

Appendix 10: Report on the region's past performance

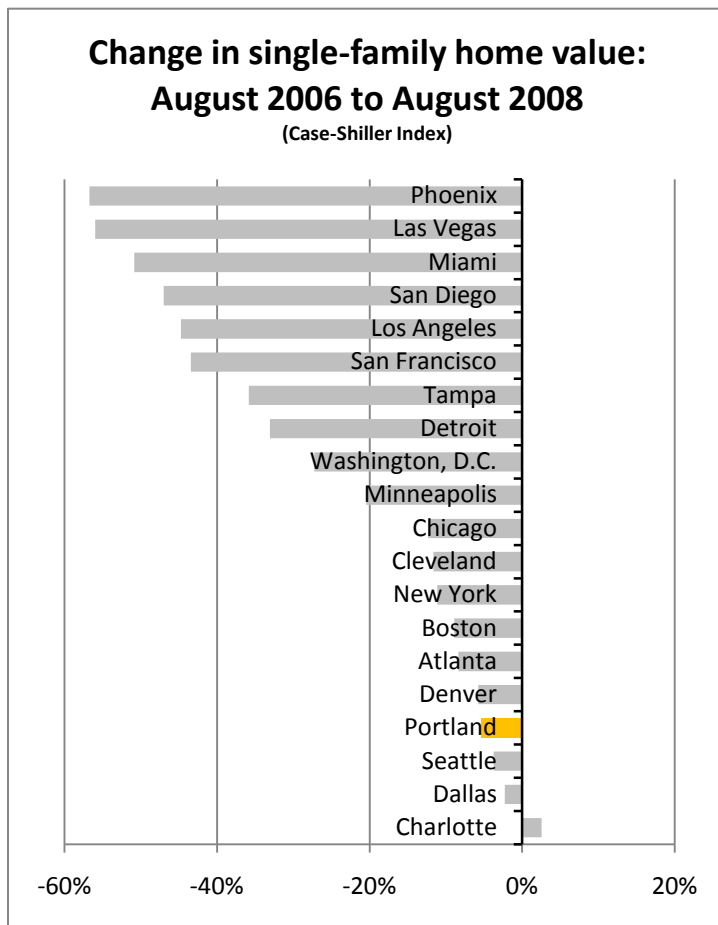
The region's historic performance in achieving its desired outcomes

Unlike past UGRs, this report is intended to assess not only residential capacity and need, but to provide some basic information about how the region has been performing in terms of its six desired outcomes. This appendix compiles information on past performance and relates it to the six desired outcomes that define the characteristics of a successful region.

Preservation of home values

Applies to desired outcome(s):

1. Vibrant, walkable communities
2. Economic competitiveness and prosperity



For most families, a house is their single largest investment. In the Portland metro region, home values have remained relatively stable during a tumultuous two years when values have crashed in many other cities. Given the complexity of the dynamics that influence housing values, it is difficult to explain why some cities have fared better than others. However, it is likely that actions taken at the local and regional level to implement the 2040 Growth Concept, with its focus on reinforcing existing centers and corridors and restrained approach to outward growth, deserve some of the credit.

Costs of living (source: U.S. Bureau of Labor Statistics)

Two primary household budget items are housing and transportation. Operating on the assumption that transportation costs would always be minimal, a common tactic has been to “drive until you qualify for the mortgage.” Now it has become clear that energy price increases are here to stay. We must account for the combined cost of housing and transportation when considering housing and transportation choices.

Compared with other cities in the western U.S., the Portland region offers housing and transportation at relatively low prices. When these costs are expressed as a percentage of income, the Portland region is about average in affordability (amongst cities in the western U.S.).

Applies to desired outcome(s):

1. Vibrant, walkable communities
2. Economic competitiveness and prosperity
3. Transportation choices
6. Equity

Average annual cost of housing¹ per household (2005)

Phoenix	\$ 8,414
Portland	\$ 9,862
Denver	\$10,078
Seattle	\$10,741
Honolulu	\$10,887
Anchorage	\$11,391
Los Angeles	\$13,030
San Diego	\$14,511
San Francisco	\$15,947

Average annual cost of transportation per household (2005)

Denver	\$8,646
Portland	\$8,845
Seattle	\$9,491
San Francisco	\$9,518
Honolulu	\$9,921
Phoenix	\$10,549
Los Angeles	\$10,972
San Diego	\$11,301
Anchorage	\$12,596

Average annual cost of housing and transportation per household (2005):

Portland	\$18,707
Denver	\$18,724
Phoenix	\$18,963
Seattle	\$20,232
Honolulu	\$20,808
Anchorage	\$23,987
Los Angeles	\$24,002
San Francisco	\$25,465
San Diego	\$25,812

Average annual cost of housing and transportation as a percent of income (2005)

Denver	29%
San Francisco	29%
Honolulu	30%
Phoenix	31%
Seattle	32%
Portland	33%
Anchorage	34%
Los Angeles	36%
San Diego	37%

¹ “shelter” portion only of housing costs only

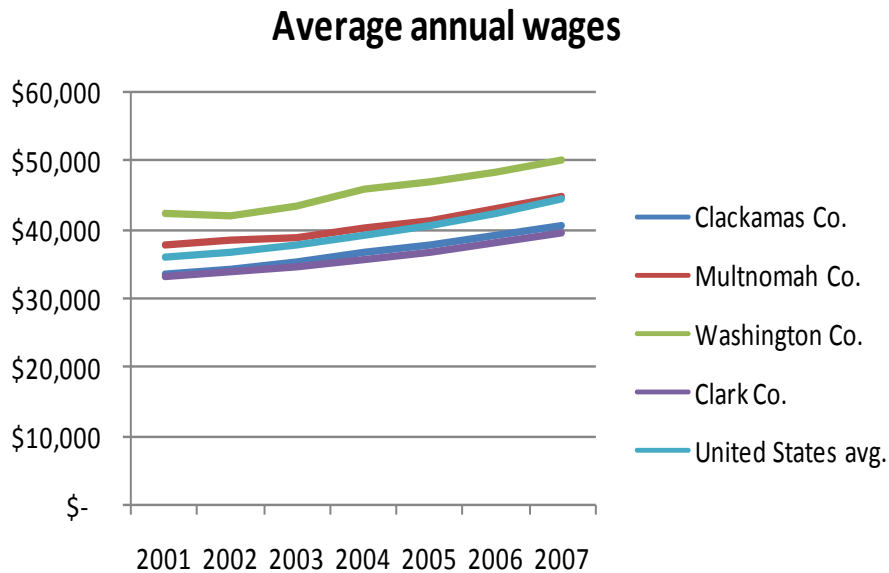
Average annual wages (U.S. Bureau of Labor Statistics)

