congestion.

While ODOT is first and foremost a transportation agency and housing policy is not directly a part of its mission or vision, it seeks a better understanding of transportation and housing connections and recognizes that better alignment of housing and transportation can help to achieve the policy goals in the SAP among others. With these goals in mind, ODOT is pursuing this Transit and Housing Study for the following reasons:

- ODOT recognizes the **bidirectional relationship between transportation planning and land use decisions** and understands that **a well-designed transportation system can bring economic value to a region** by improving the connection between communities and their destinations, can enable vibrant neighborhoods where commercial and social activities take place, and can reduce the need for major transportation investments in the future.
- ODOT and its partners also recognize the importance of **ensuring transportation, transit, and housing plans work together**, which is why partnerships and coordinated planning are important.
- ODOT helps fund transportation, transit, and coordinated land use and transportation plans; **this study can inform those plans and funding allocation.**
- ODOT's public transportation division and planners throughout the agency **can work to help implement or promote results of this study.**
- This work will **help implement the Oregon Public Transportation Plan**, which calls for integration of plans, supporting transit with housing, and other topics addressed in this study.
- ODOT understands that **regional plans that do not evaluate social and environmental impacts can negatively affect housing affordability, cause displacement, and increase greenhouse gas emissions** via sprawl and long commutes.
- The SAP identifies **equity** as a priority, specifically, "Prioritize diversity, equity and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments." Transportation and land use plans that do not prioritize equity, including addressing current inequities, may inadvertently contribute to or continue racial and economic segregation of neighborhoods.

As this Transit and Housing Study progresses, a glossary of key terms will accompany each white paper, beginning with this report. Throughout each document, an * denotes that a term defined in the glossary, which is organized by topic area. An * is only provided on the first instance of the word.

This Transit and Housing Study will provide a foundation and understanding of how public transportation is linked to housing and how both affect quality of life for Oregonians. At the conclusion of the study, the goal is for ODOT to identify actionable strategies that local housing and transportation planning departments, Tribal governments, and transit providers can take, given the unique mobility needs and circumstances throughout Oregon.

2 Introduction to Online Survey

2.1 Survey Purpose

The purpose of this survey is to identify opportunities, challenges, and tools for better coordination between transit services and housing.

2.2 Methodology

ODOT, in coordination with the Project Management Team (PMT), developed the survey (**Appendix A**) and aimed to solicit feedback from a variety of public and private organizations involved in housing construction, planning and zoning, transportation, and transit service across Oregon. While the survey consists of 52 questions, the logic tree based on the type of organization the respondent represents (Question 3) create three separate sets of questions, with some duplicated if everyone needed to answer the question. Therefore, the effective survey length for each respondent is approximately 17 questions.

The PMT designed the survey in SurveyMonkey and disseminated it via email (**Appendix B**) with a weblink provided. Recipients included various stakeholders and partners in State and local agencies, transit providers, developers, and interest groups. The email encouraged recipients to share the weblink with others who would be interested in completing the survey or if a different person in the organization would be better positioned to answer the questions. The survey was active from March 29, 2022, to April 15, 2022. There were a total of 218 survey respondents and the results are summarized in the following sections.

3 Survey Results

3.1 Respondent Characteristics

The first set of questions ask for information on who the respondents are, where they are located, and areas and populations primarily served. As anticipated, the survey received a large number of responses from State/local government agencies and transit providers. The survey received more responses from rural areas, Tribes, and developers than anticipated as they were expected to be hard to reach audiences.

3.1.1 Location

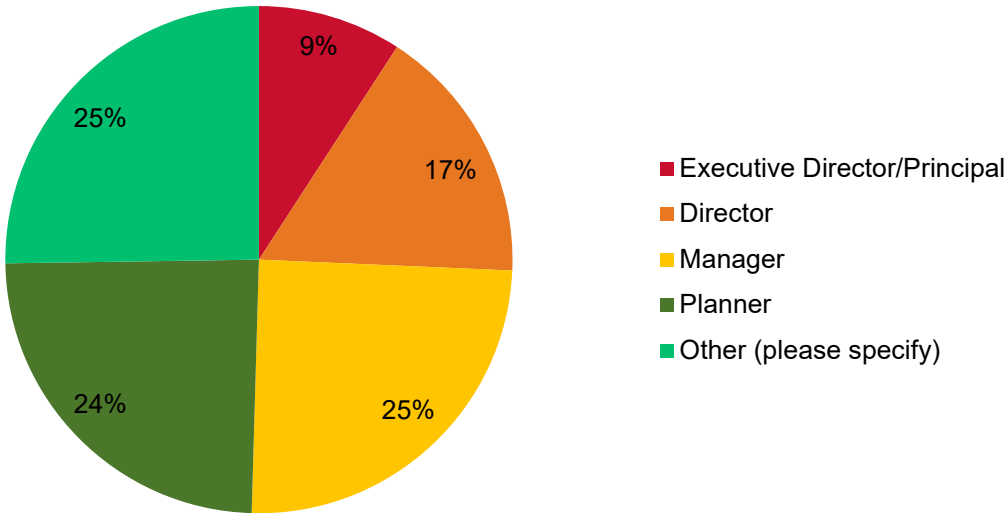
The first question of the survey requested information about the respondent's relationship to housing and transit, and the service area that the respondent represented. Of the 36 counties in Oregon, there

is at least one respondent for each county, except for Columbia and Wallowa counties. Both counties are rural, low-density counties with public transportation provided by regional providers, NWConnector for Columbia County, and Community Connections of Northeast Oregon for Wallowa County. Therefore, local government recipients of the survey invitation may not have felt the survey was applicable to them and relied on the regional providers to participate. On average, there were six respondents per county with the most from Multnomah County (48 responses).

3.1.2 Role

Figure 1 provides the breakdown of role of the respondent in their respective organization. Respondents were relatively evenly split among Managers, Planners and Other (approximately 25% each) with fewer respondents representing Executive Director/Principal and Director level roles. In the Other category, 55 respondents included Alternative Transportation Committee Members (Bike/Ped Committee and Safe Routes to School), Board Members, City/County Administrators, Chairpersons, Educators, interested residents, and even a registered nurse.

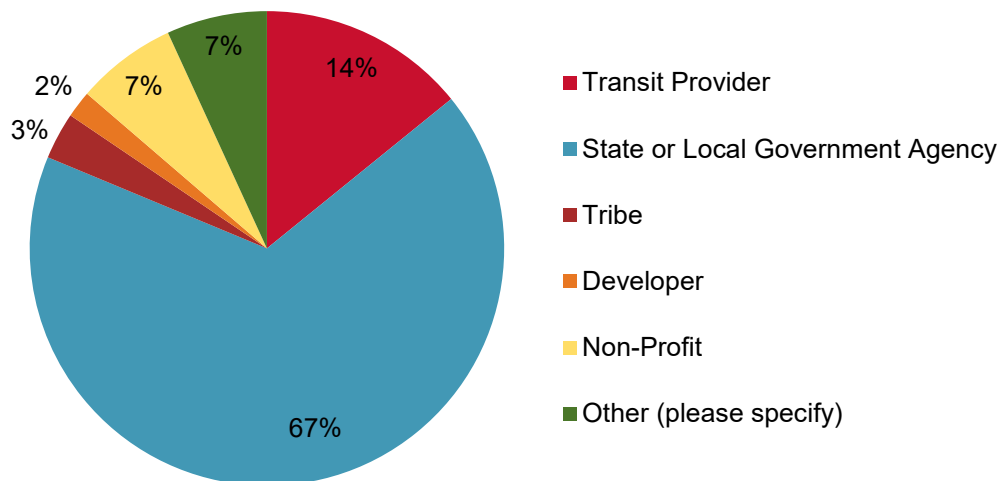
Figure 1. Respondent Role in the Organization



3.1.3 Organization Type

Figure 2 provides the breakdown of the organization represented by each of the respondents. The largest group of respondents is State or Local Government Agency. This joint group represents public sector staff who would be responsible for developing or implementing policy, reviewing and approving new developments, and working elected officials to achieve community goals. As for the respondents who answered Other, the agencies represented include City Commission, Consultant, Contractor, Economic Development Council, Homeowners Association, Metropolitan Planning Organization (MPO), Non-profit developers, and residents.

Figure 2. Respondent Organization Type



3.1.4 Area Served

Figure 3 identifies the primary area type served by the organization represented by each of the respondents. The next figure, Figure 4 describes the areas served. For the Other responses (four responses), the areas include MPO boundaries, a transportation district, and a small city that increases from 12,000 residents to 20,000 during the tourist season. Figure 5 describes the areas served broken down by the type of respondent.

Figure 3. Area Type

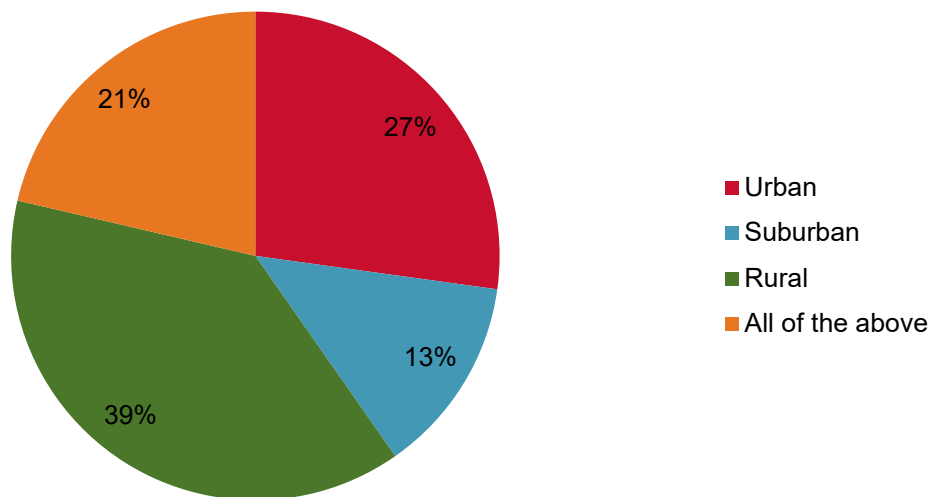


Figure 4. Description of Area Served

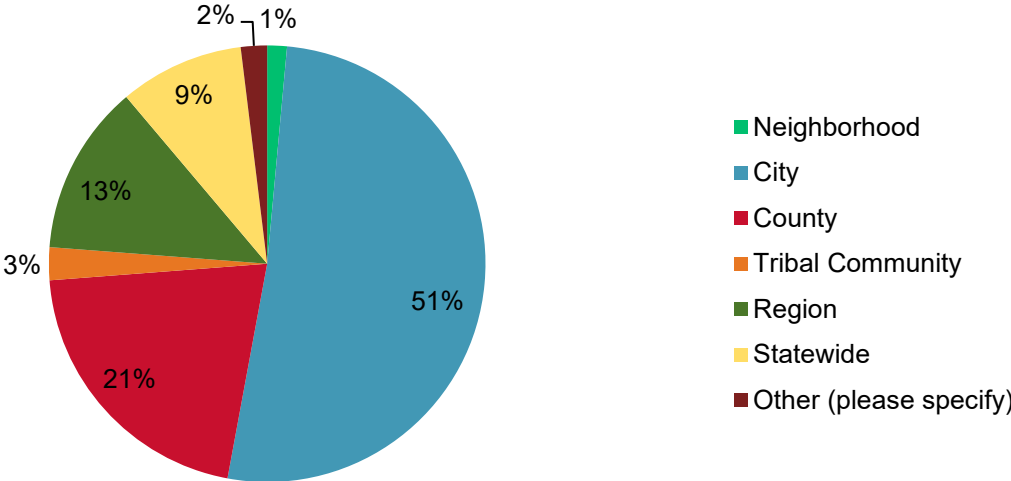
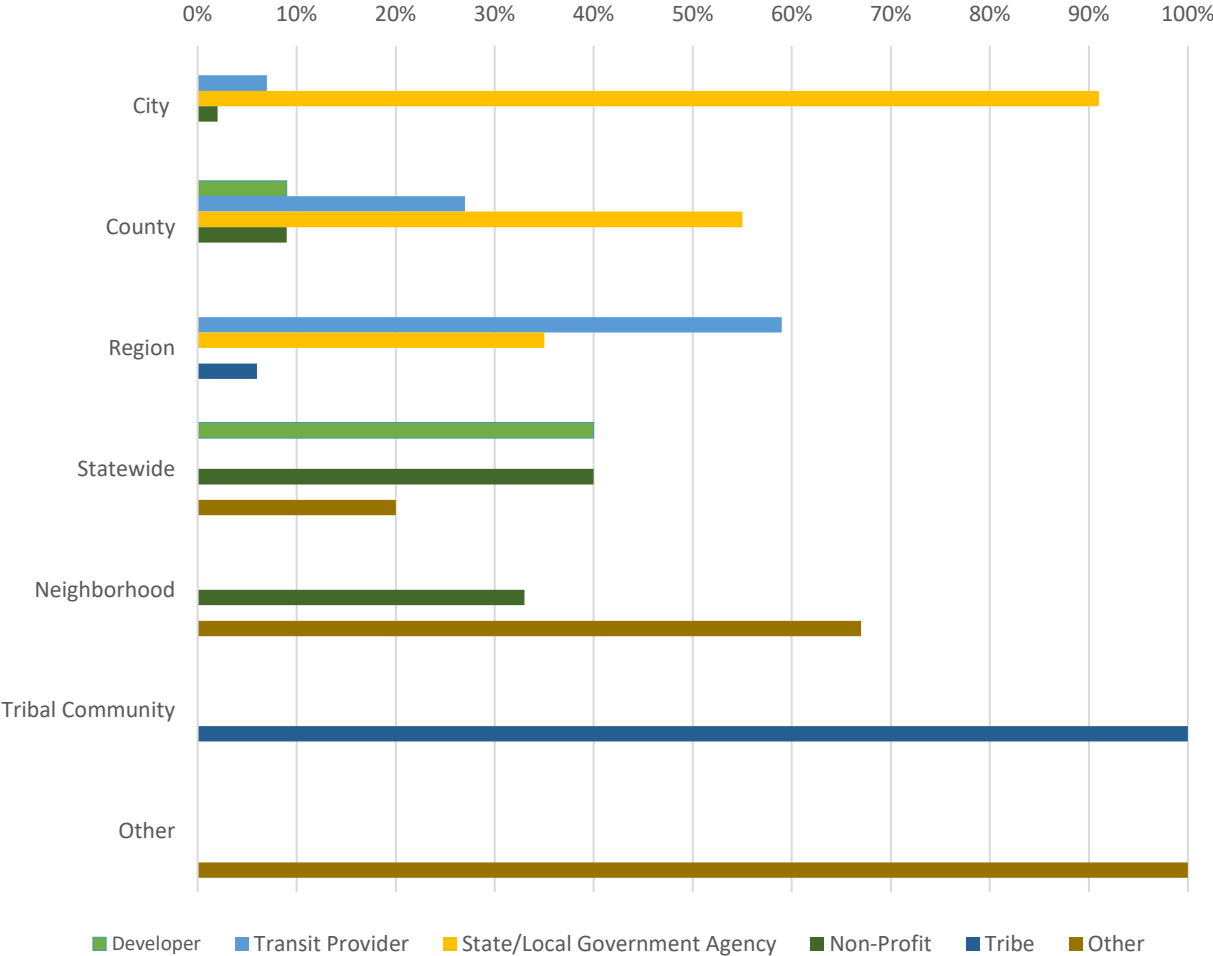


Figure 5. Type of Area Served by Respondent

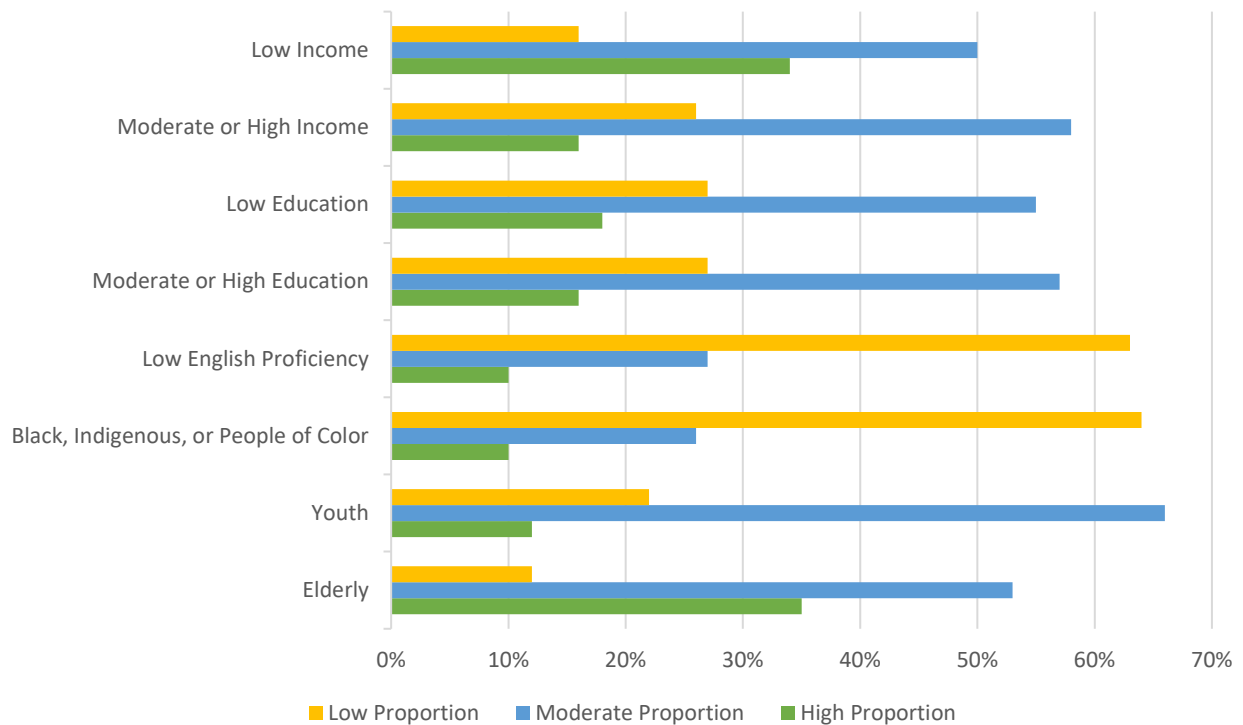


A large majority of the State and Local Government Agency respondents represent city areas. Most of the Transit Provider respondents represent regional areas, including UGB and District areas. Other respondents represent areas such as neighborhoods, a statewide advocacy group, and a rural tourist town. Therefore, many of the subsequent survey responses represent views from the city/urban/suburban areas and there is not as much representation from the rural areas.

3.1.5 Populations Served

Figure 6 highlights the populations served by each of the respondents. In addition to the groups identified in the figure, nine respondents identified other groups they served including Gay, Lesbian, Bisexual, Transsexual, and Questioning (GBLTQ+) individuals; persons with disabilities; tourists, and retirement homes.