The ability to find gainful employment is an important measure of the economic and social well-being of the region. Average annual wages in both Multnomah and Washington counties have consistently exceeded the national average. A healthy economy is the product of many factors, including the preservation of the region's quality of life, which is an important attractor of employers and a skilled work force.

Applies to desired outcome(s):

- 2. Economic competitiveness and prosperity
- 6. Equity

□



Water quality (source: Oregon Department of Environmental Quality)

How we care for our watersheds now and in the future will be a critical means of preserving our region’s environmental health and its identity as a leader in conservation and sustainability. The Oregon Water Quality Index (OWQI) is tracked by the Oregon Department of Environmental Quality. The index analyzes a defined set of water quality variables and produces a score describing general water quality. The water quality variables included in the OWQI are temperature, dissolved oxygen (percent saturation and concentration), biochemical oxygen demand, pH, total solids, ammonia and nitrate nitrogens, total phosphorus, and bacteria.

Applies to desired outcome(s):

5. Clean air and water, healthy ecosystems

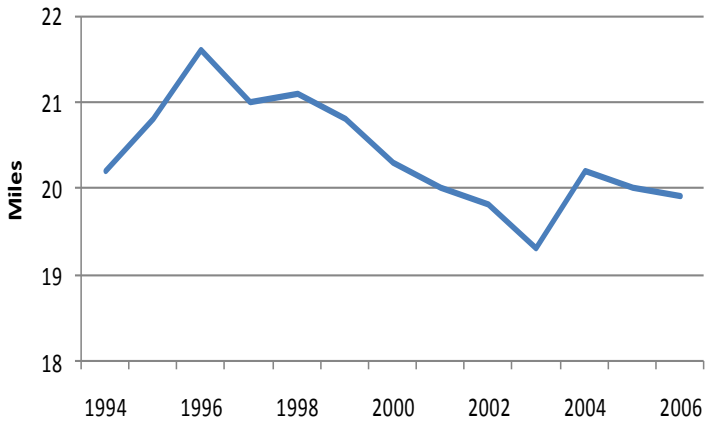
	2003	2004	2005	2006
Sandy River at Troutdale Bridge	91	91	91	90
Beaverton Creek at Cornelius Pass Rd. (Orenco)	53	55	56	54
Clackamas River at High Rocks	91	91	91	92
Clackamas River at McIver Park	95	95	95	95
Clackamas River at Memaloose Rd.	92	92	92	95
Columbia Slough at Landfill Rd.	37	39	43	44
Fanno Creek at Bonita Rd. (Tigard)	62	61	61	62
Johnson Creek at SE 17th Ave. (Portland)	29	29	31	30
Swan Island Channel midpoint (Willamette River)	80	81	81	81
Tualatin River at Boones Ferry Rd.	59	61	60	57
Tualatin River at Elsner Rd.	66	66	65	63
Tualatin River at Hwy 210 (Scholls)	65	65	63	62
Tualatin River at Rood Bridge	76	78	78	80
Willamette River at Hawthorne Bridge	82	83	84	85
Willamette River at SP&S railroad bridge (Portland)	79	80	84	82
Columbia River at Portland Marker 47	82	83	83	86

Very poor	Poor	Fair	Good	Excellent
Less than 60	60 – 79	80 - 84	85 - 89	90 - 100

Vehicle miles travelled (VMT) (source: Federal Highway Administration)

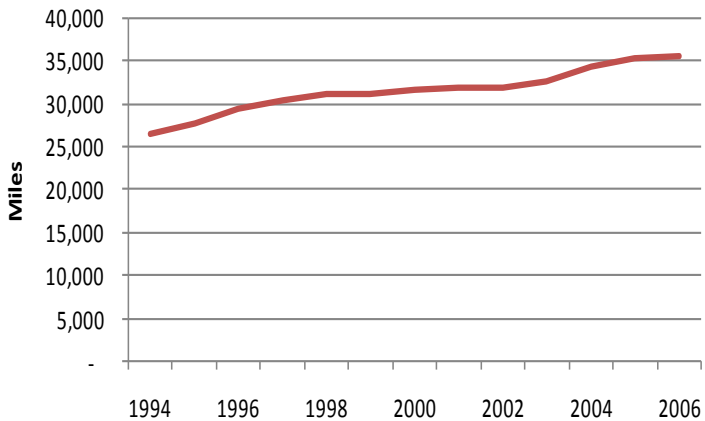
- Applies to desired outcome(s):**
1. Vibrant, walkable communities
 2. Economic competitiveness and prosperity
 3. Transportation choices
 4. Reduce greenhouse gas emissions
 5. Clean air and water, healthy ecosystems

Portland region: daily VMT per capita



On average, each of us is driving less than we did in the mid 1990s. This is a trend that will need to continue in order to reduce greenhouse gas emissions.

Portland region: total daily VMT



However, we will need to see even greater reductions in per capita VMT. Because of population growth, total daily VMT for the region has increased. In order to reduce greenhouse gas emissions below 1990 levels², each of us (and future residents) will need to drive much less than we do today. The compact urban form envisioned in the 2040 Growth Concept is the surest way to make that reduction in total VMT.

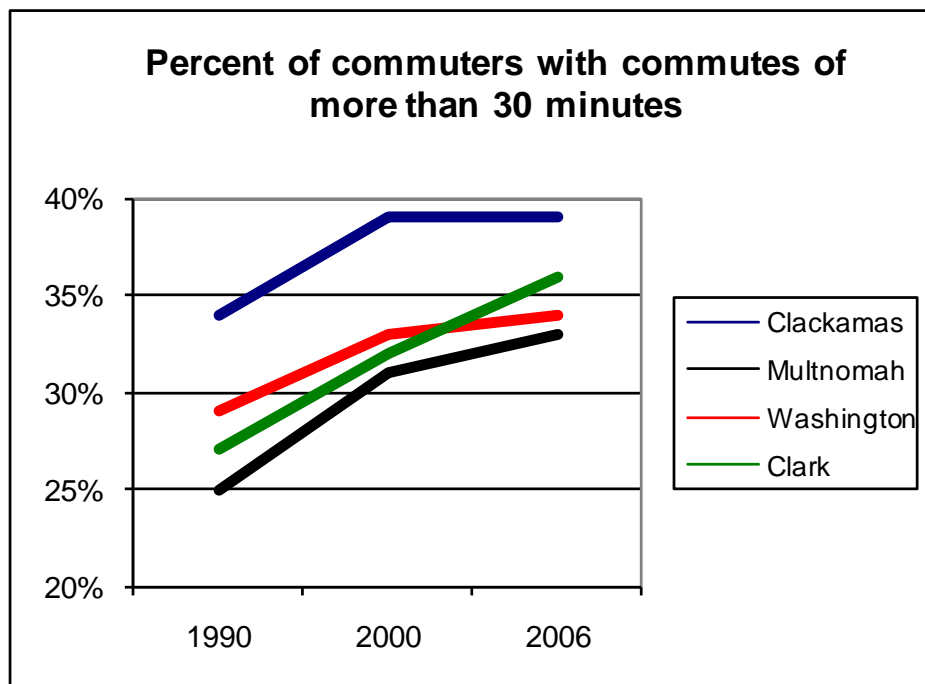
² Oregon state law requires that growth in greenhouse gas emissions be halted by 2010, that emissions be reduced to 10% below 1990 levels by 2020, and 75% below 1990 levels by 2050.

Commute time (source: U.S. Census Bureau)

Good growth management practices can help to reduce the distance between home and work. However, as the region has matured as a metropolitan area, commute times have increased. A steadfast commitment to good land use policy, reinforcement of centers and corridors, and smart transportation investments remain the most effective means of moderating commute times (and other trip times).

Applies to desired outcome(s):

2. Economic competitiveness and prosperity
3. Transportation choices
4. Reduce greenhouse gas emissions
5. Clean air and water, healthy ecosystems
6. Equity



Commute by bicycle

(source: U.S. Census)

In many communities throughout the United States, commuting by bicycle is all but impossible. Many cities in our region have been planned in ways that make bicycle commuting a viable and pleasant option. There's still much room for improvements, however.

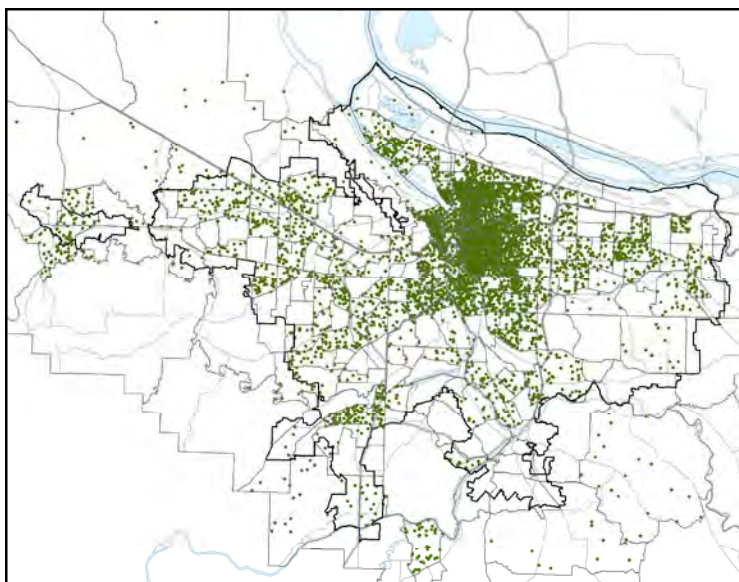
Applies to desired outcome(s):

1. Vibrant, walkable communities
2. Economic competitiveness and prosperity
3. Transportation choices
4. Reduce greenhouse gas emissions
5. Clean air and water, healthy ecosystems
6. Equity

1990	
Sacramento	1.9%
Seattle	1.5%
Portland	1.1%
Phoenix	1.1%
San Diego	1.1%
San Francisco	1.0%
Hillsboro	0.9%
Beaverton	0.7%
Los Angeles	0.6%
Gresham	0.3%
New York	0.3%
Atlanta	0.3%
Lake Oswego	0.0%

2000	
San Francisco	2.0%
Seattle	1.9%
Portland	1.8%
Sacramento	1.4%
Phoenix	0.9%
San Diego	0.7%
Los Angeles	0.6%
New York	0.5%
Gresham	0.4%
Hillsboro	0.4%
Beaverton	0.3%
Atlanta	0.3%
Lake Oswego	0.2%

2006	
New York	5.5%
Portland	4.2%
Seattle	2.3%
San Francisco	2.3%
Sacramento	1.3%
Hillsboro	1.1%
Beaverton	0.9%
San Diego	0.8%
Los Angeles	0.6%
Phoenix	0.6%
Atlanta	0.5%



Year 2000 (3-county area)
 One dot = one bike commuter
 .9% of commuters
 6,425 bike commuters

Commute by transit (source: U.S. Census)

Our region has good reasons to be proud of the transit system that we continue to build. But, we should continue to strive for better. Several other cities in the U.S. provide examples of how much more we may be able to increase transit ridership.