Figure 6. Populations Served – All Responses



Most respondents indicated that they serve a high proportion of elderly and low income populations. **Figures 7-12** show this information further categorized by type of respondent.

Figure 7. Populations Served by Developers

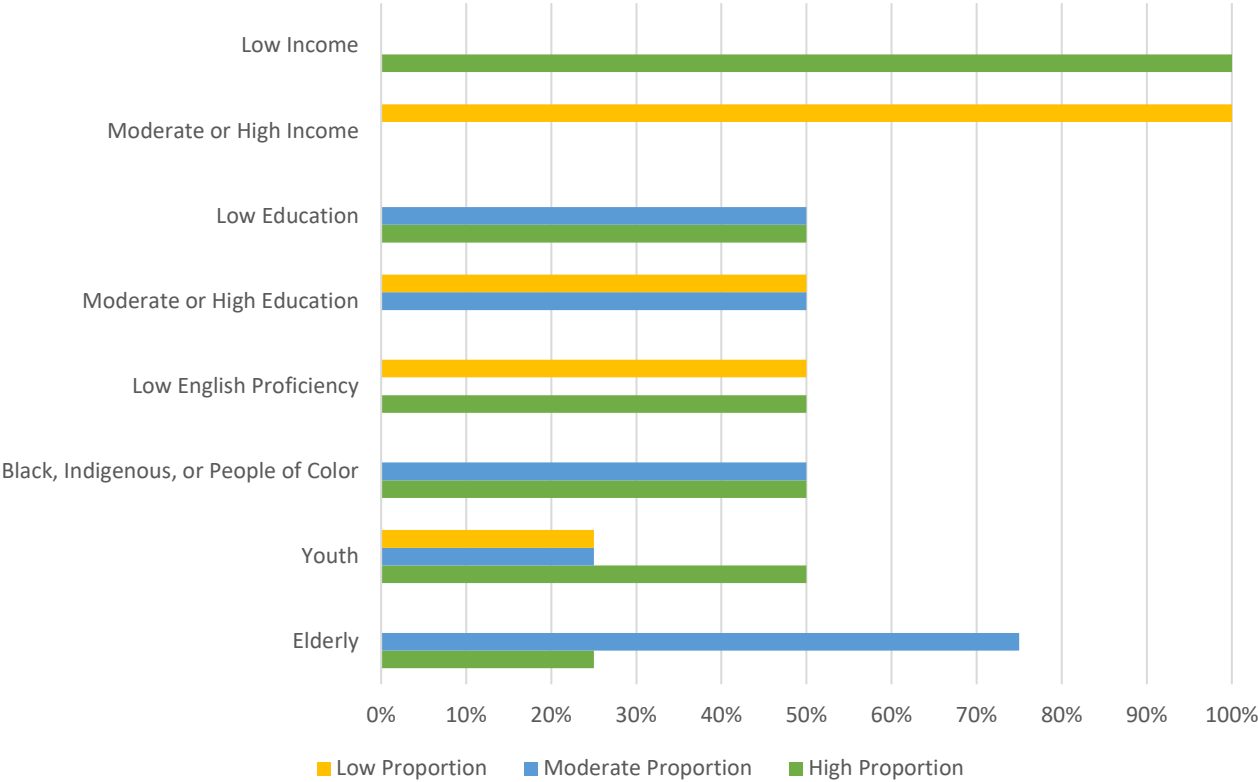


Figure 8. Populations Served by Transit Providers

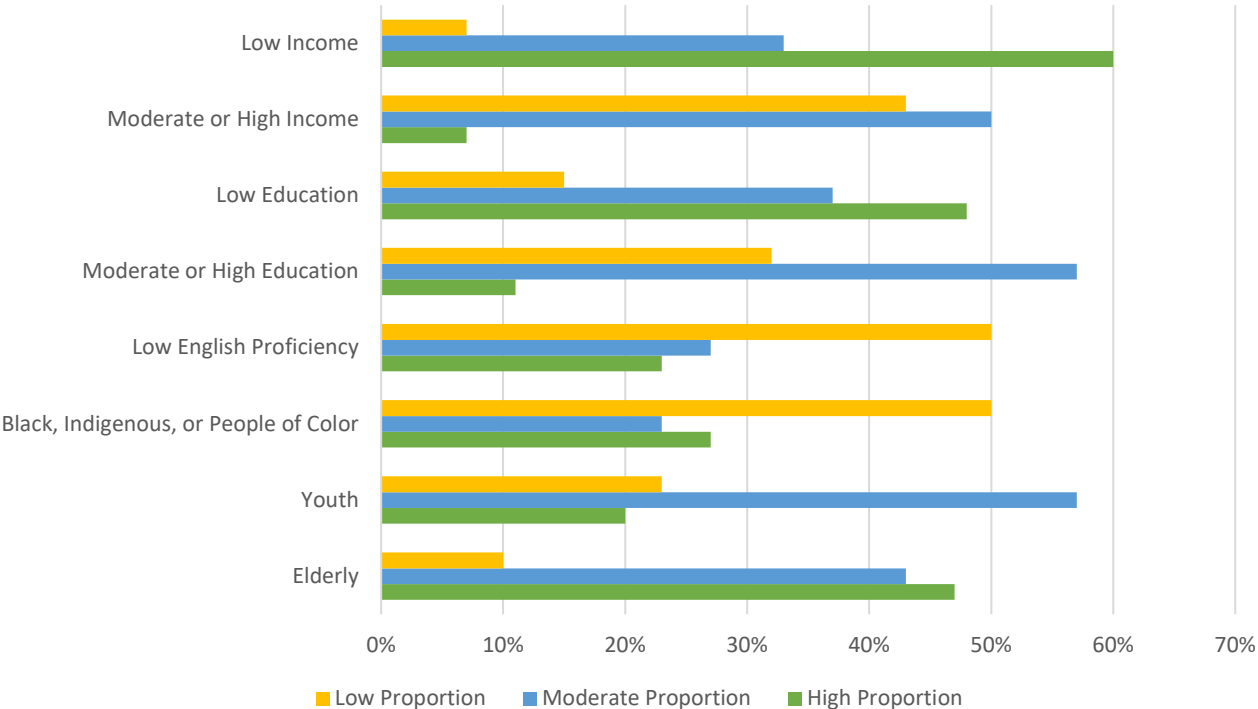


Figure 9. Populations Served by State or Local Government Agencies

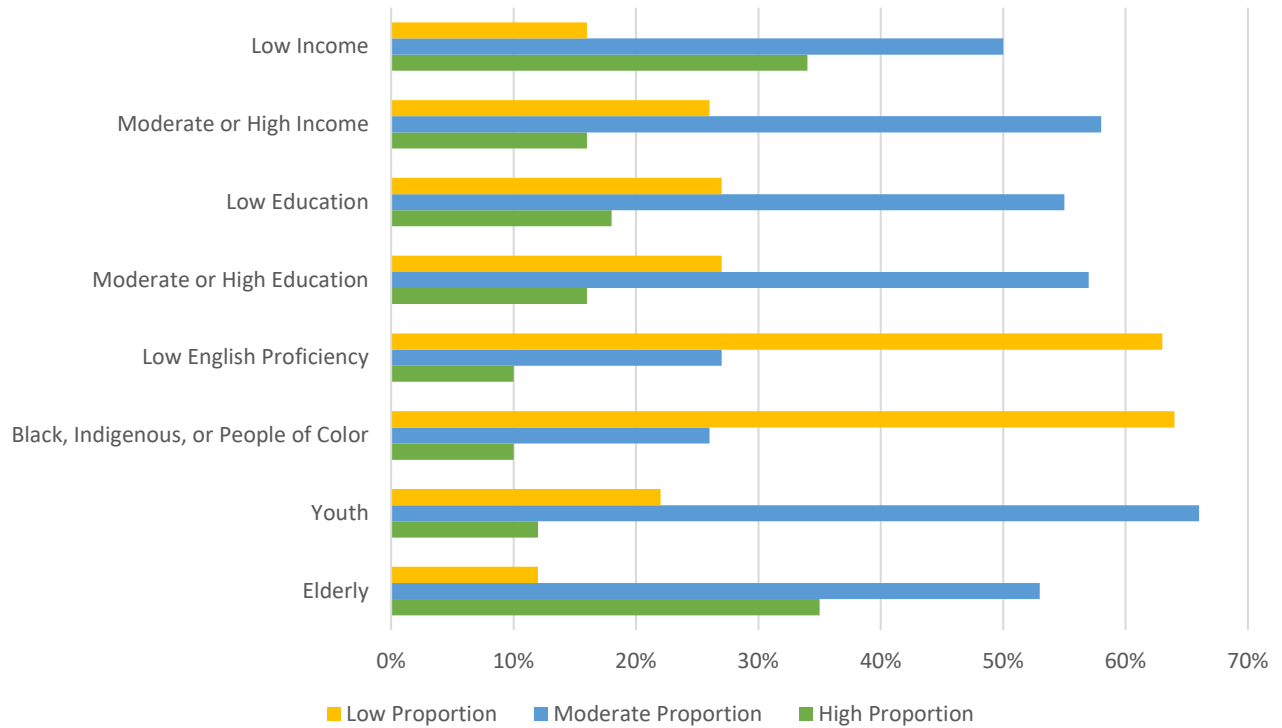


Figure 10. Populations Served by Non-Profit Organizations

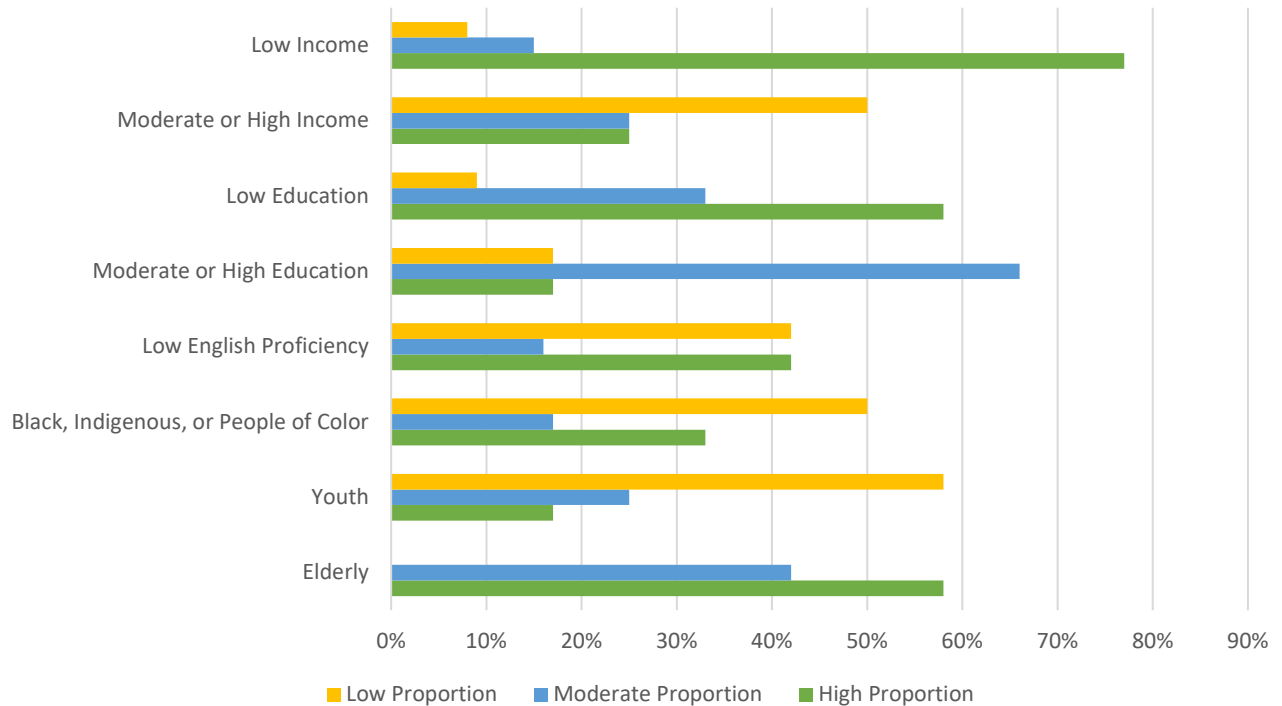


Figure 11. Populations Served by Tribes

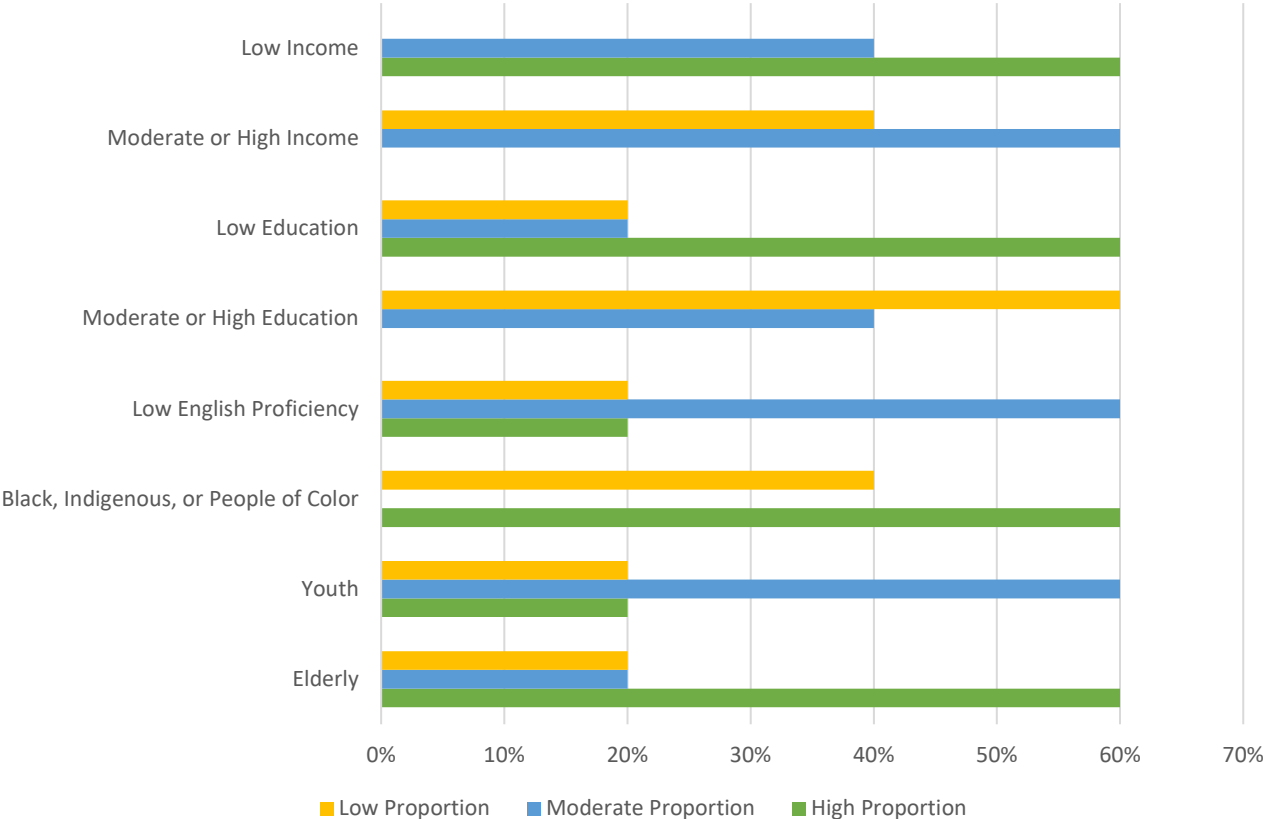
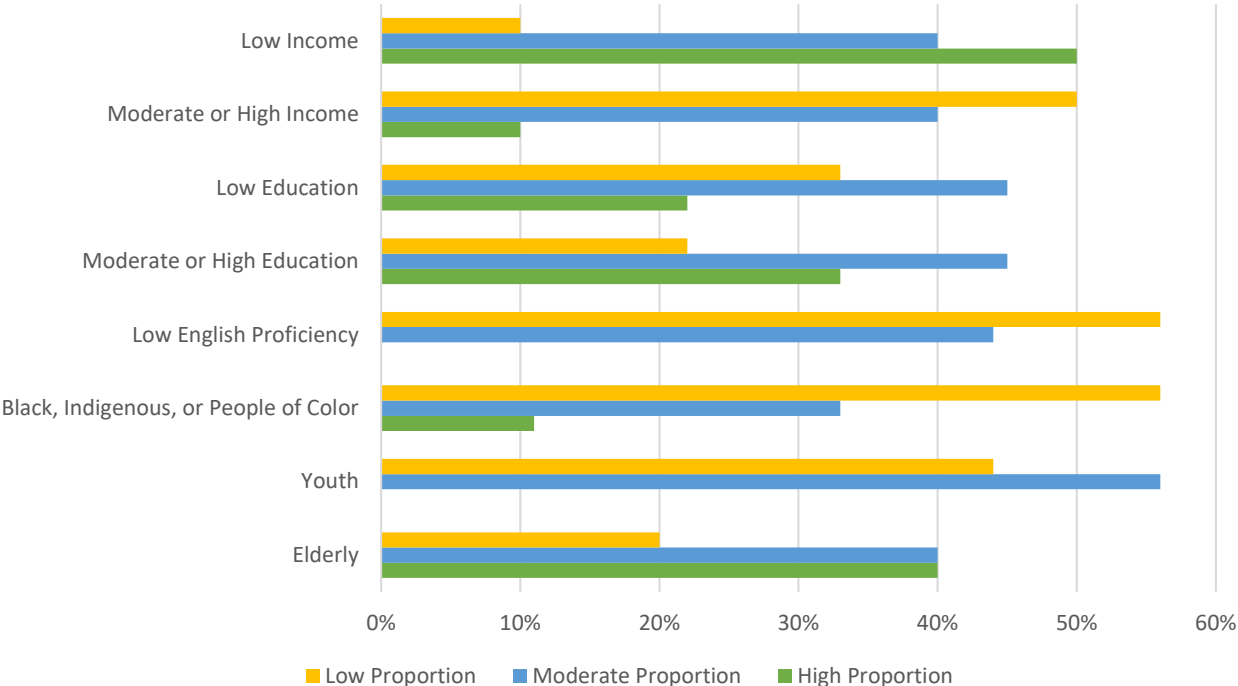


Figure 12. Populations Served by Other Respondents



3.2 Co-Location & Collaboration Activities

The following set of questions identify the types of activities respondents use to help with co-locating housing with transit. In addition, these questions inquire about collaboration that occurs between the respondents and different stakeholders. Survey responses indicated that when collaboration occurs, it centers most around transportation system planning. This approach suggests that transit is currently being planned around existing housing developments rather than planning housing developments along existing transit corridors.