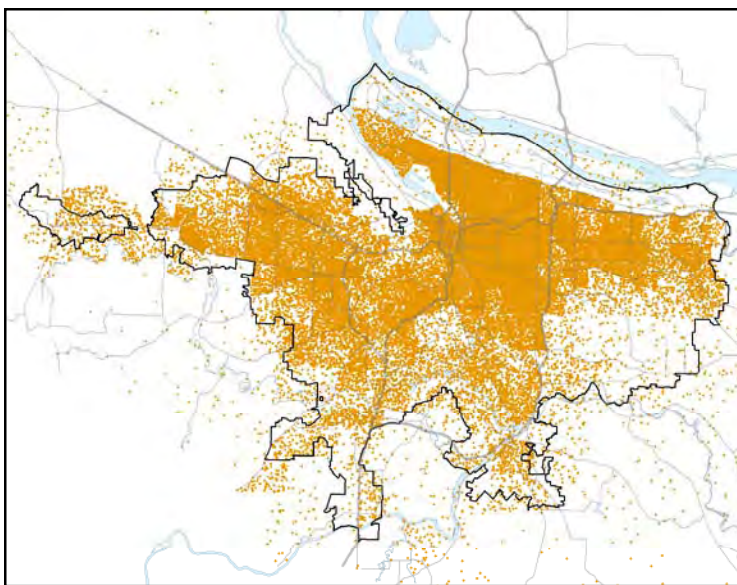
Applies to desired outcome(s):

7. Vibrant, walkable communities
8. Economic competitiveness and prosperity
9. Transportation choices
10. Reduce greenhouse gas emissions
11. Clean air and water, healthy ecosystems
12. Equity

1990	
New York	51.9%
San Francisco	33.2%
Atlanta	19.7%
Seattle	15.8%
Portland	11.0%
Los Angeles	10.5%
Gresham	5.5%
Beaverton	4.9%
San Diego	4.2%
Sacramento	4.0%
Hillsboro	3.5%
Phoenix	3.1%
Lake Oswego	2.9%

2000	
New York	52.8%
San Francisco	31.1%
Seattle	17.6%
Atlanta	15.0%
Portland	12.3%
Los Angeles	10.2%
Beaverton	8.3%
Gresham	7.6%
Hillsboro	6.5%
Sacramento	4.6%
San Diego	4.2%
Lake Oswego	3.7%
Phoenix	3.3%

2006	
New York	54.2%
San Francisco	30.3%
Seattle	17.8%
Atlanta	14.8%
Portland	12.6%
Los Angeles	10.9%
Beaverton	10.1%
Hillsboro	7.7%
Sacramento	4.6%
San Diego	4.1%
Phoenix	3.7%



Year 2000 (3-county area)
 One dot = one transit commuter
 7.6% of commuters
 55,831 transit commuters

Commute by driving alone (source: U.S. Census)

Driving alone remains the predominant mode of commuting in our region. In order to make other modes viable choices for more people, we must continue taking an integrated approach to land use and transportation.

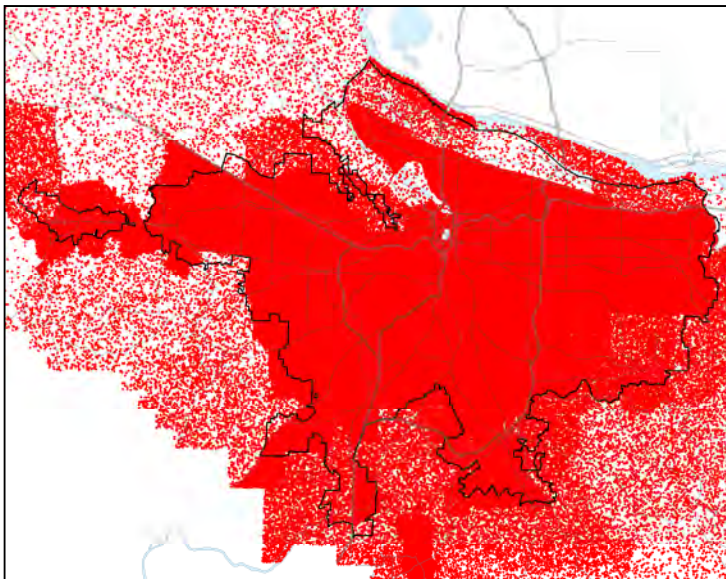
Applies to desired outcome(s):

1. Vibrant, walkable communities
2. Economic competitiveness and prosperity
3. Transportation choices
4. Reduce greenhouse gas emissions
5. Clean air and water, healthy ecosystems
6. Equity

1990	
New York	24.0%
San Francisco	38.5%
Seattle	58.7%
Atlanta	61.2%
Portland	65.0%
Los Angeles	65.2%
San Diego	70.7%
Sacramento	71.7%
Hillsboro	73.4%
Phoenix	73.7%
Gresham	75.7%
Beaverton	76.7%
Lake Oswego	81.9%

2000	
New York	24.9%
San Francisco	40.5%
Seattle	56.5%
Portland	63.7%
Atlanta	64.0%
Los Angeles	65.7%
Sacramento	71.0%
Phoenix	71.7%
Beaverton	72.5%
Gresham	72.5%
Hillsboro	73.4%
San Diego	74.0%
Lake Oswego	78.8%

2006	
New York	23.5%
San Francisco	40.5%
Seattle	55.2%
Portland	60.6%
Atlanta	64.9%
Los Angeles	67.2%
Hillsboro	68.3%
Sacramento	72.5%
Phoenix	72.7%
San Diego	74.7%
Beaverton	75.0%



Year 2000 (3-county area)
 One dot = one drive alone commuter
 71.5% of commuters
 523,140 drive alone commuters

Commute by walking (source: U.S. Census)

The ability to walk to work is perhaps the most basic measure of how the region is faring in creating a compact urban form. By this measure, some of our region's communities are faring better than others.