3.2.1 Co-location Activities

Figure 13 (All Respondents) and **Figure 14 (Respondents by Type)** shows the percent of all respondents that use the listed co-locations activities. Respondents could select multiple activities to allow them to list all their approaches to include housing near transit infrastructure. Other activities provided by respondents include transit-oriented development guidelines, pre-application conferences for new housing developments, having a Transit Master Plan, during comprehensive or concept planning efforts, or when siting social service facilities. For those agencies answering none of the above, most are State or Local Governments or Non-Profit operating within a rural area.

Figure 13. Co-Location Activities

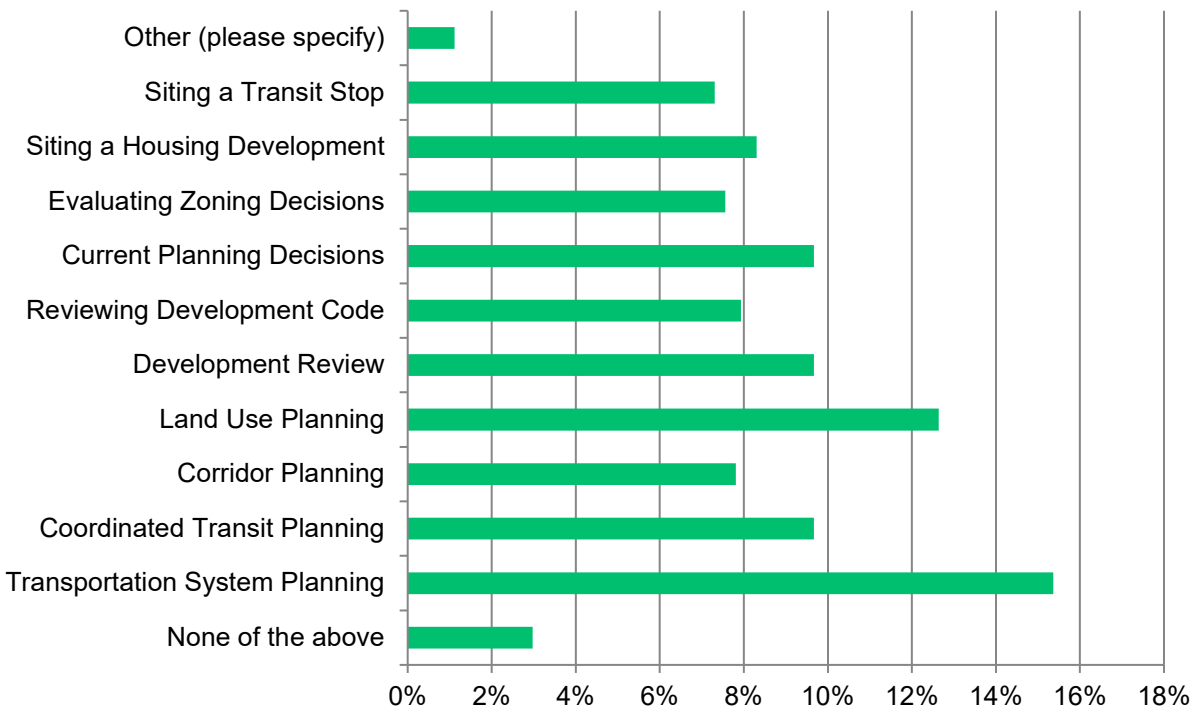
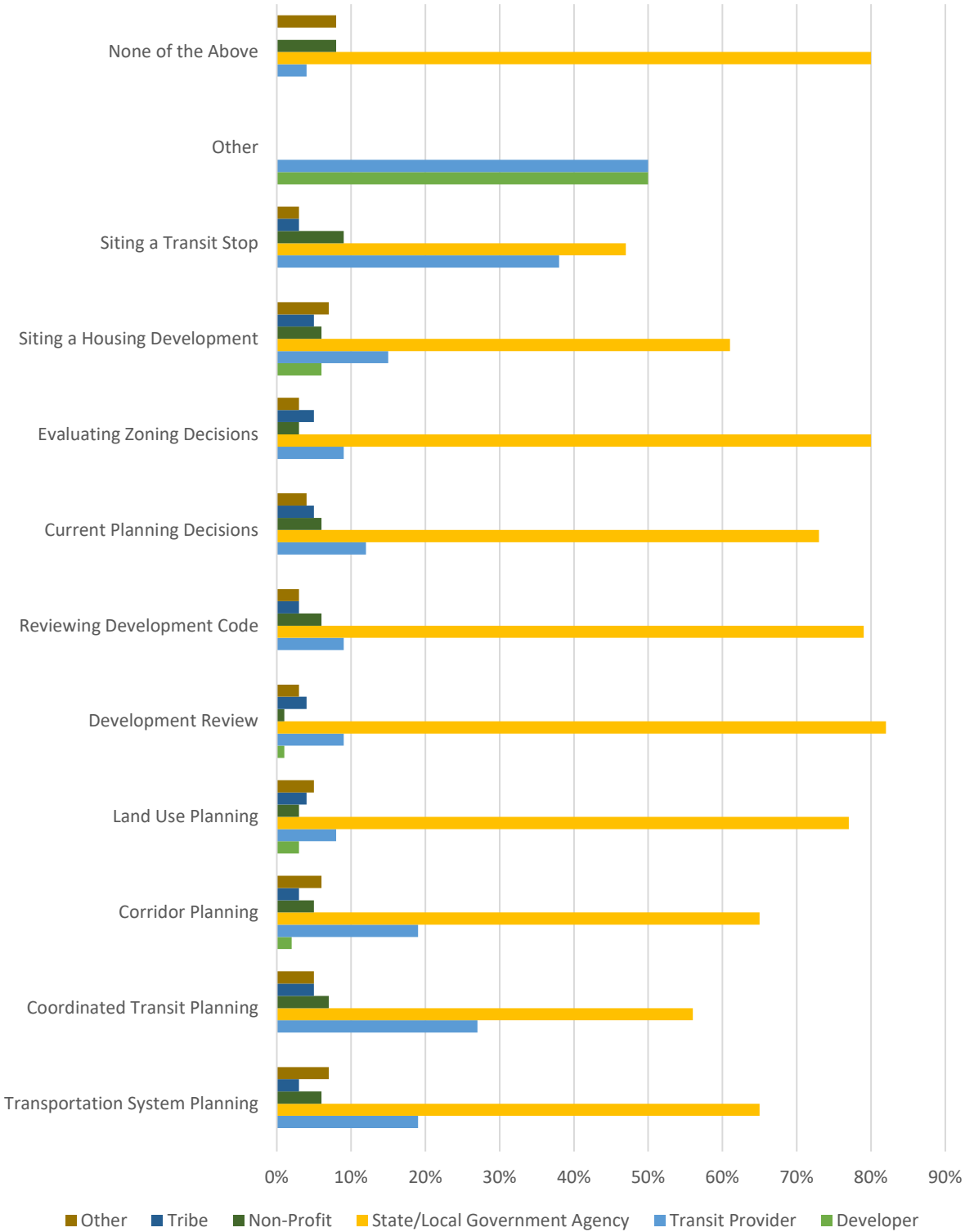


Figure 14. Co-Location Activities by Type of Respondent



- Most Developers participate in and consider the Siting of Housing Development, as well as some Land Use Planning and Corridor Planning.

- The majority of Transit Providers, State/Local Government Agencies, and Non-Profit Organizations participate in and consider Transportation System Planning.
- Tribes participate in and equally consider Coordinated Transportation Planning, Land Use Planning and Current Planning Decisions.
- Most Other respondents participate in and consider Land Use Planning.

3.2.2 Stakeholder Collaboration

The stakeholders each of the respondents collaborate with during the planning or project development process are listed in **Figure 15 (All Respondents)** and **Figure 16 (Respondents by Type)**. As with the previous figure, the respondents could check all stakeholders they work with. Most respondents indicated they collaborate with the general public and city/county planners the most, followed by transit providers and ODOT planners or regional staff. The survey responses indicate that collaboration efforts could be strengthened between transportation planners/providers and housing agencies/developers. Other stakeholders include Tribal organizations, elected officials, neighborhood and business associations, and project financiers.

Figure 15. Stakeholder Collaboration

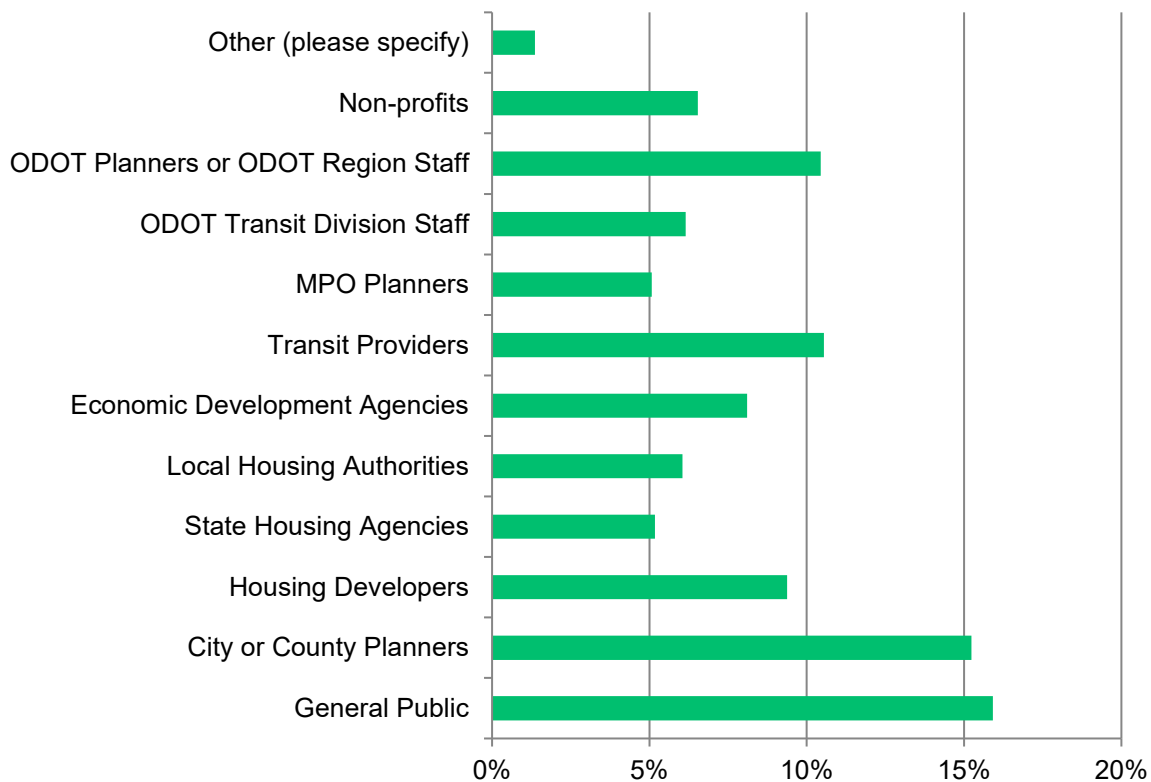
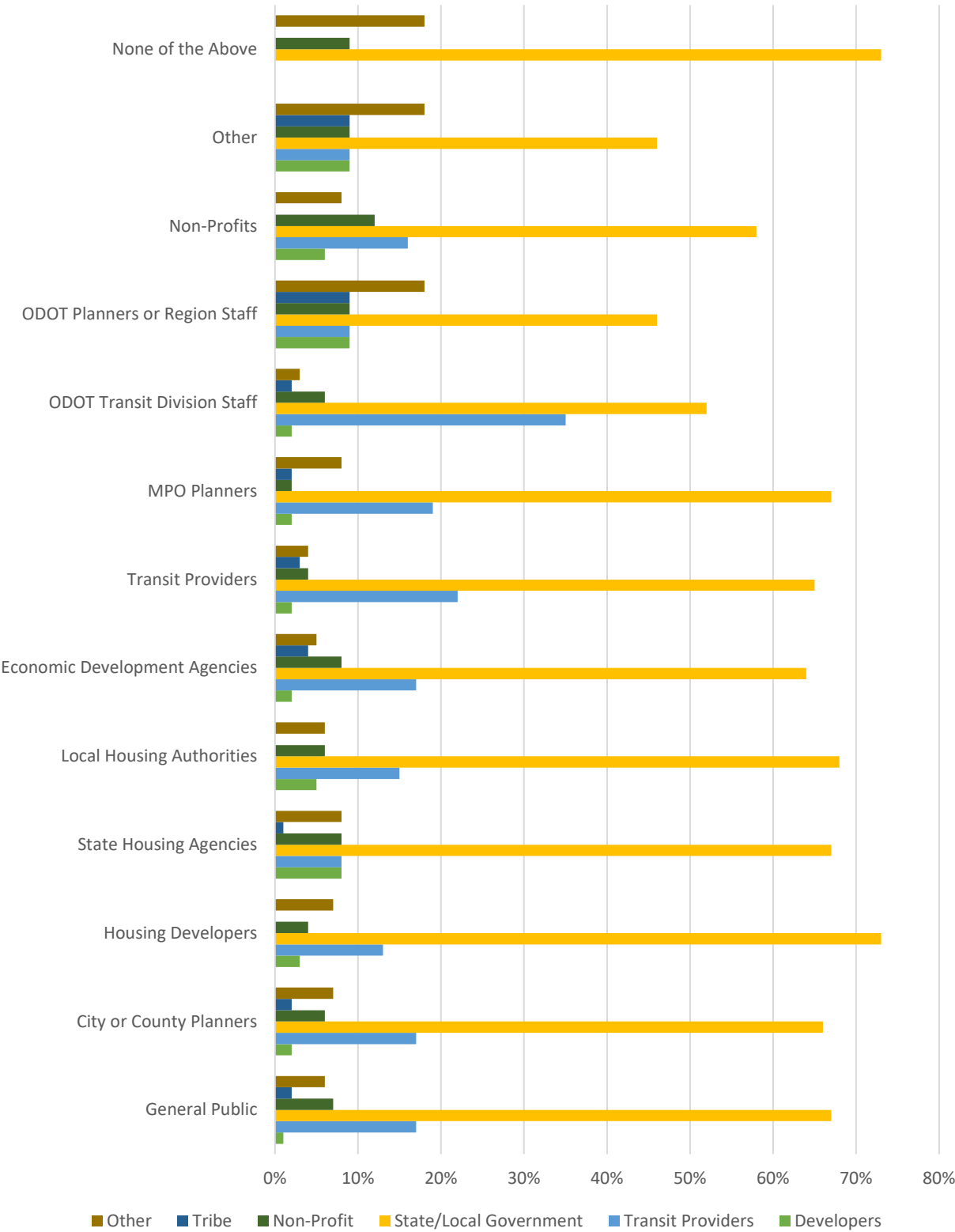


Figure 16. Stakeholder Collaboration by Type of Respondent



- Most Developers collaborate with State Housing Agencies and ODOT Planners/Region Staff.
- Most Transit Providers, State/Local Government Agencies and Non-Profit Organizations collaborate with the General Public followed closely by City/County Planners.
- Tribes collaborate equally with the General Public, City/County Planners, Economic Development Agencies and Transit Providers.
- Most Other respondents collaborate with City/County Planners.

3.2.3 Collaboration Activities

For agencies that do collaborate with stakeholders, **Figure 17 (All Respondents)** and **Figure 18 (Respondents by Type)** shows the activities they use.

Eleven respondents reported not using the collaboration activities that were listed. Most of these respondents represented Non-Profits, State/Local Government Agencies, and Economic Development Councils serving in rural areas. Other collaboration activities include sharing ideas with advisory committees or tenants of developments, public engagement, and through transportation system plan updates.

The respondents that reported no collaboration activities are five State/Local Government Agencies that represent rural areas (four respondents) or all areas (one respondent). These survey responses indicate that collaboration efforts in rural areas could be strengthened overall.

Figure 17. Collaboration Activities

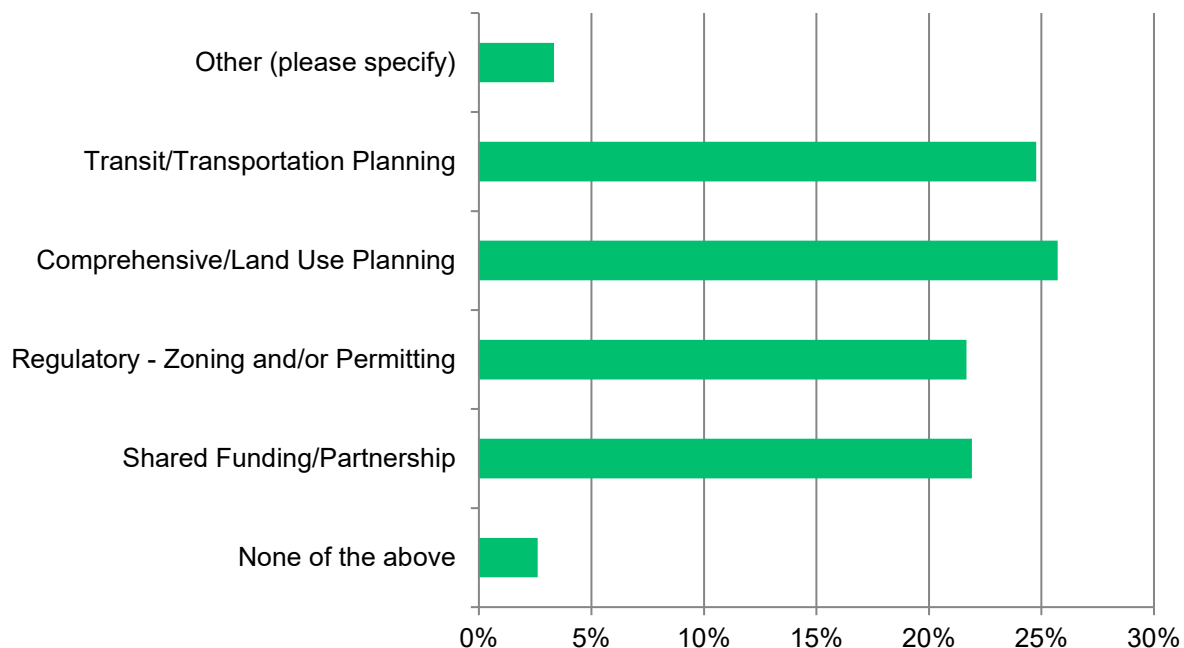
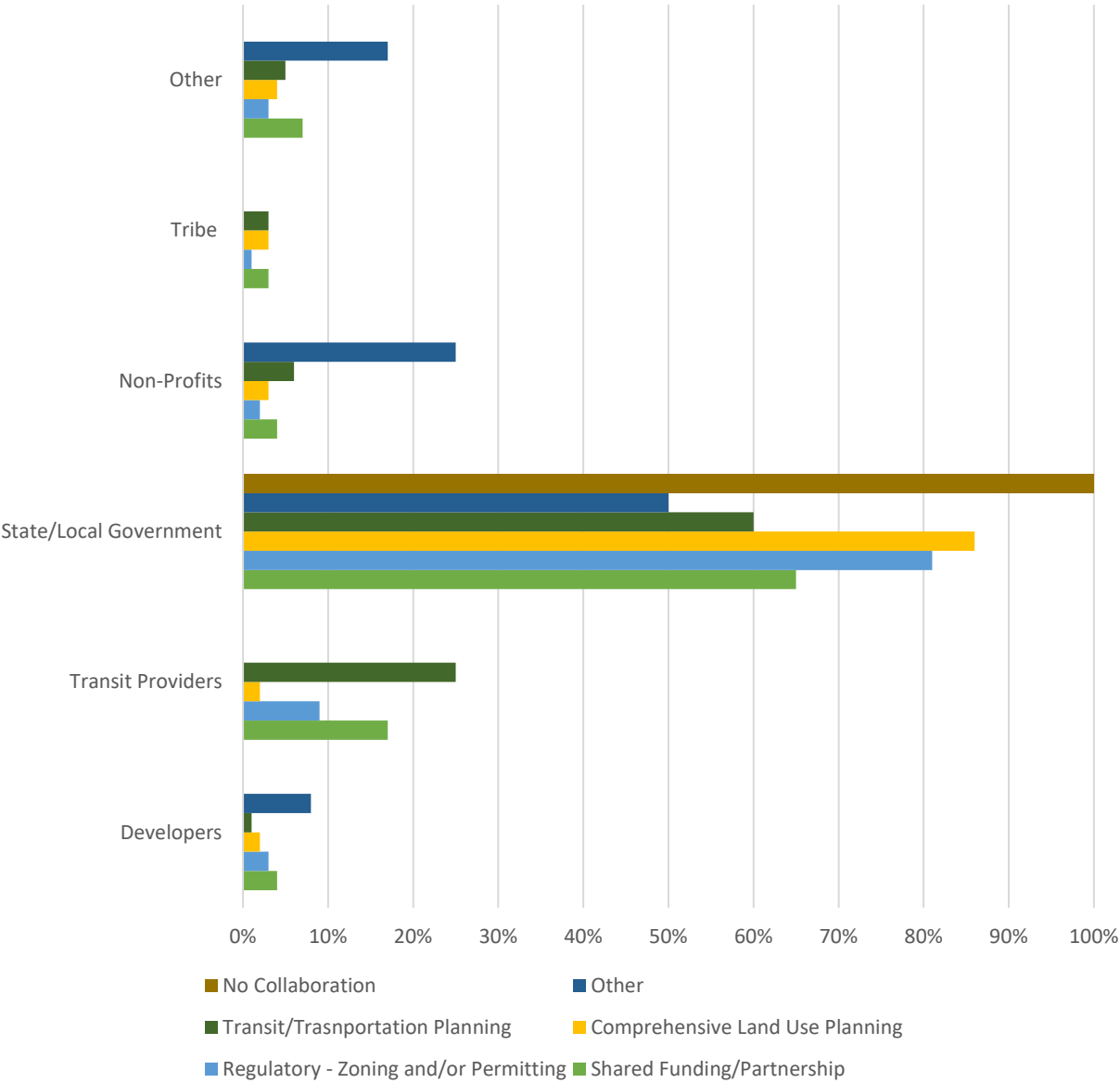


Figure 18. Collaboration Activities by Type of Respondent



- Most Developers and Other respondents collaborate on Shared Funding/Partnership.
- The majority of Transit Providers and Non-Profit Organizations collaborate on Transit/Transportation Planning.
- Most State/Local Government Agencies collaborate on Comprehensive Land Use Planning.
- Tribes collaborated on Shared Funding/Partnership, Comprehensive Land Use Planning, and Transit/Transportation Planning equally.

3.3 Transit Supportive Housing Solutions & Barriers

This set of questions are open-ended inquiries into organizational perspectives regarding transit supportive housing solutions and barriers.

3.3.1 Differences in Providing Transit-Supportive Housing

There are many differences in providing transit supportive housing for urban and rural areas. The responses to the questions yielded results that largely pertain to scale: differences in density, distance between origins and destinations, and frequency of transit service were all among the most popular responses. Whereas rural areas have low density, they typically have more distance to travel between origins and destinations than urban areas with high density, rendering transit service less cost effective in these areas. By that same token, it is typically more cost effective to provide service in urban areas due to greater ridership, and smaller distances to travel between origins and destinations. This is represented by **Figure 19 (All Respondents)** and **Figure 20 (Respondents by Type)**, and further corroborated by the following comments:

“Urban areas are typically better funded, have higher frequency of service, better coverage and people are more likely to utilize transit.”

“Rural areas are tough because the cost per passenger mile is often high due to lack of density and close proximity destinations.”

“Right now, development of multi-family housing is at the fringes of the urban growth boundary, which generally is difficult to serve due to a lack of street network and the distances from the downtown core.”

Figure 19. Urban/Rural Differences: All Responses

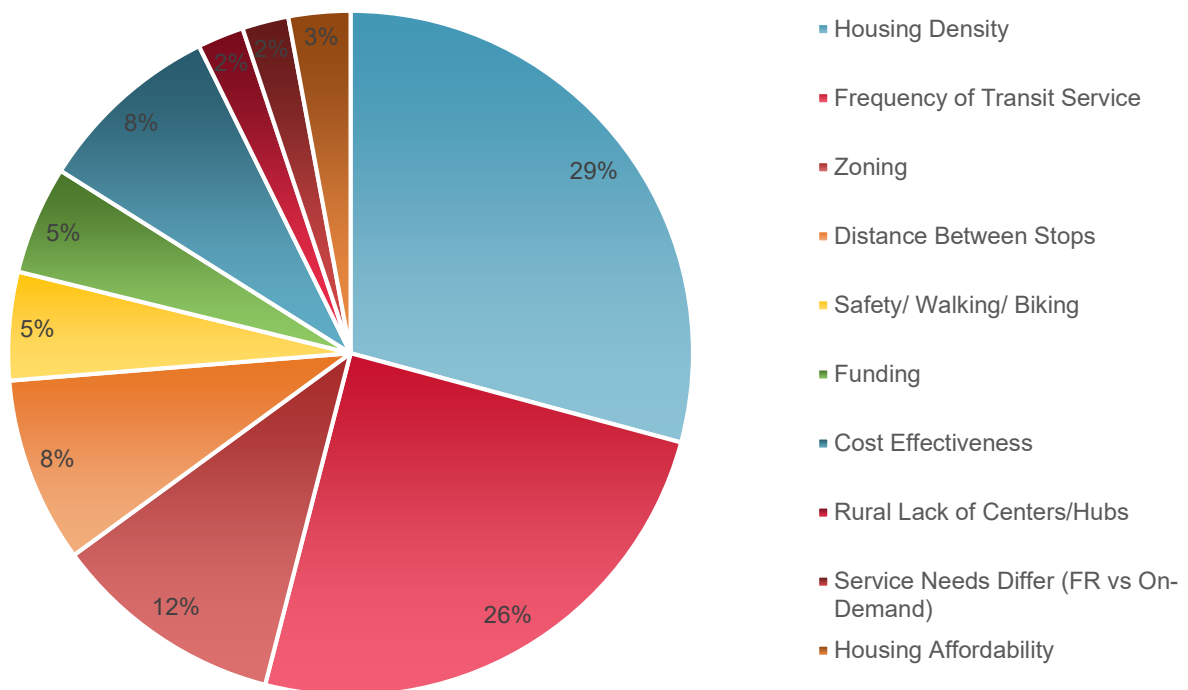
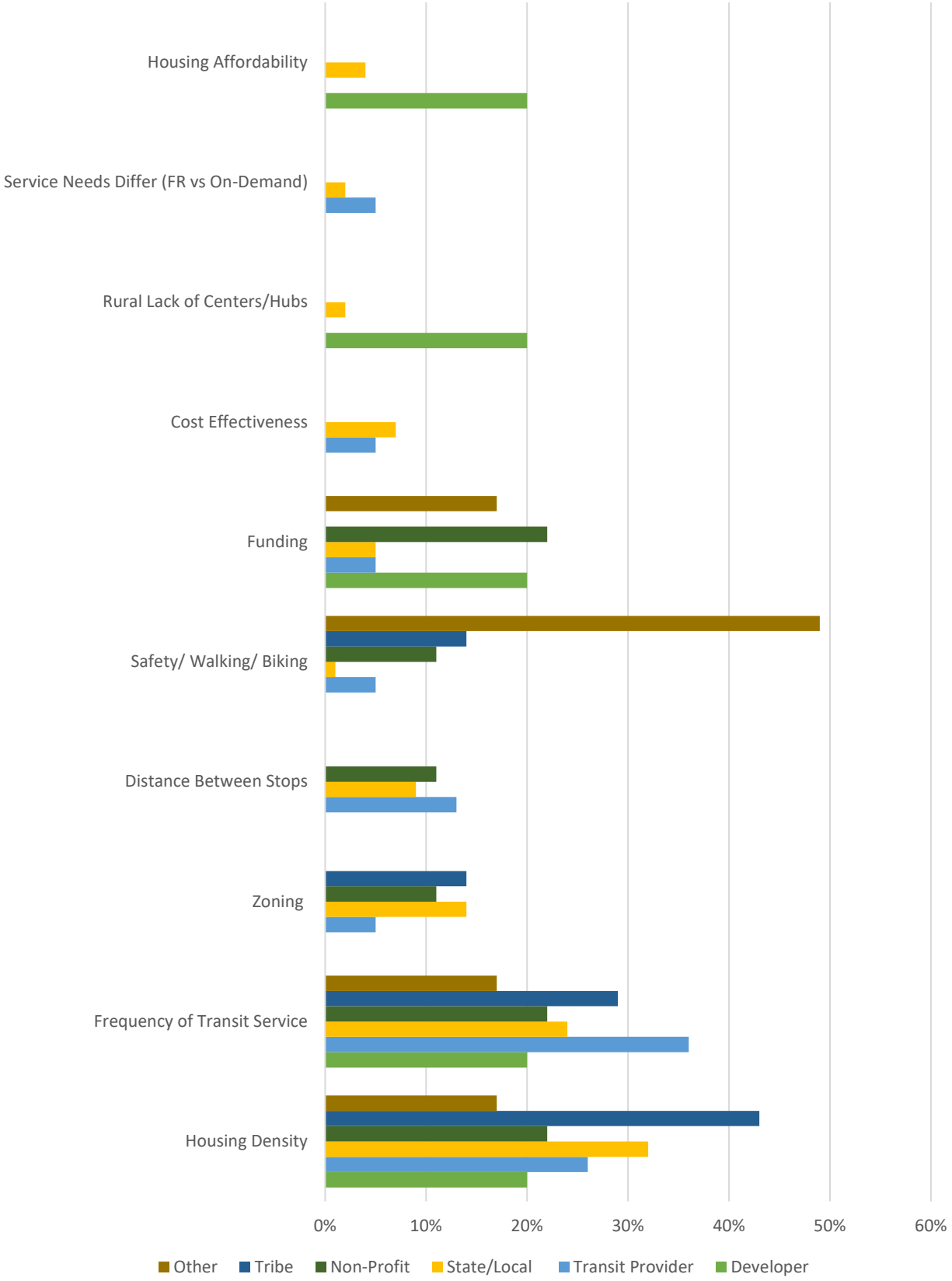


Figure 20. Urban/Rural Differences by Respondent Type



3.3.2 Transit Supportive Housing Ideas & Solutions

Transit supporting housing ideas and solutions are separated by urban vs. rural due to the key differences in housing and transit needs in urban and rural areas as described above.

Figure 21 shows the most popular survey responses for respondents serving Urban Areas. State/Local Government Agency respondents occupied the highest number of responses for each category of proposed urban solutions.

Transit Oriented Development strategy was particularly popular. Some comments included:

“Don’t oversize roads and provide transit priority on high-volume facilities.”

“More funding for transit state-wide. Also, funding for incentivizing transit-oriented developments near existing transit lines.”

Many respondents advocated for parking minimums or restrictions that would make housing more transit focused. The following is a sample comment:

“Station Community” zone districts with high-density residential within 0.5 miles of a light rail station, [and] parking reductions near transit”.

The importance of improving housing access to transit stops and routes was another recurring response. These respondents provided comments, such as:

“Providing better walking/biking facilities along transit routes.”

The last of the most cited responses was to include multifamily housing and/or make housing more affordable near existing transit stops. The following is a sample comment that supported this solution:

“Higher density, mixed use along transit routes. Allow for higher congestion along transit routes.”

Figure 21. Urban Solutions

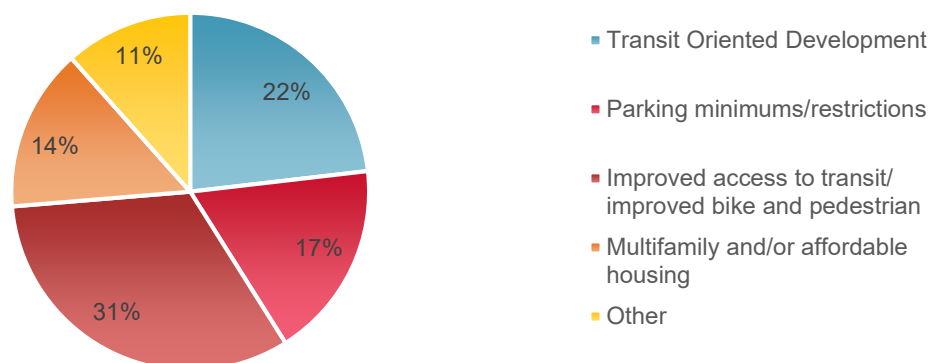
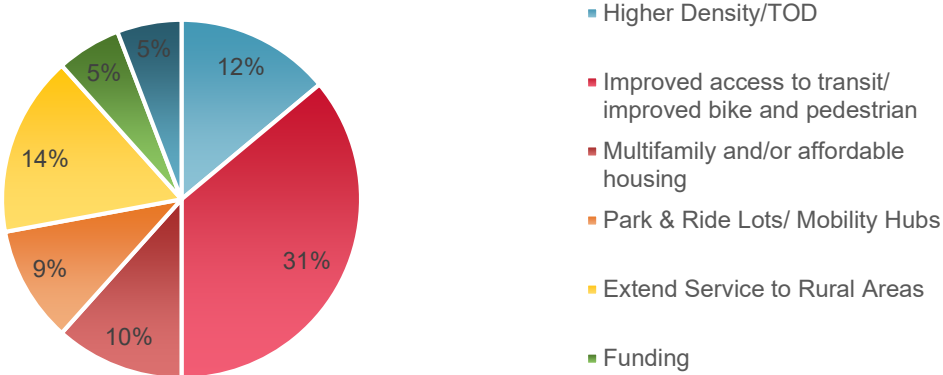


Figure 22 details the survey responses for respondents serving Rural Areas. Many of these responses pertain to increasing the service area of transit offerings to cover rural areas. This includes moving transit stops closer to housing and improving rural housing’s access to transit in general. Additionally, comments indicate the necessity for including higher density housing in downtown rural areas, particularly near transit stops. Another popular response was for multi-family and affordable housing near transit stops in those same downtown rural areas.

One comment advocated for *“regional trails, first/last mile transportation options, town center development patterns, weather protection at ALL stops/stations.”*

Another comment indicated the opportunity for *“certain unincorporated areas of the county to install bus shelters where people could easily walk or bike to access transit.”*

Figure 22. Rural Solutions



3.3.3 Transit Supportive Housing Barriers

Figure 23 shows the largest barriers to transit supportive housing for respondents serving Urban Areas. Namely, they are related to land use and availability, safety and accessibility for pedestrians and bicyclists, the need for higher density, and the affordability of housing. Notable commentary from respondents in urban areas included the following:

“Lacking the appropriate code language and land use categories that would make transit-supportive housing a reality.”

“NIMBYism manifesting in restrict zoning codes and required off-street parking”
“It is difficult to acquire land for affordable housing due to private market competition.”

Figure 23. Urban Barriers

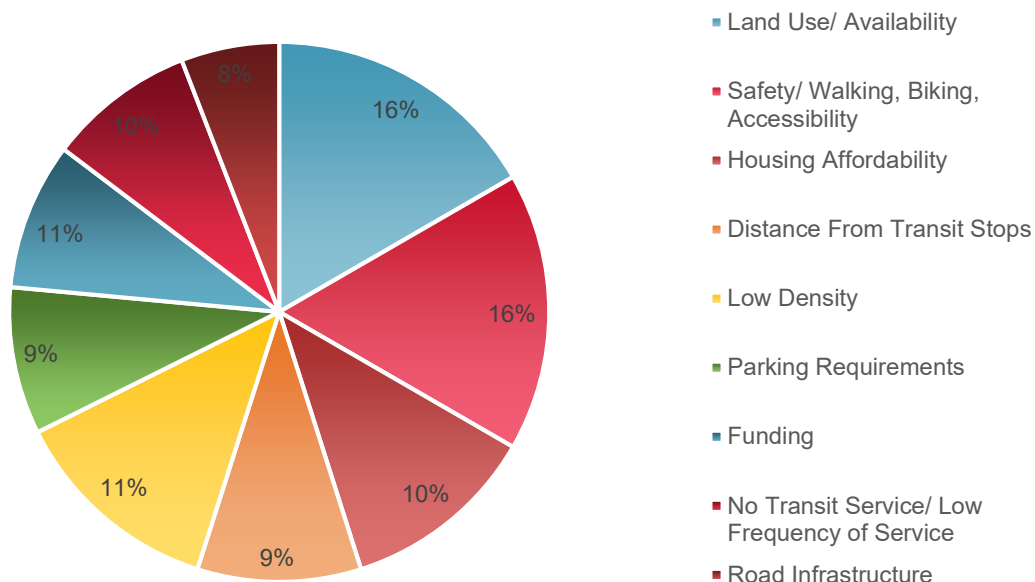


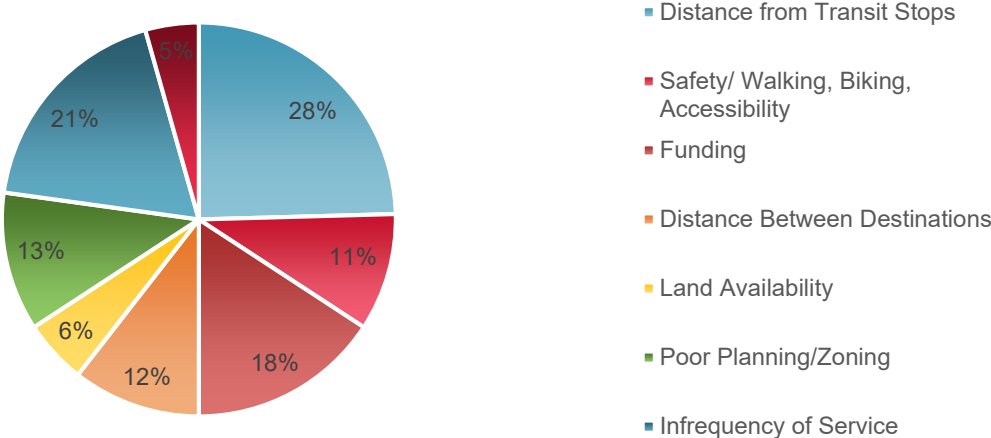
Figure 24 shows the largest barriers noted by respondents serving Rural Areas. Some of the most popular responses included the distance between housing and transit stops because of low density, infrequency of transit service, lack of funding for and the high cost of transit, and poor planning and zoning decisions. In rural areas, commentary included the following points:

“Focus on vehicle traffic over any other concern. Lack of mixed-use development.”