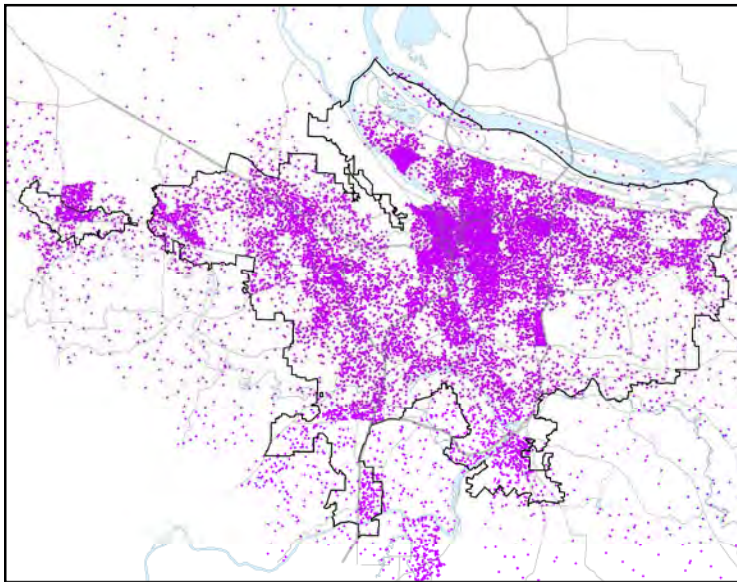
Applies to desired outcome(s):

1. Vibrant, walkable communities
2. Economic competitiveness and prosperity
3. Transportation choices
4. Reduce greenhouse gas emissions
5. Clean air and water, healthy ecosystems
6. Equity

1990	
New York	10.7%
San Francisco	9.8%
Seattle	7.2%
Portland	5.6%
San Diego	4.9%
Los Angeles	3.9%
Atlanta	3.8%
Sacramento	3.4%
Phoenix	2.7%
Hillsboro	2.6%
Beaverton	2.3%
Gresham	1.6%
Lake Oswego	1.6%

2000	
New York	10.4%
San Francisco	9.4%
Seattle	7.4%
Portland	5.2%
San Diego	3.6%
Los Angeles	3.6%
Atlanta	3.5%
Beaverton	3.1%
Sacramento	2.8%
Hillsboro	2.2%
Phoenix	2.2%
Lake Oswego	2.0%
Gresham	1.8%

2006	
New York	9.8%
San Francisco	9.6%
Seattle	8.4%
Portland	5.2%
Atlanta	4.6%
Hillsboro	4.2%
San Diego	3.6%
Los Angeles	3.4%
Sacramento	3.0%
Beaverton	2.4%
Phoenix	1.9%



Year 2000 (3-county area)
 One dot = one walk commuter
 3.2% of commuters
 23,761 walk commuters

Active living (source: Centers for Disease Control)

Urban form plays an important role in either encouraging or discouraging physical activity. The opportunity to visit open spaces or incorporate biking or walking into everyday routines are a couple of ways that residents of the Metro region have benefited from a tradition of good planning.

Applies to desired outcome(s):

1. Vibrant, walkable communities
2. Economic competitiveness and prosperity
3. Transportation choices

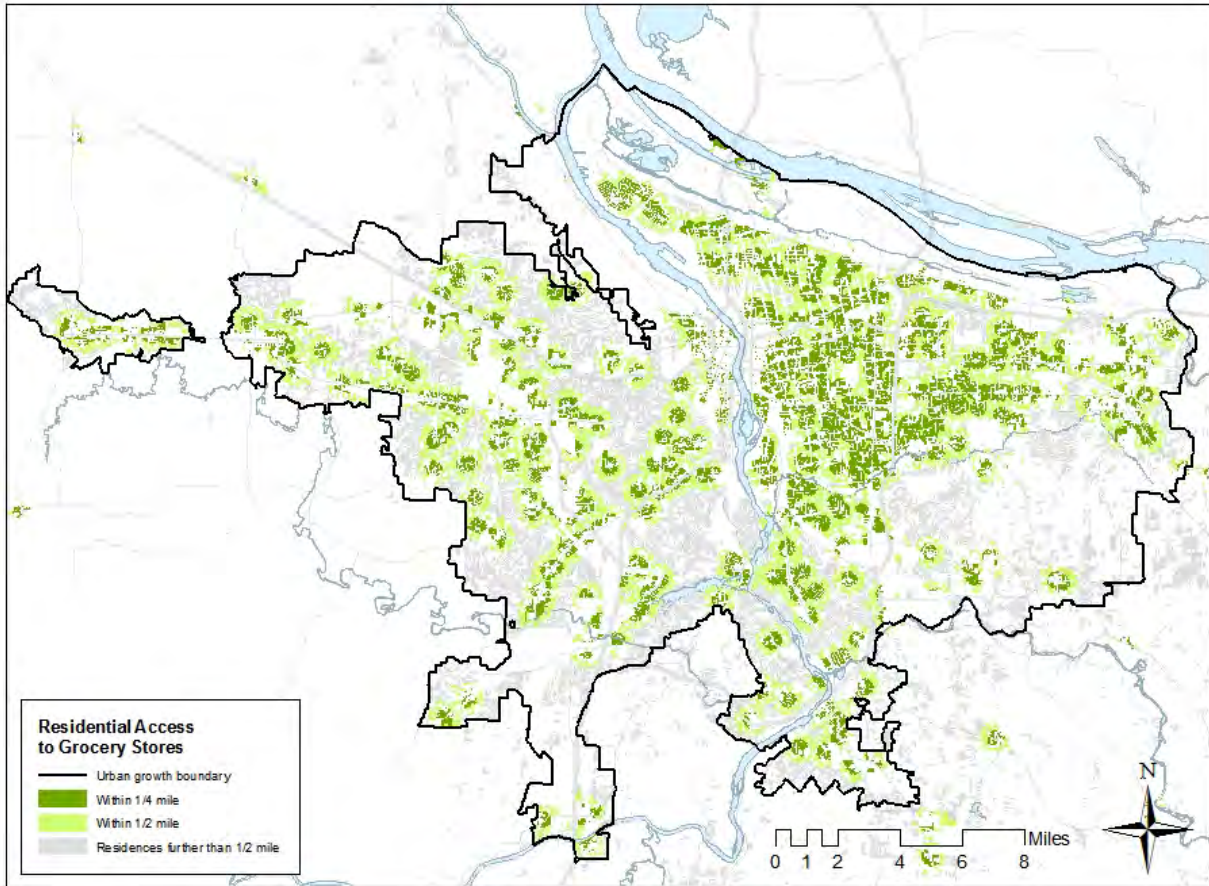
Percent of metropolitan area population that gets recommended amount of physical activity (year 2005)

San Francisco	53%
Portland	52%
San Diego	52%
Seattle	51%
Phoenix	51%
Denver	50%
Albuquerque	48%
Los Angeles	45%
Austin	44%
Atlanta	41%

Grocery store³ within walking distance

Many communities in our region have mixed-use developments that give people the option of walking to take care of everyday tasks such as grocery shopping. These communities are vibrant places to live and work and will be key to reducing the region's auto dependence.