“Lack of transit-supportive infrastructure to make car-free lifestyle attainable.”

“Lack of political will for public transportation.”

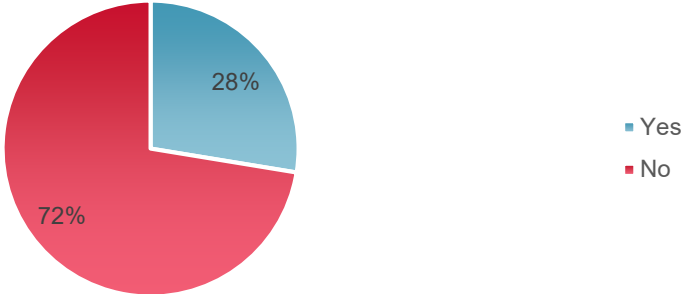
Figure 24. Rural Barriers



3.3.4 Incentives to Co-Locate Housing & Transit

Figure 25 indicates that most agencies do not currently offer incentives for co-locating housing and transit.

Figure 25. Does the Agency Offer Incentives?



Of those respondents that indicated they do offer incentives, Figure 26 shows the most popular type of incentives offered. Some of the responses included the following: parking incentives, such as reduced parking requirements and costs (most cited response); funding incentives, such as grants and gap funding; land incentives, such as land use and availability; and mixed-use zoning incentives.

Some notable comments include:

“Parking requirements are waived if housing development is near 20-minute or better frequency transit.”

“[Funding incentives] up to 500K.”

“Our TOD program helps with gap funding for high density residential development located near high-capacity transit or frequent service bus lines.”

Figure 26. Incentives Offered by Type of Respondent

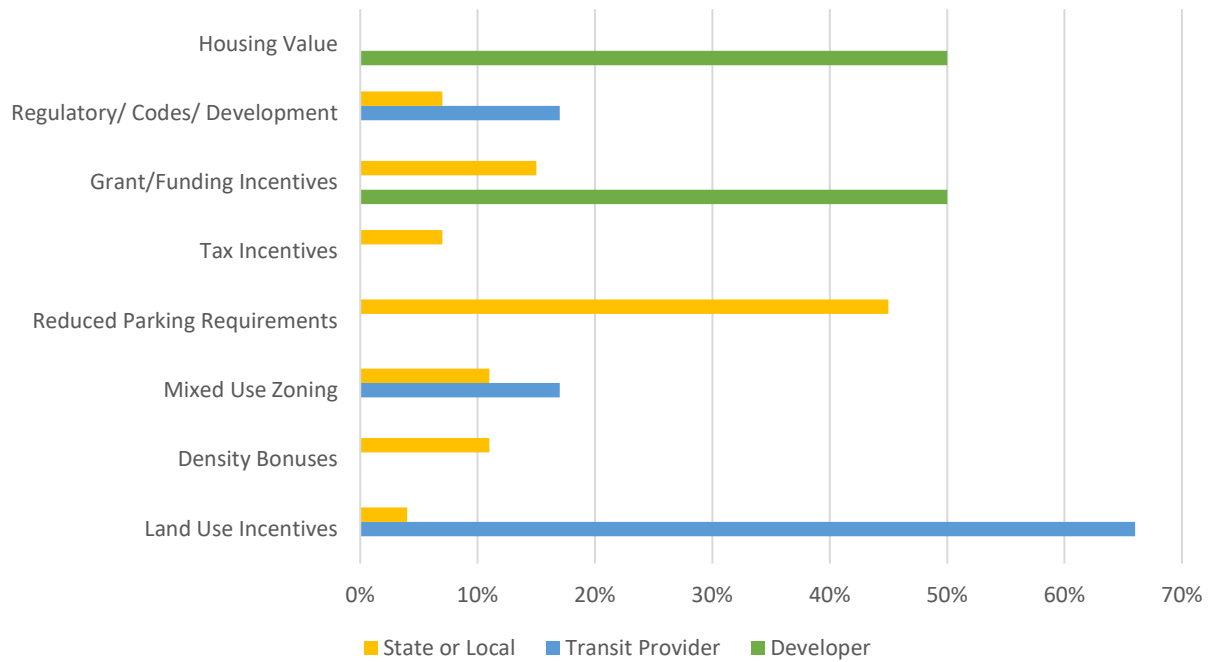
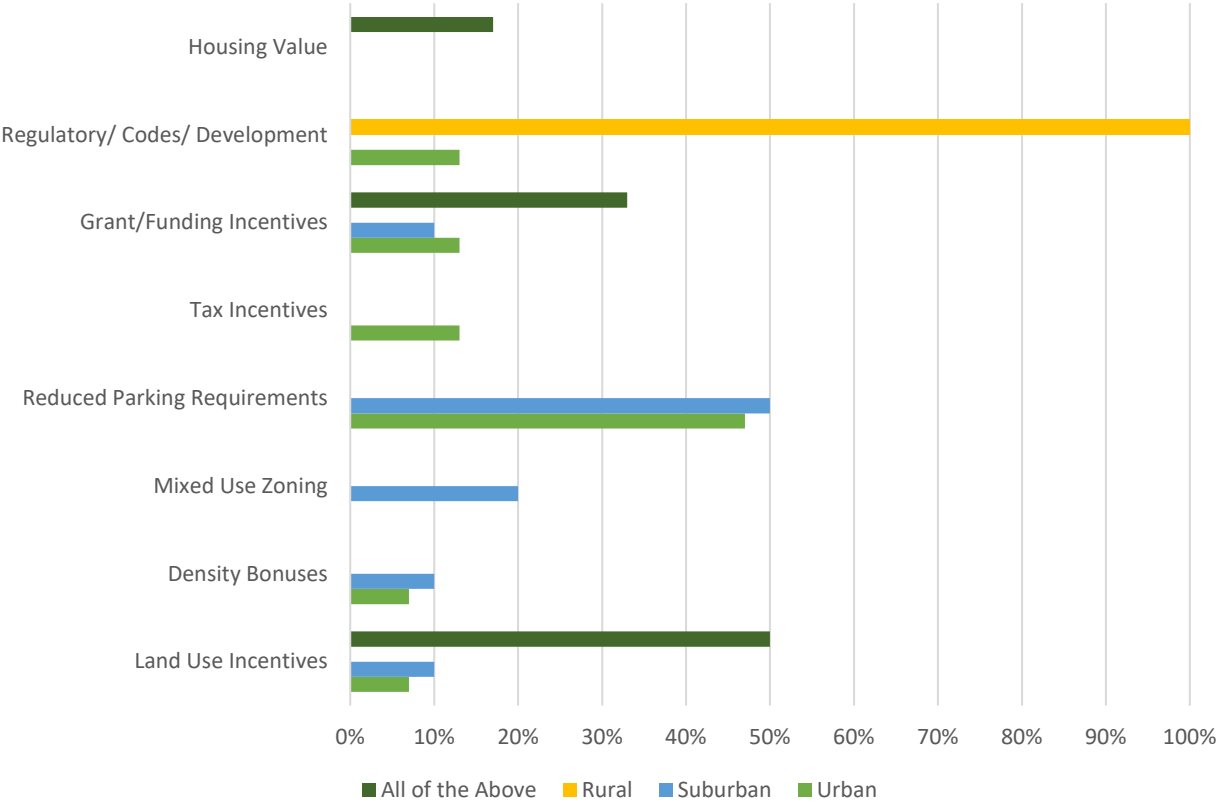


Figure 27 further stratifies the responses based on the service area that the respondents represent. The most popular response for both urban and suburban respondents included reduced parking requirements, followed by land use incentives (urban) and mixed-use zoning (suburban). Survey responses indicated that all rural respondents use regulatory/codes/development incentives.

Figure 27. Incentives Offered by Area



3.3.5 Opportunities to Improve Access to Transit & Housing

There are a variety of available opportunities to improve access to transit and housing for people in urban and rural areas, based on the responses provided. To start with, planning and its many implementation tools, including land use, zoning, TOD, and involving transit early in the housing development process could go a long way in establishing improved access. One respondent commented:

“Including transit at the initial project kickoff meeting is a practice that works but we are rarely invited to the table.”

Other opportunities suggested include improving the frequency and/or effectiveness of transit service in areas with housing density, increasing mixed-use development, adding more transit stops, and making transit routes more efficient to serve its residents in these areas is another opportunity. One respondent suggested:

“Transit has to be a reasonable alternative prior to forcing transit-oriented design or there will be major push back.”

Another popular response was to improve walking and bicycling access, starting with sidewalks to make walking and biking to bus stops safer and easier. Lastly, respondents also cited that it is necessary to provide funding and other incentives to link transit and housing together more properly.

Figure 28 (All Responses) and **Figure 29 (Respondents by Type)** shows these responses, as well as others, such as parking, affordable housing, and more accessible transit service.

One respondent indicated:

“Affordable housing needs to be a priority in all communities regardless of urban or rural status.”

Figure 28. Opportunities to Improve Transit – All Responses

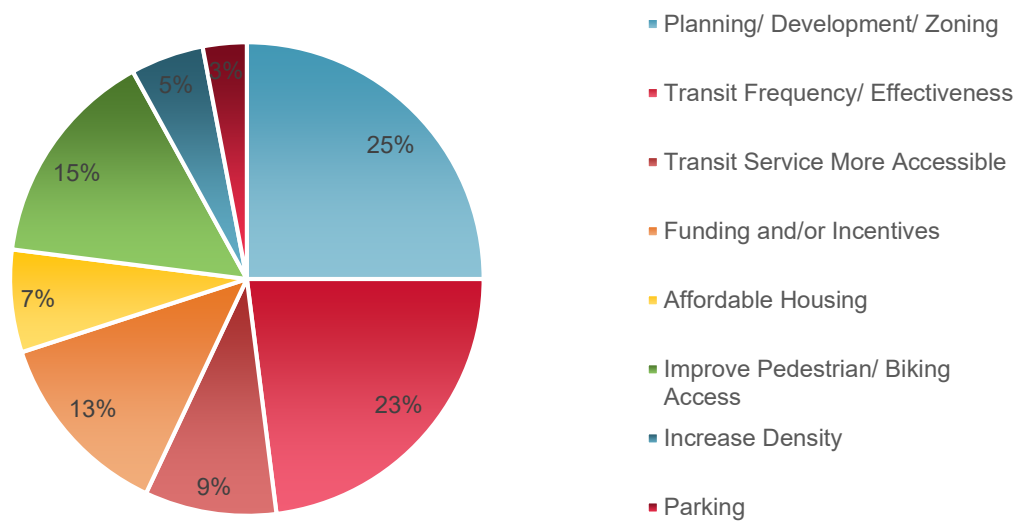


Figure 29. Opportunities to Improve Transit by Type of Respondent

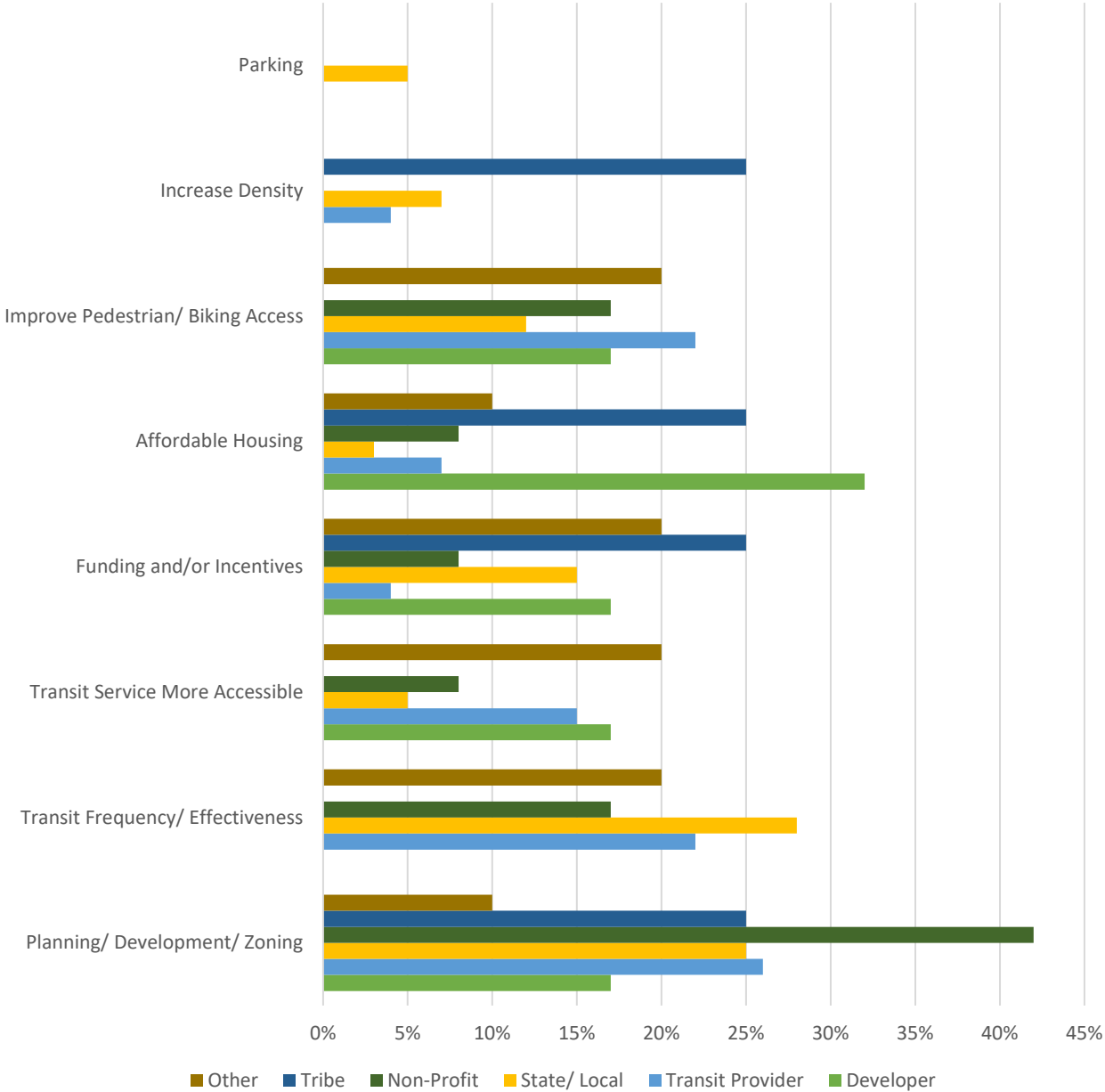
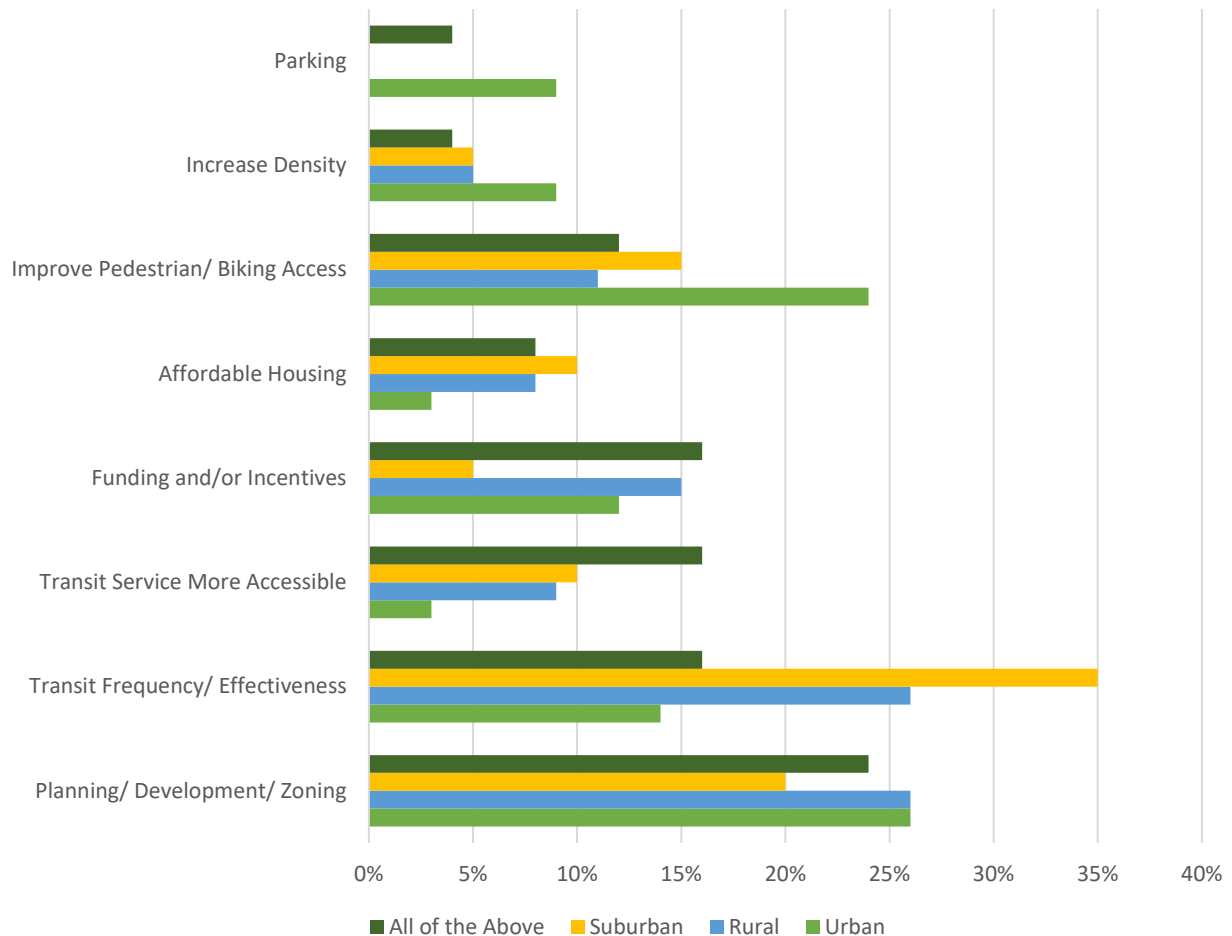


Figure 30 further breaks down the survey responses by area. Urban respondents suggested improving planning, development and zoning, while suburban respondents suggested improvements in transit frequency and effectiveness. The most popular responses for rural respondents indicated there were opportunities to improve both planning, development, and zoning along with transit frequency and effectiveness.