- Applies to desired outcome(s):
1. Vibrant, walkable communities
 2. Transportation choices
 6. Equity



³ Includes convenience stores

Jobs-to-housing balance

Ideally, people would live close to where they work, thereby saving money and time spent commuting. However, for a number of reasons, achieving a jobs-to-housing balance at the local jurisdiction level (i.e. city) does not appear to have the intended effect of shortening commutes:

- Many households have two or more employees, thereby reducing the likelihood that all members of a household will find employment in their city of residence.
- Employees have specific qualifications and wage requirements that will not necessarily be met by jobs that are nearby.
- Employers have specific worker requirements that will not necessarily be fulfilled by the local labor pool.
- Workers may change jobs with some frequency, but each job change will not necessarily result in a residential move.
- Wages and rents may be mismatched for an employee in a given city.

Data from the U.S. Census Bureau (Longitudinal Employer-Household Dynamics) indicate that many Metro region residents make commutes⁴ not only to other cities, but to other counties. However, most trips are for non-commute purposes. Creating a local mix of uses is an important means of reducing non-commute trip frequency and distance.

Year 2006 data on commute behavior are summarized on the following pages for Clackamas, Clark, Washington and Multnomah counties.

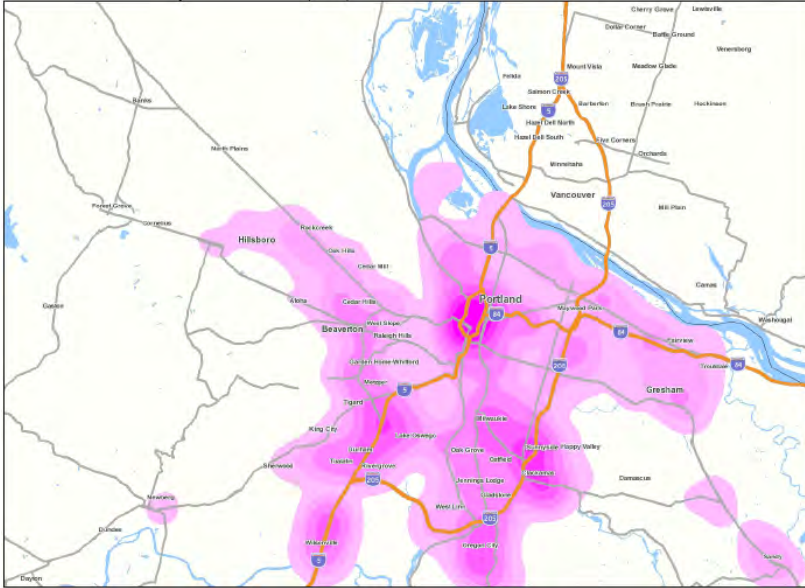
⁴ Data on following pages is for primary job only

Jobs-to-housing balance: Clackamas County

Source: U.S. Census Bureau (Longitudinal Employer-Household Dynamics)

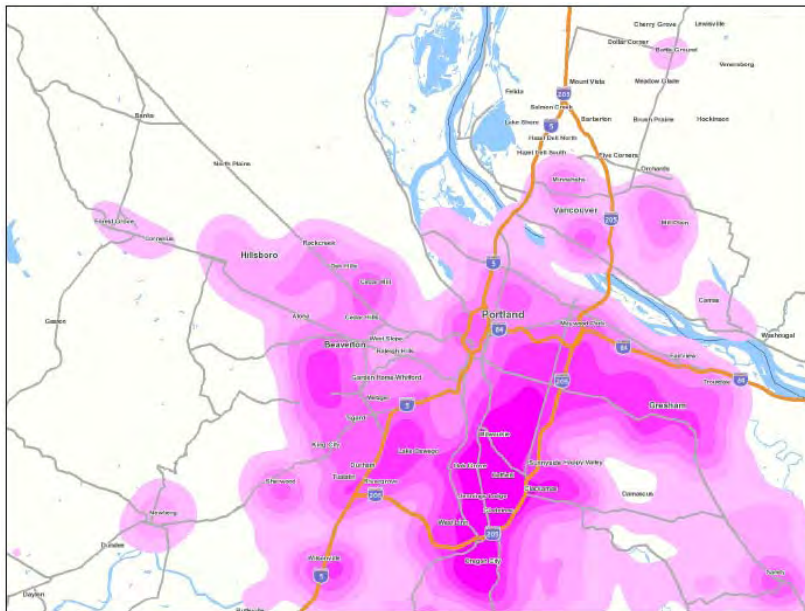
Clackamas County is sending workers to and attracting workers from locations throughout the region.

Where Clackamas County residents work (2006)



Portland	29.6%
Oregon City	5.3%
Beaverton	4.0%
Lake Oswego	3.8%
Tigard	3.7%
Milwaukie	3.6%
Wilsonville	3.4%
Gresham	3.3%
Tualatin	2.9%
Hillsboro	2.0%
All Other Locations	38.6%

Where Clackamas County workers reside (2006)



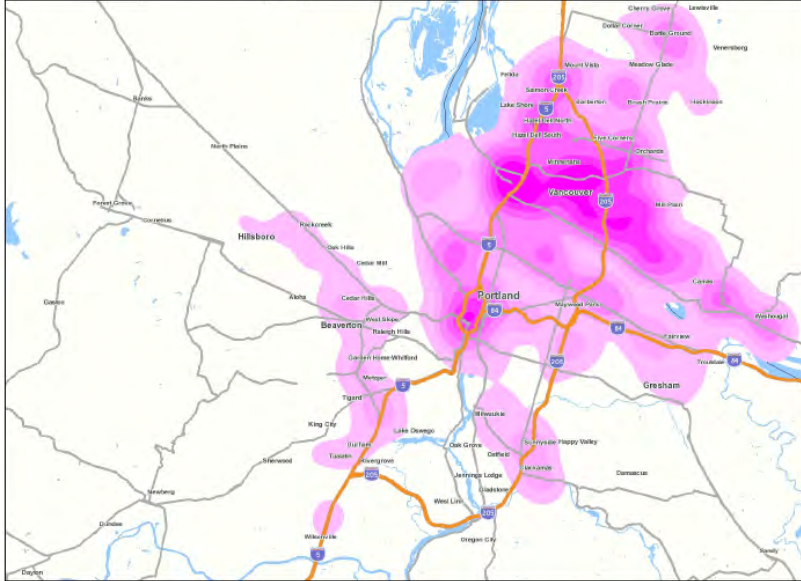
Portland	19.4%
Gresham	4.6%
Oregon City	4.5%
Lake Oswego	3.0%
Beaverton	3.0%
West Linn	2.8%
Milwaukie	2.6%
Salem	2.5%
Oatfield	2.3%
Canby	2.2%
All Other Locations	53.0%

Jobs-to-housing balance: Clark County

Source: U.S. Census Bureau (Longitudinal Employer-Household Dynamics)

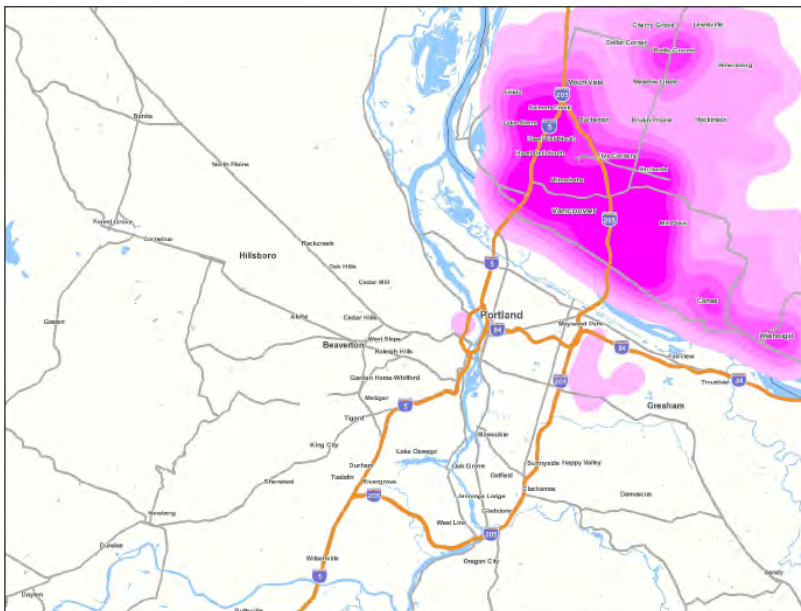
Many Clark County residents commute to jobs in the Metro region, particularly in Portland. However, most of Clark County’s jobs are filled by those who live north of the Columbia River.

Where Clark County residents work (2006)



Vancouver	31.4%
Portland	21.9%
Camas	3.1%
Orchards	1.9%
Salmon Creek	1.9%
Walnut Grove	1.7%
Battle Ground	1.6%
Seattle	1.6%
Five Corners	1.5%
Gresham	1.5%
All Other Locations	31.9%

Where Clark County workers reside (2006)



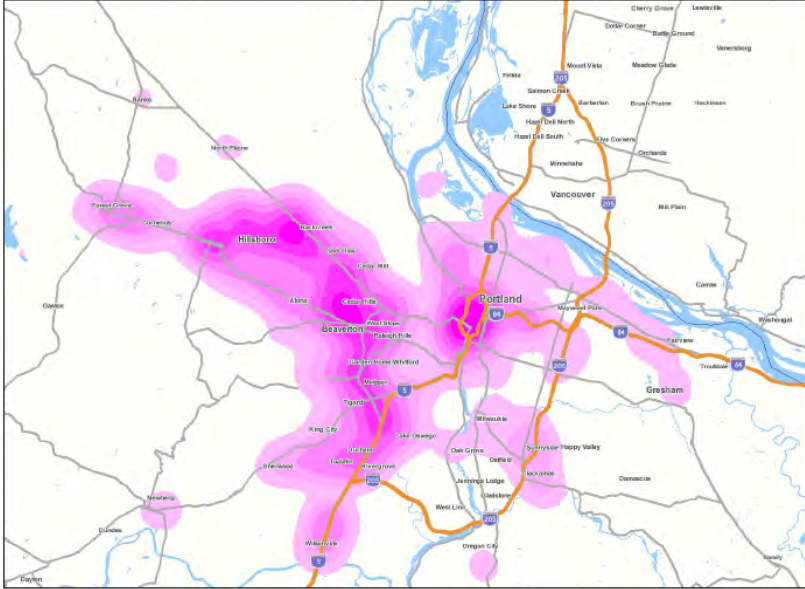
Vancouver	29.3%
Portland	5.0%
Orchards	4.3%
Salmon Creek	3.8%
Camas	3.2%
Five Corners	3.0%
Battle Ground	2.9%
Washougal	2.4%
Hazel Dell North	2.2%
Mill Plain	2.1%
All Other Locations	41.8%

Jobs-to-housing balance: Washington County

Source: U.S. Census Bureau (Longitudinal Employer-Household Dynamics)