Figure 30. Responses by Area Type



3.3.6 Assistance Needed

Respondents indicated they would need various types of assistance to be able to develop property they currently own into housing. **Figure 31** shows the types of assistance needed. Respondents indicated they needed the most assistance with funding or subsidies. Other types of assistance needed include incentives, partnerships with developers and/or someone that could spearhead a particular effort, transit-oriented development, supportive zoning, higher density and/or multi-unit housing, affordable housing, and co-locating with jobs/workforce.

Figure 31. Assistance Needed: All Responses

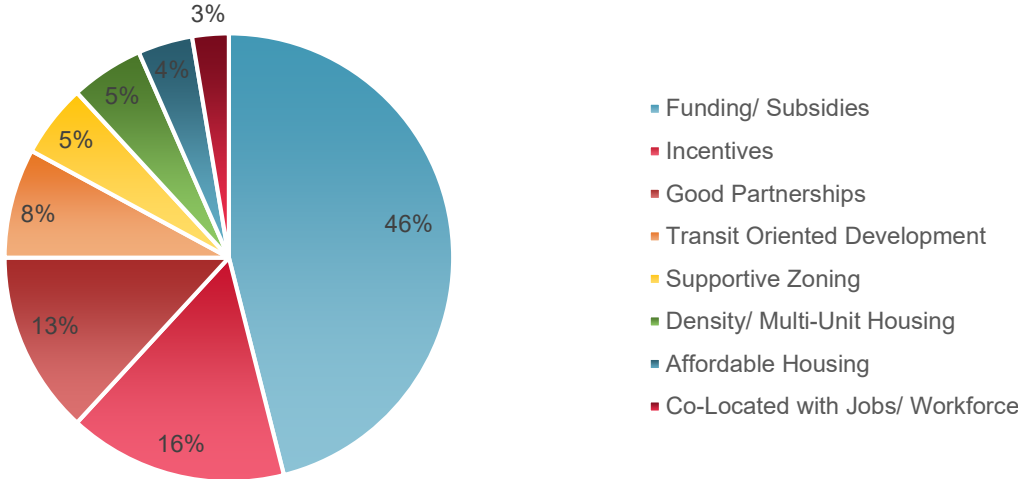


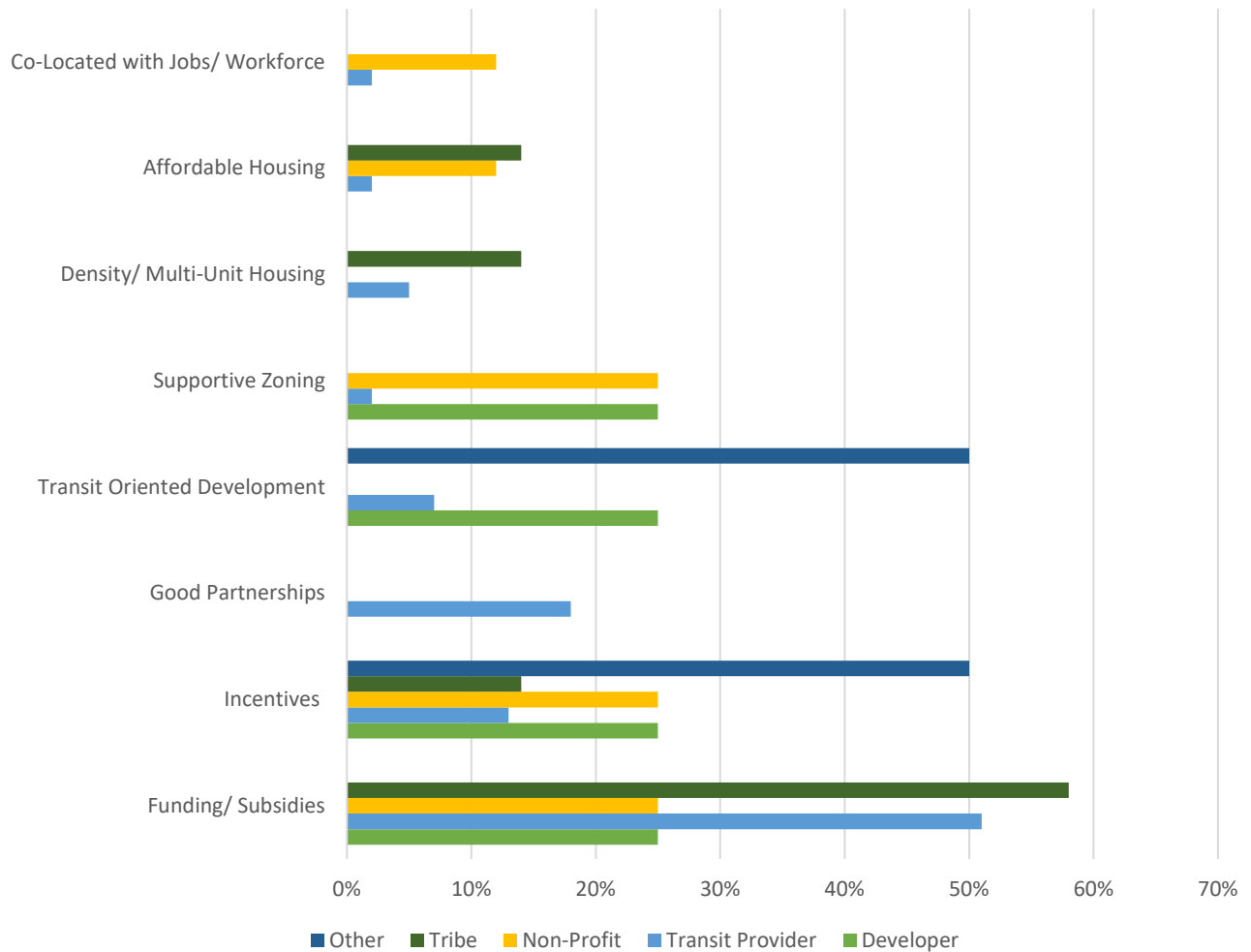
Figure 32 breaks down the responses by type of respondent. Funding/subsidies was the most popular response by a significant margin, particularly from transit providers, suggesting that monetary allocation could be the most impactful factor. Comments in support of this include:

“Money and a good developer, both of which are scarce in rural areas.”

“Subsidies for SDCs that would make higher density development more affordable.”

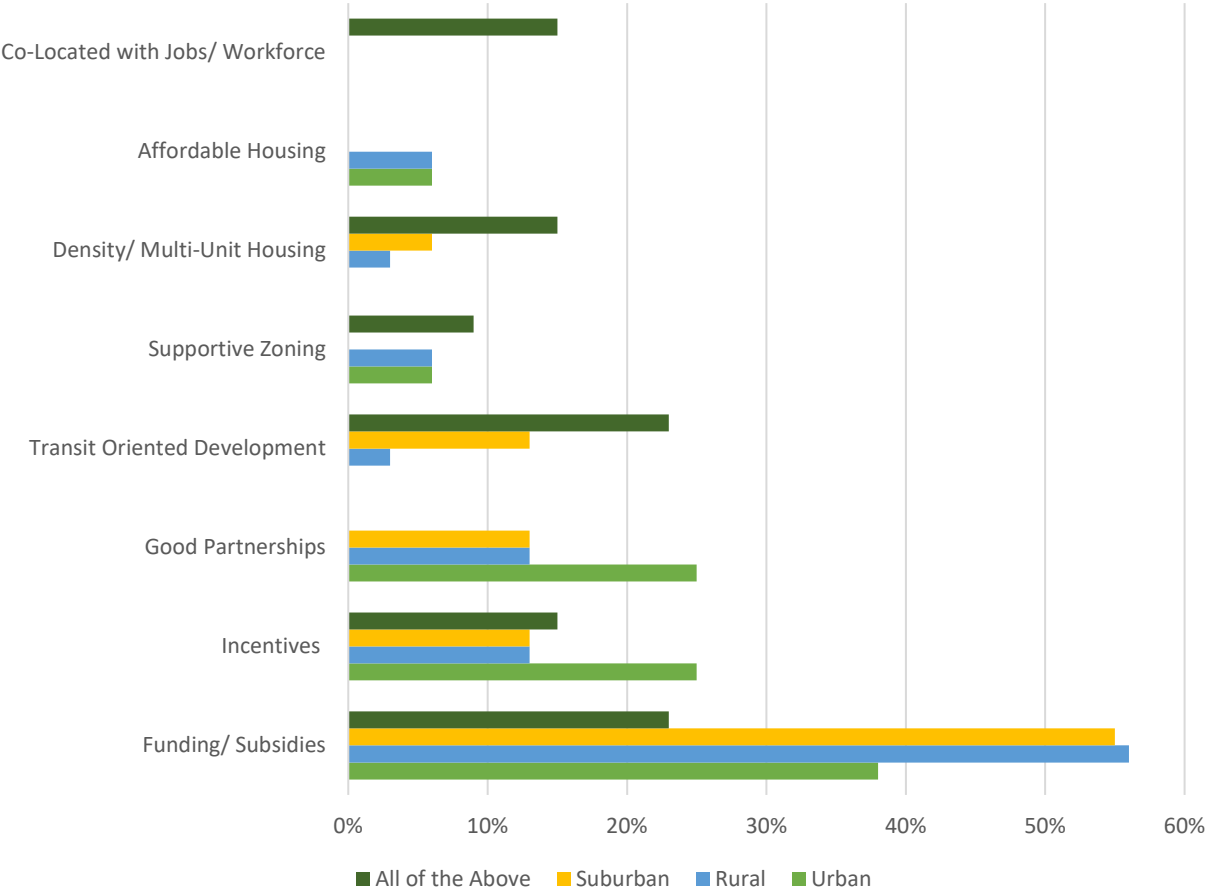
“Improved and larger funding measures. More focus on workforce housing and supporting affordable commercial and community uses. Additional funding to support enhanced transit services to locations that are transit adjacent and can support higher density. Additional resources to support study and analysis of TOD sites so that community engagement, land use, and feasibility analyses can be conducted to identify appropriate uses and density.”

Figure 32. Assistance Needed by Respondent Type



In addition to needing assistance with funding and subsidies, respondents (**Figure 33**) indicated they also need assistance with incentives, supportive zoning, and transit-oriented development. These responses indicate that having greater involvement in the planning process would benefit the respondents with their ability to co-locate housing and transit.

Figure 33. Responses by Area Type



3.4 DLCD Housing Production Strategy List of Tools, Actions, and Policies

The Department of Land Conservation Development (DLCD) has developed rules to implement two recent state laws that require new focus on planning for housing in the state and provided guidance to jurisdictions to help them comply. This includes instructions for developing Housing Production Strategies and a list of tools, policies, and actions in seven categories (**Table 1**). The guidance provides a description and overview of the intent and purpose for each tool/strategy listed, along with a projection of its expected impact based on housing tenure and income bracket. The purpose of the list is to help policy makers determine what solutions might work best in their jurisdiction to help them promote development of needed housing, both affordable and market rate.

The survey referenced DLCD’s list and asked respondents about their use of the following tool types:

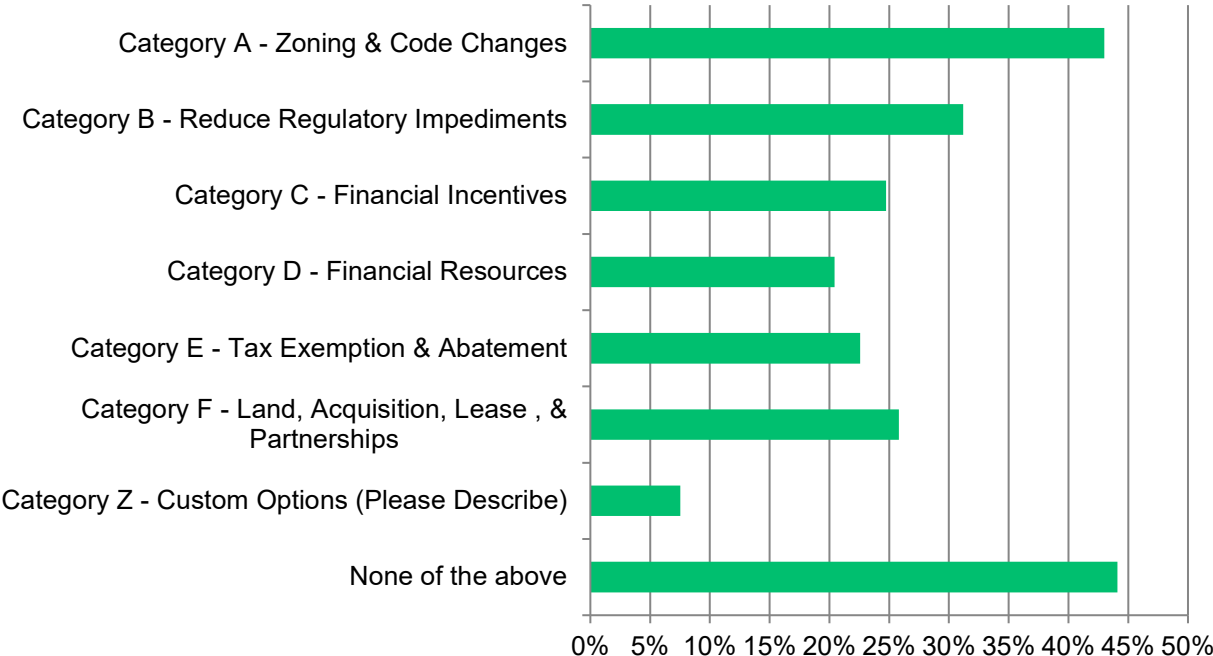
Table 1. Housing Strategies

Category A	Zoning and Code Changes	These are Strategies that a city can take to proactively encourage needed housing production through zoning and code modifications. These Strategies may also include regulations to ensure housing goals are met.
Category B	Reduce Regulatory Impediments	These Strategies address known impediments to providing needed housing. These include, but are not limited to, process, permitting, and infrastructure impediments.
Category C	Financial Incentives	These are a list of financial incentives that cities can offer to developers to encourage them to produce Needed Housing.
Category D	Financial Resources	These are a list of resources or programs at the local, state, and federal level that can provide for housing projects. The majority of these resources are intended to provide money for subsidized affordable housing projects.
Category E	Tax Exemption and Abatement	These are a list of tax exemption and abatement programs that are intended to encourage developers to produce housing.
Category F	Land, Acquisition, Lease, and Partnerships	These are Strategies that secure land for needed housing, unlock the value of land for housing, and/or create partnerships that will catalyze housing developments.
Category Z	Custom Options	Any other Housing Production Strategy not listed in Categories A through F that a city wishes to implement will be outlined in this section and numbered accordingly.

3.4.1 Agencies Using the Tools

Approximately 45% of agencies indicated they currently use the Zoning and Code Changes tools, while the same percentage of agencies stated they do not use any of the tools (**Figure 34**). Zoning and Code Changes include strategies, such as ensuring land zoned for higher density is not developed at lower densities, zoning changes to facilitate use of lower cost housing types, density bonuses for affordable housing, etc. Over 30% of the agencies implied the categories of tools they use are Reduce Regulatory Impediments, and over 20% of agencies indicated they use Land, Acquisition, Lease & Partnerships, as well as Financial Incentives, to develop affordable housing. Category Z responses include Building height bonuses, Construction Excise Tax, and Land Swaps.

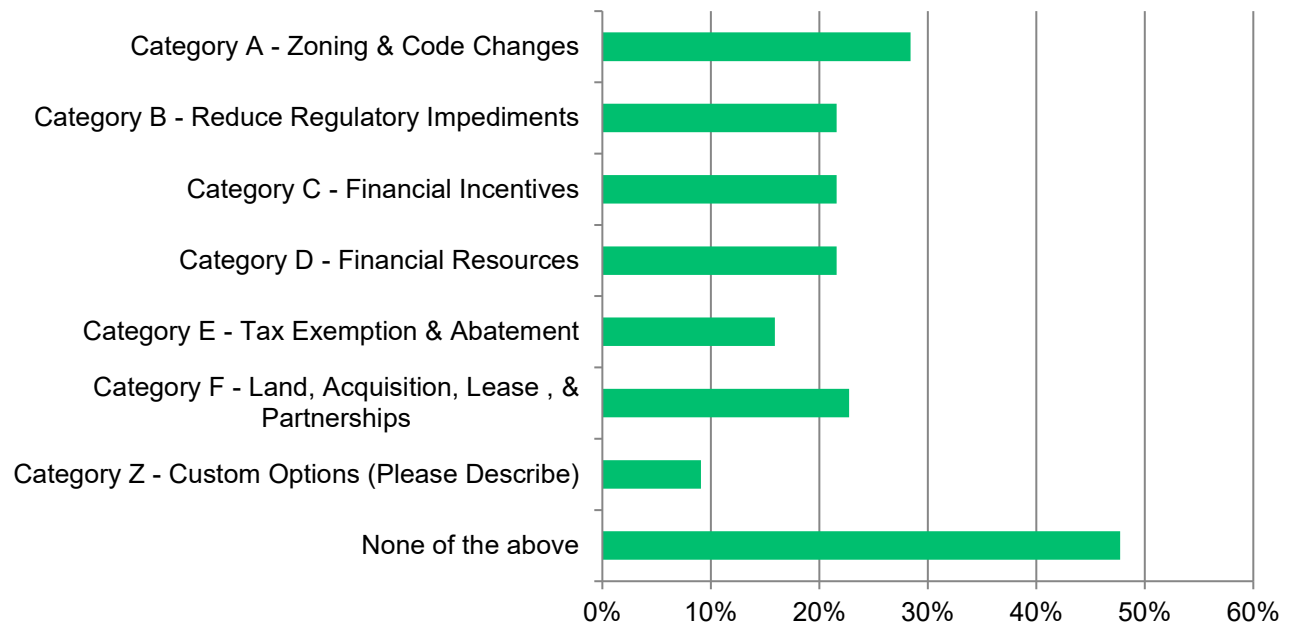
Figure 34. Tools Used



3.4.2 Tools that Worked Well

Of the agencies that indicated they have used the tools, the options (**Figure 35**) with the highest rates of satisfaction were Category A – Zoning & Code Changes at nearly 30%, and then a four-way tie at just over 20% each, between Category B – Reduce Regulatory Impediments, Category C – Financial Incentives, Category D – Financial Resources, and Category F – Land, Acquisition, Lease, & Partnerships. Category Z, coming in last, represents Urban Renewal.