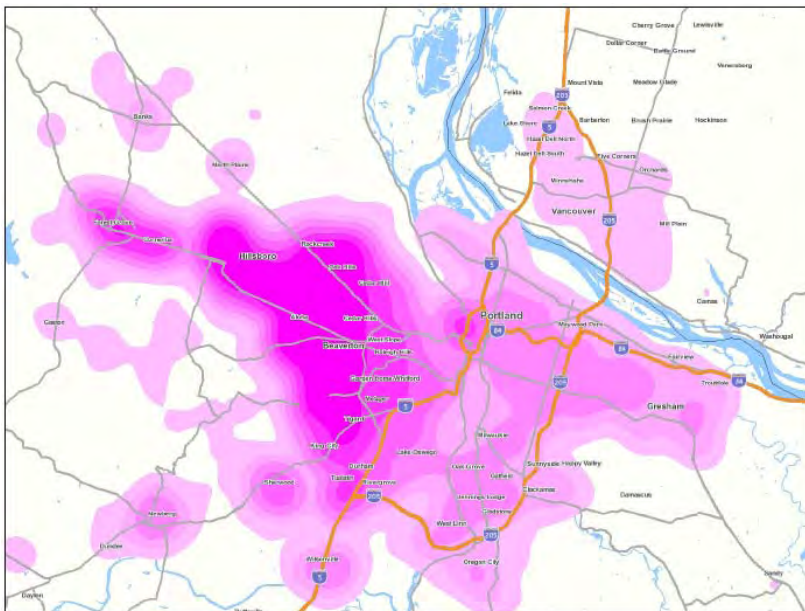
Washington County is sending workers to and attracting workers from locations throughout the region.

Where Washington County residents work (2006)



Portland	25.1%
Hillsboro	16.7%
Beaverton	15.6%
Tigard	6.1%
Tualatin	3.2%
Forest Grove	2.2%
Lake Oswego	2.1%
Wilsonville	2.0%
Aloha	1.8%
Salem	1.4%
All Other Locations	23.8%

Where Washington County workers reside (2006)



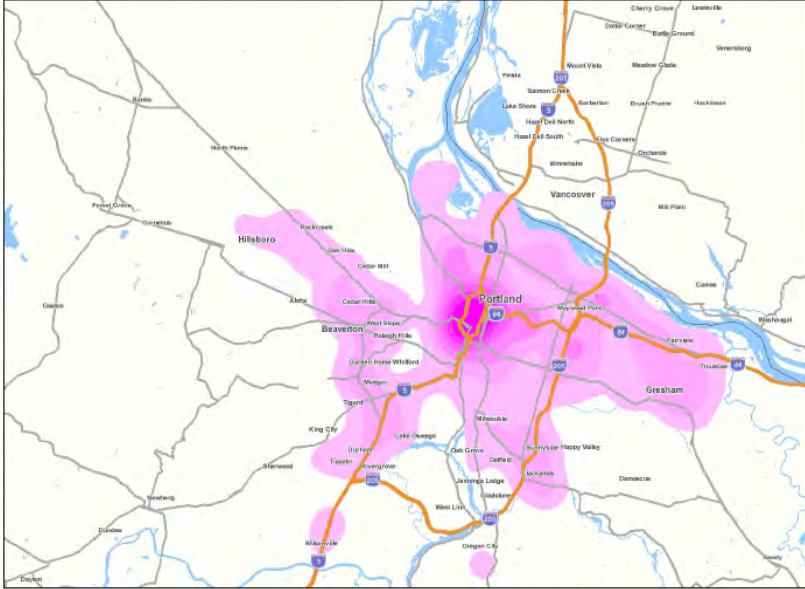
Portland	17.0%
Hillsboro	10.6%
Beaverton	9.9%
Aloha	5.2%
Tigard	3.9%
Forest Grove	2.5%
Tualatin	2.0%
Gresham	1.9%
Lake Oswego	1.7%
Vancouver	1.5%
All Other Locations	43.8%

Jobs-to-housing balance: Multnomah County

Source: U.S. Census Bureau (Longitudinal Employer-Household Dynamics)

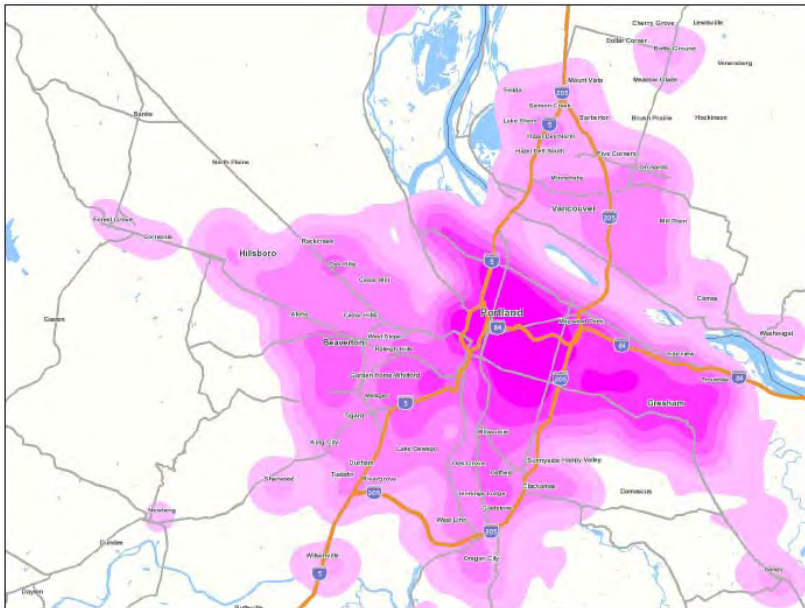
Multnomah County is sending workers to and attracting workers from locations throughout the region.

Where Multnomah County residents work (2006)



Portland	58.2%
Gresham	5.9%
Beaverton	4.7%
Hillsboro	2.6%
Tigard	2.6%
Vancouver	1.5%
Lake Oswego	1.4%
Milwaukie	1.4%
Tualatin	1.3%
Salem	1.2%
All Other Locations	19.2%

Where Multnomah County workers reside (2006)



Portland	42.6%
Gresham	7.2%
Vancouver	4.2%
Beaverton	3.5%
Hillsboro	1.8%
Lake Oswego	1.6%
Tigard	1.5%
Troutdale	1.3%
Aloha	1.3%
Milwaukie	1.2%
All Other Locations	33.8%