Figure 35. Tools that Worked Well



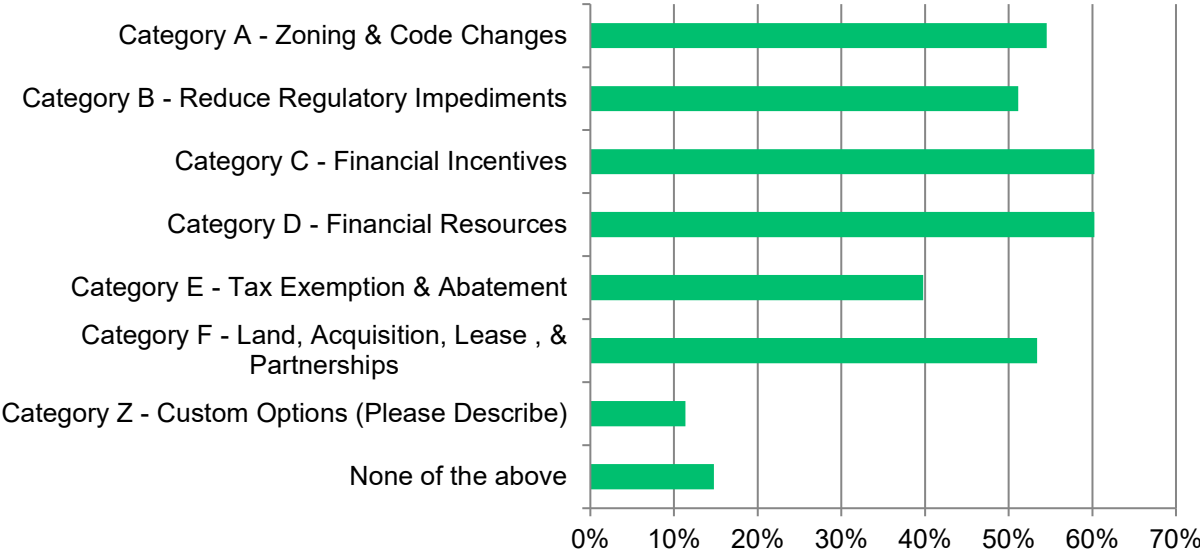
3.4.3 Tools to Use in the Future

The two leading responses for tools to use in the future refer to Category C – Financial Incentives and Category D – Financial Resources (**Figure 36**), both at 60%. Examples of financial incentives include reducing, modifying or exempting SDCs, incentivizing modular or manufactured homes, exempting park impact fees, etc. Financial Resources include grants and tax credits, such as Community Development Block Grants, Low Income Housing Tax Credits, Housing Trust Funds, etc.

Category Z responses include:

- System Development Charges (SDC) rates that account for transit proximity.
- SDC geo-capture.
- One on one mentoring in small cities.
- Development agreement.
- Regional Workforce Housing Agency & Assistance, including state funding.
- Changes to Bureau of Labor & Industries (BOLI) requirements would allow greater density for affordable housing projects without triggering prevailing wage. Also, condo law revision would allow more creation of home ownership opportunities for households with moderate incomes.
- Increase state/county run transportation options between urban and rural communities.
- Remove local opposition to new development.

Figure 36. Tools to Use in the Future



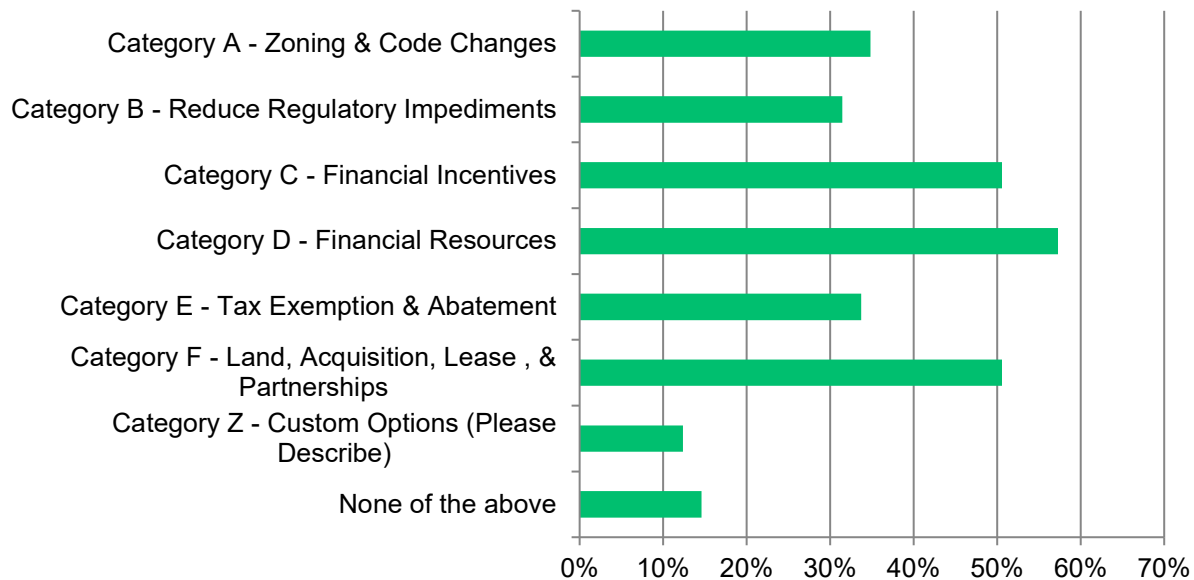
3.4.4 Tools to Help Agencies Support or Develop Affordable Housing

The survey results captured in **Figure 37** indicate that the tool most suited to help agencies support or develop affordable housing is Category D – Financial Resources. Meanwhile, the next two most indicated options are Category C – Financial Incentives, and Category F – Land Acquisition, Lease, & Partnerships.

Category Z responses include:

- Transit services. We have good incentives for developing housing near transit but there are not that many transit areas left to develop.
- Improved transit service to existing residential and business areas.
- Work with public and private partnerships and county transit.
- Land Banking.
- Development agreement.
- From working in the mountain towns for years, I know you need all the tools in the toolbox to make this work. A secondary housing market must be created through deed restricted homes and rentals.
- Coordinated site planning with housing developer, City, and transit provider.
- Any interest at all from the state in supporting rural community members with this option.
- We need a sewer system.
- To be able to be flexible depending on the development.

Figure 37. Tools to Enable Support or Develop Affordable Housing



3.4.5 Support to Use the Tools

Regarding support to be able to use the implementation tools, the most frequent responses were related to needing additional funding, political support, good partnerships, and staffing. **Figure 38 (All Respondents)**, **Figure 39 (Respondents by Type)**, and **Figure 40 (Respondents by Area)** shows the frequency by which respondents noted that these additional avenues of support that would be necessary, such as land use, incentives or reform at the state level, and increased transit service. Some of the comments included:

“Political support. We’re willing to work with land use and housing partners, but our community, especially the very vocal neighborhood associations that don’t want us to build anything, are often the hindrance. They put a lot of restrictions, such as units must be 100% affordable and only for seniors, that make it financially infeasible. We need local elected officials and leaders to make a stand.”

“ODOT could hire a TOD manager and work with developers to utilize ODOT property for housing. Region planning teams could also do this work if prioritized from above.”

“Education that encourages partnerships between the various parties. Support services to answer questions and offer recommendations.”

Figure 38. Support Needed: All Responses

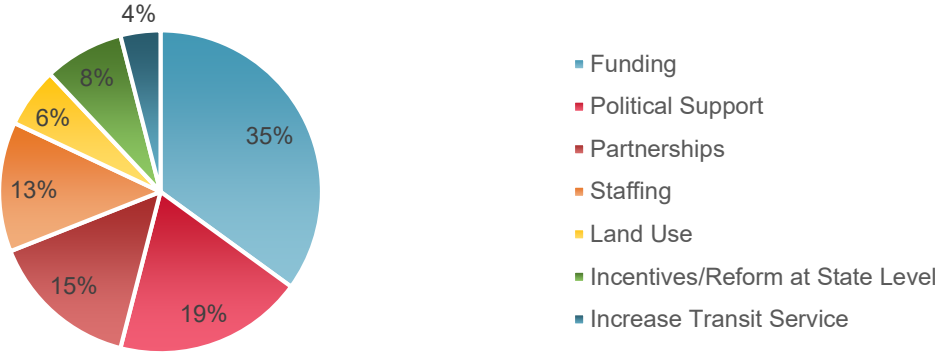


Figure 39. Support Needed by Respondent Type

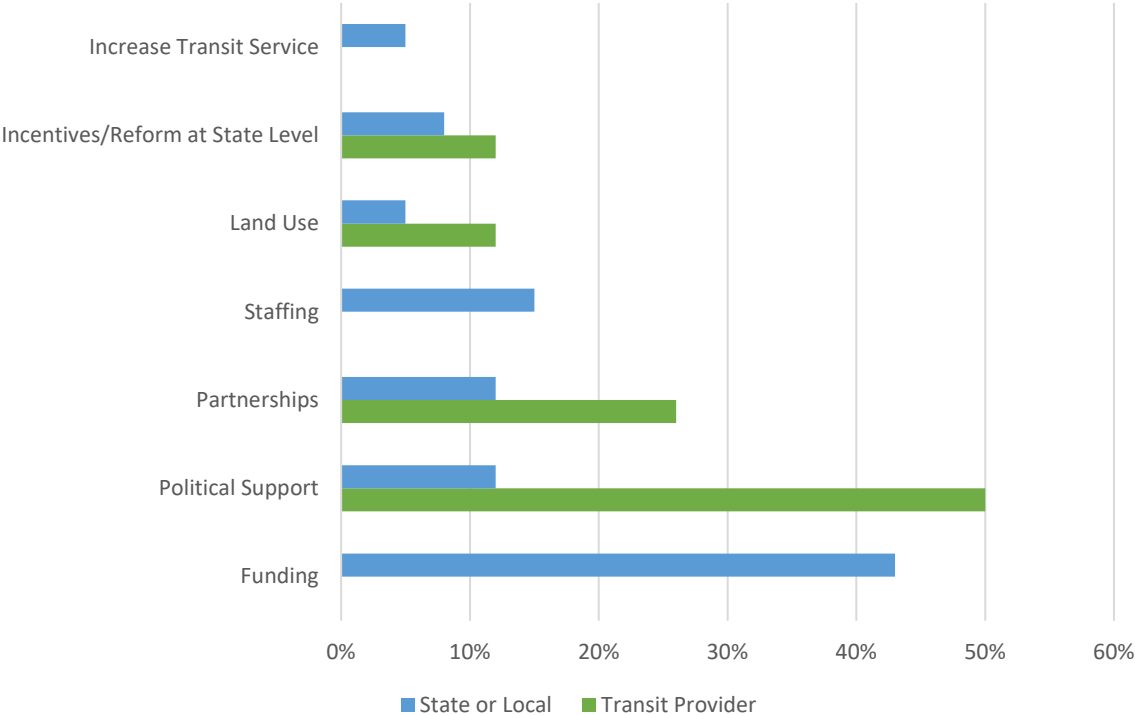
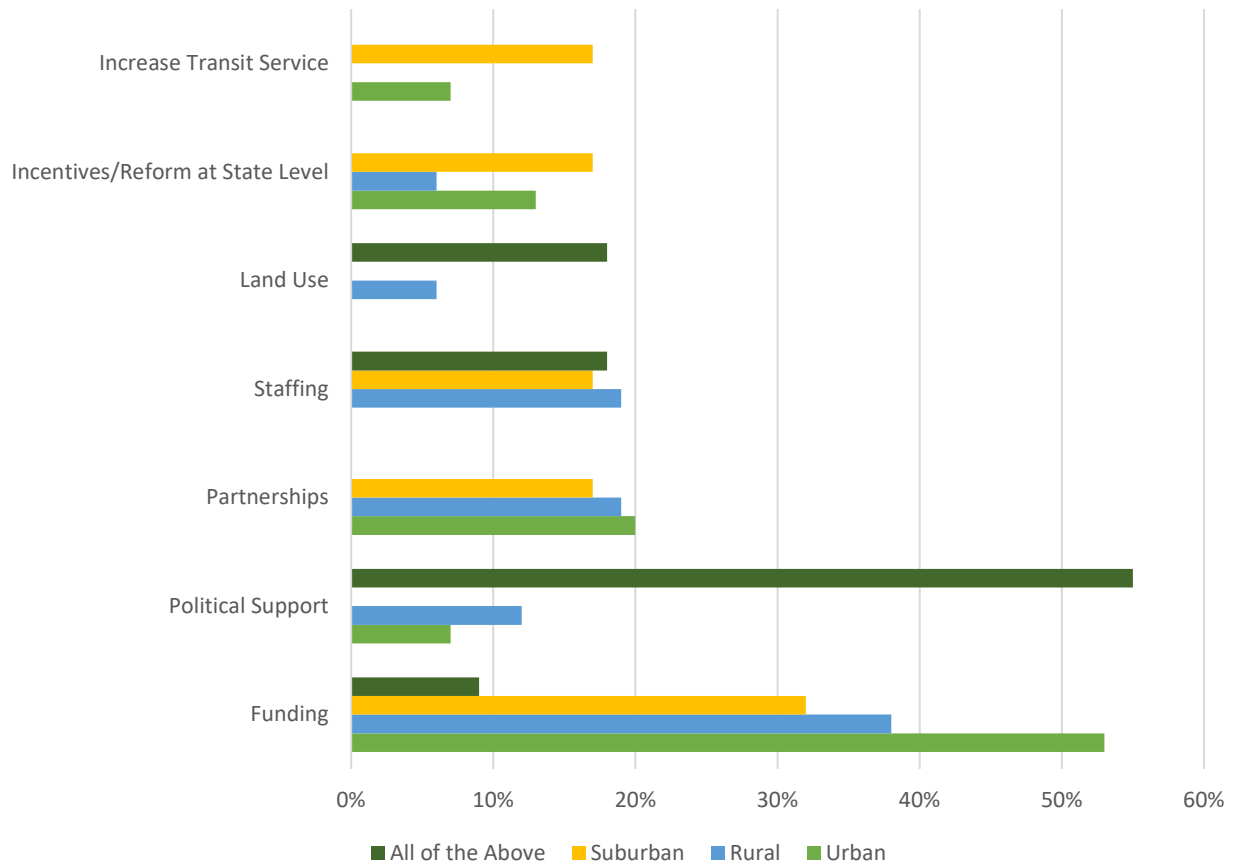


Figure 40. Support Needed by Area Type

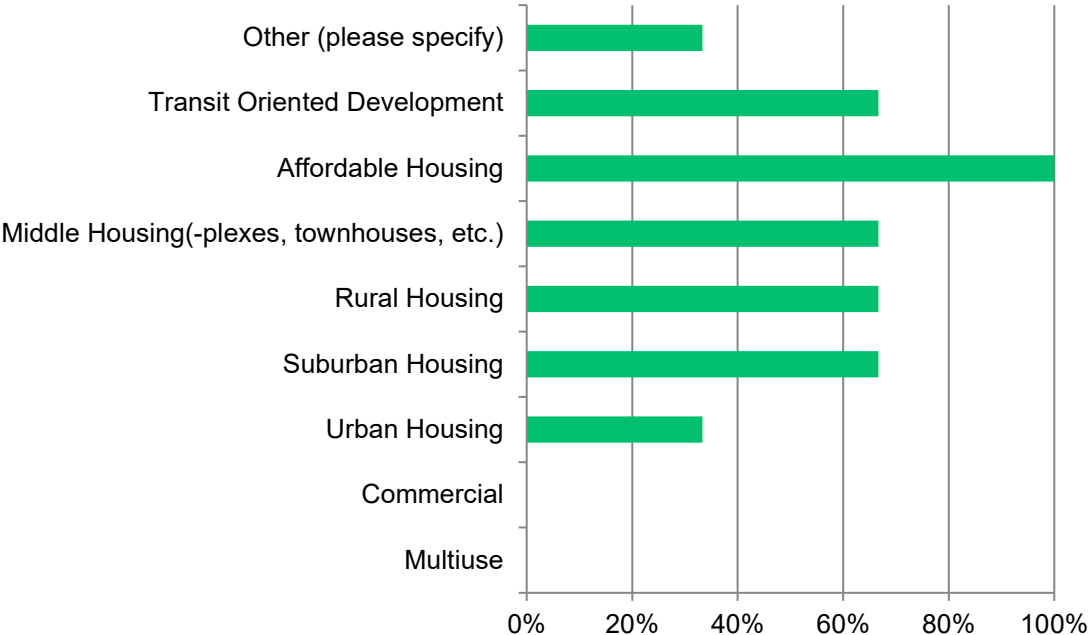


3.5 Developer Responses

3.5.1 Types of Developments

Though Developers represented a minimal number of survey responses that were received, this group was asked about the type of developments/projects they currently participate in. Per **Figure 41**, affordable housing appears in all developer projects, while transit-oriented development, middle housing (-plexes, townhouses, etc.), rural housing, and suburban housing are also mentioned. Other responses include historic building and adaptive re-use.

Figure 41. Developer Projects



3.5.2 How Do You Include Transit?

Developer responses to the survey questions regarding how they include transit contained the following:

“Particularly for Permanent Supportive Housing and deeply affordable projects, housing purchases and funding opportunities are located near transit.”

“#1 factor in choosing sites and location for housing is presence of fix[ed] high-capacity transit. #2 is utility of the destinations on those routes: does it serve the residents of affordable housing. Do the jobs on the routes match the skills and education levels of our residents, etc. Is there education, shopping, medical care, jobs, open space, civic functions on the route.”

“Mostly we ensure that we locate near a bus stop, or near existing lines and have a stop added within walking distance. We also ensure tenants are connected to dial-a-ride and any other local, point to point transit options for tenants with mobility issues.”

3.5.3 Challenges with Including Transit

Developer responses to the survey questions included the following regarding challenges with including transit:

“Low Income Tax Housing Credit program does not allow land to be included in eligible basis, meaning equity can’t fund land purchases.”

“Cost of TOD sites. Ped and bike facilities to and from the station. Adequate utilities and off-site requirements for the site. Amenities needed for day to day within walking distance. Headways and destinations on the routes. Cost of transit passes.”

“The scarcity of transit lines and stops in rural areas and small cities, and the infrequency of buses arriving at transit stops.”

3.5.4 Opportunities to Co-Locate Housing with Transit

Regarding opportunities to co-locate housing with transit, developers provided the following responses:

“Provide land banking opportunities.”

“For us the opportunities are made more viable by preferences for TOD amongst funding agencies for both low- and moderate-income projects. Access & opportunity for our lower income residents. Saving money by reducing dependence on owning a car. Amenities and convenience for our market rate residents.”

“More robust rural transit planning that takes affordable housing locations, or potential locations, into account.”

4 Summary of Findings

The survey provided valuable insight into the experiences of the participants’ efforts to improve the coordination and connections between housing and transit service across the state. As expected, it is easier to achieve housing and transit goals where there is a transit network and an environment that is more conducive to supporting dense development and innovation. It is more of a challenge in rural areas where there is a lack of or limited transit service, long travel times, low density, and supporting infrastructure.

From this variety of experiences, three themes emerge that would help guide the development of state policies or program recommendations:

- **Expanding transit in small urban & rural areas** – There are multiple urban transit systems in Oregon, ranging from large systems such as TriMet in the Portland area, to small systems in cities like Albany and Corvallis. As expected, it is easier to connect transit and housing in areas with expansive transit networks with premium transit service (bus rapid transit and/or light rail) and high frequency bus service. It is much more challenging to make these connections when an area has infrequent transit service, the system prioritizes coverage over ridership, or is non-existent. While it is not feasible to provide frequent transit service in every city or rural community in the state, funding for transit in rural and small urban areas is a top requested item from the respondents, whereas urban transit service could be improved through additional coordination. Transit service should be expanded in the places with the service models that will make the services most efficient and successful. Next, ODOT should ensure transit service (fixed route, demand response, or Mobility on Demand) is available throughout the state to help people meet life-sustaining activities and have connections to intercity transit service to access services in other parts of the state. The provision of this service, then, lays the foundation to prepare/update regional transit plans, prioritize areas for enhanced service, and develop local strategies to connect housing to transit.
- **Encouraging density and/or development along transit routes** – As evidenced by the survey responses, the availability of transit does not necessarily mean there is sufficient level of coordination between transit providers, developers, and planning & zoning agencies. This

sometimes results in developers building new affordable, dense developments in areas where there is no transit service, or the route/service is ill-prepared to handle the influx of potential customers. Therefore, the State/Local Government Agencies who are involved with housing development should strongly incentivize new affordable, dense developments to work with transit providers and place these developments where there is sufficient transit capacity to support them. Strategies to do this include, as mentioned by the respondents, relaxing parking requirements, promoting TODs, allowing for density bonuses, or providing additional funding (grants or loans) for those projects that include transit in their plans. A corollary to this theme and building off the previous one, is to provide support to transit agencies in small and medium urban areas in evaluating their transit network to make sure it is still meeting the needs of the community. Comprehensive operations and route analysis projects would allow these agencies to fully assess how the system is performing and how well it matches up with the travel behavior within their service area. This process would help to identify potential route modifications or other improvements to co-locating housing and transit.

- **Providing first mile/last mile connections** – Even if transit is available to support housing, access to the transit network can still be a barrier, limiting its effectiveness. Numerous respondents highlighted the need to provide better first mile/last mile connections to help access those areas where it is not effective to extend the transit route. This can be accomplished through improving bicycle and pedestrian connections between housing and transit along with implementing, where feasible, micromobility programs (e-scooter, bike-sharing, etc.).

5 Conclusion

The survey provided an opportunity to solicit feedback from stakeholders and partners at various state and local agencies, transit providers, developers, and non-profits. The respondents provided a plethora of challenges and opportunities they experience regularly as they work to connect transit and housing. They also provided ideas and strategies to strengthen this relationship to make it easier and more affordable to live in Oregon. From their responses, three overarching themes emerge: expanding transit, encouraging development along transit lines, and providing first mile/last mile connections. Both urban and rural areas indicated the need for more funding/subsidies in their efforts to develop housing that is co-located with transit, as well as the need for more incentives, partnerships (support), and to be more involved during planning processes. Some respondents gave examples of funding and subsidies needed, such as subsidies to pay for system development charges (SDCs) or infrastructure needed for development and market studies for development. These themes echo many ongoing discussions in Oregon and elsewhere.

Subsequent work on this project will build upon the themes to describe strategies and tools to address the challenges raised by the respondents. This study recommends that subsequent work strive to collect information from non-profits that provide services to other populations, such as Lesbian, Gay, Bisexual, Transgender, and Queer+ (LGBTQ+), youth and elderly, people with disabilities, Black, Indigenous, and People of Color (BIPOC), and those of Low English Proficiency to enhance diversity in the responses received.

Appendix A

Survey Instrument



ODOT Transit & Housing Study Online Survey

Introduction

ODOT is evaluating policies and actions that could improve households' quality of life by better linking housing development with easy connections to transit.

Since transportation and housing are important and interrelated factors that account for a large share of household budgets and influence overall quality of life, ODOT wants to understand how to improve planning and access to affordable and attainable housing and convenient, reliable transit.

The purpose of this survey is to identify opportunities and challenges for better coordination between transit services and housing.

A few key definitions for this survey:

- **Affordable housing:** housing affordable for both low and moderate income levels, e.g. up to 120% of area median income (includes both affordable up to 80% AMI and attainable up to 120% AMI);
- **Co-located transit and housing:** housing located with easy access to transit for residents;
- **Housing:** includes all types and for all income levels, please consider both general housing and affordable housing throughout this survey;
- **Local Agency:** City, County, or Metropolitan Planning Organization; and
- **Transit supportive housing:** housing located with easy access to transit services for residents.

* 1. What is the location (county) of your organization?

2. What is your role in the organization?

- Executive Director/Principal
- Director
- Other (please specify)
- Manager
- Planner

*** 3. Which of the following categories best describes your organization? Please pick one.**

- Transit Provider
- Local Government Agency
- Tribe
- Other (please specify)
- Developer
- Non-Profit

*** 4. Does your organization primarily serve urban, suburban, or rural areas?**

- Urban
- Suburban
- Rural
- All of the above

*** 5. Which best describes your service area?**

- Neighborhood
- City
- County
- Other (please specify)
- Tribal Community
- Region
- Statewide

6. To the best of your knowledge, do the populations below represent a high, moderate, or low proportion of people your organization serves?

Proportion of Population Served	
Low Income	<input type="text"/>
Moderate or High income	<input type="text"/>
Low Education	<input type="text"/>
Moderate or High Education	<input type="text"/>
Low English Proficiency	<input type="text"/>
Black, Indigenous, and People of Color	<input type="text"/>
Youth	<input type="text"/>
Elderly	<input type="text"/>

Other (please specify)

*** 7. In which types of activities does your organization participate and consider the co-location of housing and transit? Check all that apply.**

- Transportation System Planning
- Coordinated Transit Planning
- Corridor Planning
- Land Use Planning
- Development Review
- Reviewing Development Code
- Other (please specify)
- Current Planning Decisions
- Evaluating Zoning Decisions
- Siting a Housing Development
- Siting a Transit Stop

- None of the above

*** 8. *Does your organization collaborate with any of the following stakeholders during the planning or project development process? Check all that apply.**

- General Public
- City or County Planners
- Housing Developers
- State Housing Agencies
- Local Housing Authorities
- Economic Development Agencies
- Other (please specify)
- Transit Providers
- MPO Planners
- ODOT Transit Division Staff
- ODOT Planners or ODOT Region Staff
- Non-profits

*** 9. How do you collaborate with stakeholders? (check all that apply)**

- Shared Funding/Partnership
- Regulatory - Zoning and/or Permitting
- Comprehensive/Land Use Planning
- Other (please specify)
- Transit/Transportation Planning
- No Collaboration

None of the above

*** 10. From your organization's perspective, what are transit-supportive housing ideas and solutions in urban and/or rural areas?**

Urban areas

Rural areas

*** 11. From your organization's perspective, what are transit-supportive housing barriers in urban and/or rural areas?**

Urban areas

Rural areas

*** 12. From your organization's perspective, what are the greatest differences in providing transit-supportive housing in urban versus rural areas?**

*** 13. Does your organization use any incentives to co-locate housing and transit?**

Yes

No

14. What types of incentive do you offer to co-locate housing and transit?

*** 15. From your organization's perspective, what are specific opportunities to improve access between transit and housing?**

16. If your organization owns property it can develop, what kind of assistance, incentives, or partnerships would be needed to develop it for housing?

ODOT Transit & Housing Study Online Survey

Description of services provided - Local Agencies

* 17. Does your organization primarily serve urban, suburban, or rural areas?

- Urban
- Suburban
- Rural
- All of the above

* 18. Which best describes your service area?

- Neighborhood
- City
- County
- Other (please specify)
- Tribal Community
- Region
- Statewide

19. To the best of your knowledge, do the populations below represent a high, moderate, or low proportion of people your organization serves?

	Proportion of Population Served
Low Income	<input type="text"/>
Moderate or High income	<input type="text"/>
Low Education	<input type="text"/>
Moderate or High Education	<input type="text"/>
Low English Proficiency	<input type="text"/>
Black, Indigenous, and People of Color	<input type="text"/>
Youth	<input type="text"/>
Elderly	<input type="text"/>

Other (please specify)

* 20. In which types of activities does your organization participate and consider the co-location of housing and transit? Check all that apply.

- | | |
|---|---|
| <input type="checkbox"/> Transportation System Planning | <input type="checkbox"/> Current Planning Decisions |
| <input type="checkbox"/> Coordinated Transit Planning | <input type="checkbox"/> Evaluating Zoning Decisions |
| <input type="checkbox"/> Corridor Planning | <input type="checkbox"/> Siting a Housing Development |
| <input type="checkbox"/> Land Use Planning | <input type="checkbox"/> Siting a Transit Stop |
| <input type="checkbox"/> Development Review | |
| <input type="checkbox"/> Reviewing Development Code | |
| <input type="checkbox"/> Other (please specify) | |

None of the above

* 21. *Does your organization collaborate with any of the following stakeholders during the planning or project development process? Check all that apply.

- | | |
|--|---|
| <input type="checkbox"/> General Public | <input type="checkbox"/> Transit Providers |
| <input type="checkbox"/> City or County Planners | <input type="checkbox"/> MPO Planners |
| <input type="checkbox"/> Housing Developers | <input type="checkbox"/> ODOT Transit Division Staff |
| <input type="checkbox"/> State Housing Agencies | <input type="checkbox"/> ODOT Planners or ODOT Region Staff |
| <input type="checkbox"/> Local Housing Authorities | <input type="checkbox"/> Non-profits |
| <input type="checkbox"/> Economic Development Agencies | |
| <input type="checkbox"/> Other (please specify) | |

* 22. How do you collaborate with stakeholders? (check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Shared Funding/Partnerships | <input type="checkbox"/> Transit/Transportation Planning |
| <input type="checkbox"/> Regulatory - Zoning and/or Permitting | <input type="checkbox"/> No Collaboration |
| <input type="checkbox"/> Comprehensive/Land Use Planning | |
| <input type="checkbox"/> Other (please specify) | |

None of the above

*** 23. From your organization’s perspective, what are transit-supportive housing ideas and solutions in urban and/or rural areas?**

Urban areas

Rural areas

*** 24. From your organization’s perspective, what are transit-supportive housing barriers in urban and/or rural areas?**

Urban areas

Rural areas

*** 25. From your organization’s perspective, what are the greatest differences in providing transit-supportive housing in urban versus rural areas?**

*** 26. Does your organization use any incentives to co-locate housing and transit?**

Yes

No

27. What types of incentive do you offer to co-locate housing and transit?

*** 28. From your organization’s perspective, what are specific opportunities to improve access between transit and housing?**

29. If your organization owns property it can develop, what kind of assistance, incentives, or partnerships would be needed to develop it for housing?

ODOT Transit & Housing Study Online Survey Local Agencies & Transit Providers

The Department of Land Conservation and Development and the Oregon Housing and Community Services agencies, with stakeholders, have identified the following types of tools that may assist with housing development.

Category A		Zoning and Code Changes	These are strategies that a jurisdiction can take to proactively encourage needed housing production through zoning and code modifications. These strategies may also include regulations to ensure housing goals are met.
Category B		Reduce Regulatory Impediments	These strategies address known impediments to providing needed housing. These include but are not limited to zoning, permitting, and infrastructure impediments.
Category C		Financial Incentives	These are a list of financial incentives that jurisdictions can give to developers to encourage them to produce needed housing.
Category D		Financial Resources	These are a list of resources or programs at the local, state and federal level that can provide money for housing projects. The majority of these resources are intended to provide money for affordable housing projects.
Category E		Tax Exemption and Abatement	These are a list of tax exemption and abatement programs that are intended to encourage developers to produce housing.
Category F		Land, Acquisition, Lease, and Partnerships	These are strategies that secure land for needed housing, unlock the value of land for housing, and/or create partnerships that will catalyze housing developments.
Category Z		Custom Options	Any other Housing Production Strategy not listed in Categories A through F that the Jurisdiction wishes to implement will be outlined in this section and numbered accordingly.

30. Has your agency used any of these tools to promote housing development collocated with transit? If yes, which ones? Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Category A - Zoning & Code Changes | <input type="checkbox"/> Category E - Tax Exemption & Abatement |
| <input type="checkbox"/> Category B - Reduce Regulatory Impediments | <input type="checkbox"/> Category F - Land, Acquisition, Lease, & Partnerships |
| <input type="checkbox"/> Category C - Financial Incentives | |
| <input type="checkbox"/> Category D - Financial Resources | |
| <input type="checkbox"/> Category Z - Custom Options (Please Describe) | |
| <input type="text"/> | |
| <input type="checkbox"/> None of the above | |

31. Which have worked well for your agency? Check all that apply.

- Category A - Zoning & Code Changes
- Category B - Reduce Regulatory Impediments
- Category C - Financial Incentives
- Category D - Financial Resources
- Category Z - Custom Options (Please Describe)
- Category E - Tax Exemption & Abatement
- Category F - Land, Acquisition, Lease , & Partnerships

None of the above

32. Which would you like to be able to use in the future? Check all that apply.

- Category A - Zoning & Code Changes
- Category B - Reduce Regulatory Impediments
- Category C - Financial Incentives
- Category D - Financial Resources
- Category Z - Custom Options (Please Describe)
- Category E - Tax Exemption & Abatement
- Category F - Land, Acquisition, Lease , & Partnerships

None of the above

33. Which do you think would most enable you to support or develop affordable housing co-located with transit? Check all that apply.

- Category A - Zoning & Code Changes
- Category B - Reduce Regulatory Impediments
- Category C - Financial Incentives
- Category D - Financial Resources
- Category Z - Custom Options (Please Describe)
- Category E - Tax Exemption & Abatement
- Category F - Land, Acquisition, Lease, & Partnerships

- None of the above

34. What kinds of support or assistance would you need to use any of these tools to support housing collocated with transit in the future?

ODOT Transit & Housing Study Online Survey

Description of services provided - Developers

* 35. Does your organization primarily serve urban, suburban, or rural areas?

- Urban
- Suburban
- Rural
- All of the above

* 36. Which best describes your service area?

- Neighborhood
- City
- County
- Other (please specify)
- Tribal Community
- Region
- Statewide

37. To the best of your knowledge, do the populations below represent a high, moderate, or low proportion of people your organization serves?

Proportion of Population Served	
Low Income	<input type="text"/>
Moderate or High income	<input type="text"/>
Low Education	<input type="text"/>
Moderate or High Education	<input type="text"/>
Low English Proficiency	<input type="text"/>
Black, Indigenous, and People of Color	<input type="text"/>
Youth	<input type="text"/>
Elderly	<input type="text"/>

Other (please specify)

* 38. In which types of activities does your organization participate and consider the co-location of housing and transit? Check all that apply.

- Transportation System Planning
 - Coordinated Transit Planning
 - Corridor Planning
 - Land Use Planning
 - Development Review
 - Reviewing Development Code
 - Other (please specify)
 - None of the above
- Current Planning Decisions
 - Evaluating Zoning Decisions
 - Siting a Housing Development
 - Siting a Transit Stop

* 39. *Does your organization collaborate with any of the following stakeholders during the planning or project development process? Check all that apply.

- General Public
- City or County Planners
- Housing Developers
- State Housing Agencies
- Local Housing Authorities
- Economic Development Agencies
- Other (please specify)
- Transit Providers
- MPO Planners
- ODOT Transit Division Staff
- ODOT Planners or ODOT Region Staff
- Non-profits

* 40. How do you collaborate with stakeholders? (check all that apply)

- Shared Funding/Partnerships
- Regulatory - Zoning and/or Permitting
- Comprehensive/Land Use Planning
- Other (please specify)
- Transit/Transportation Planning
- No Collaboration

- None of the above

* 41. From your organization’s perspective, what are **transit-supportive housing** ideas and solutions in urban and/or rural areas?

Urban areas

Rural areas

* 42. From your organization’s perspective, what are **transit-supportive housing** barriers in urban and/or rural areas?

Urban areas

Rural areas

* 43. From your organization’s perspective, what are the **greatest differences in providing transit-supportive housing** in urban versus rural areas?

* 44. Does your organization use any incentives to co-locate housing and transit?

- Yes
- No

45. What types of incentive do you offer to co-locate housing and transit?

* 46. From your organization’s perspective, what are specific opportunities to improve access between transit and housing?

47. If your organization owns property it can develop, what kind of assistance, incentives, or partnerships would be needed to develop it for housing?

ODOT Transit & Housing Study Online Survey Developers

* 48. What types of projects do you typically develop? Check all that apply.

- | | |
|---|--|
| <input type="checkbox"/> Multiuse | <input type="checkbox"/> Rural Housing |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Middle Housing(-plexes, townhouses, etc.) |
| <input type="checkbox"/> Urban Housing | <input type="checkbox"/> Affordable Housing |
| <input type="checkbox"/> Suburban Housing | <input type="checkbox"/> Transit Oriented Development |
| <input type="checkbox"/> Other (please specify) | |

* 49. Please describe how you consider transit in your developments.

* 50. Please describe challenges your organization has faced when developing market and affordable housing co-located with transit.

* 51. Please describe opportunities your organization sees for developing market and affordable housing co-located with transit.

ODOT Transit & Housing Study Online Survey Follow Up

52. Would you like ODOT or the study team to be able to follow up with you? If yes, please provide:

Name	<input type="text"/>
Organization	<input type="text"/>
Email	<input type="text"/>

Appendix B

Survey Email

From: RAMIREZ Lucia L
Sent: Tuesday, March 29, 2022 10:34 AM
Subject: Oregon Transit and Housing Survey

Hello, we invite you to complete the survey linked below. ODOT is conducting the survey in conjunction with its Oregon Transit and Housing Study. The purpose of the study is to learn about opportunities, challenges, and tools available to better link housing with transit services.

Stakeholders and partners in state and local agencies, transit providers, developers, and interest groups will receive this survey. (We apologize in advance if anyone receives it multiple times.) If you know of colleagues who would also be interested, or would be better positioned to respond to these topics, feel free to share the survey with them. It should take about 15 minutes to complete.

Please share your ideas and experiences with efforts to locate housing and transit services together. The survey will be **open until April 15**. This will help ODOT and its partners to understand opportunities, challenges, and what kinds of tools, incentives, or assistance is needed to help ensure housing is located with access to transit services.

Survey Link: <https://www.surveymonkey.com/r/SYNYVWS>

If you have questions, you can contact us or study project manager Lucia Ramirez (lucia.l.ramirez@odot.oregon.gov). You can also see the [project website](#) if you would like more information.

Thank you very much for your time and assistance,

The Transit and Housing Study project team;
Marsha Hoskins, Public Transportation Policy and Implementation Manager;
Michael Rock, Statewide Transportation Planning Unit Manager