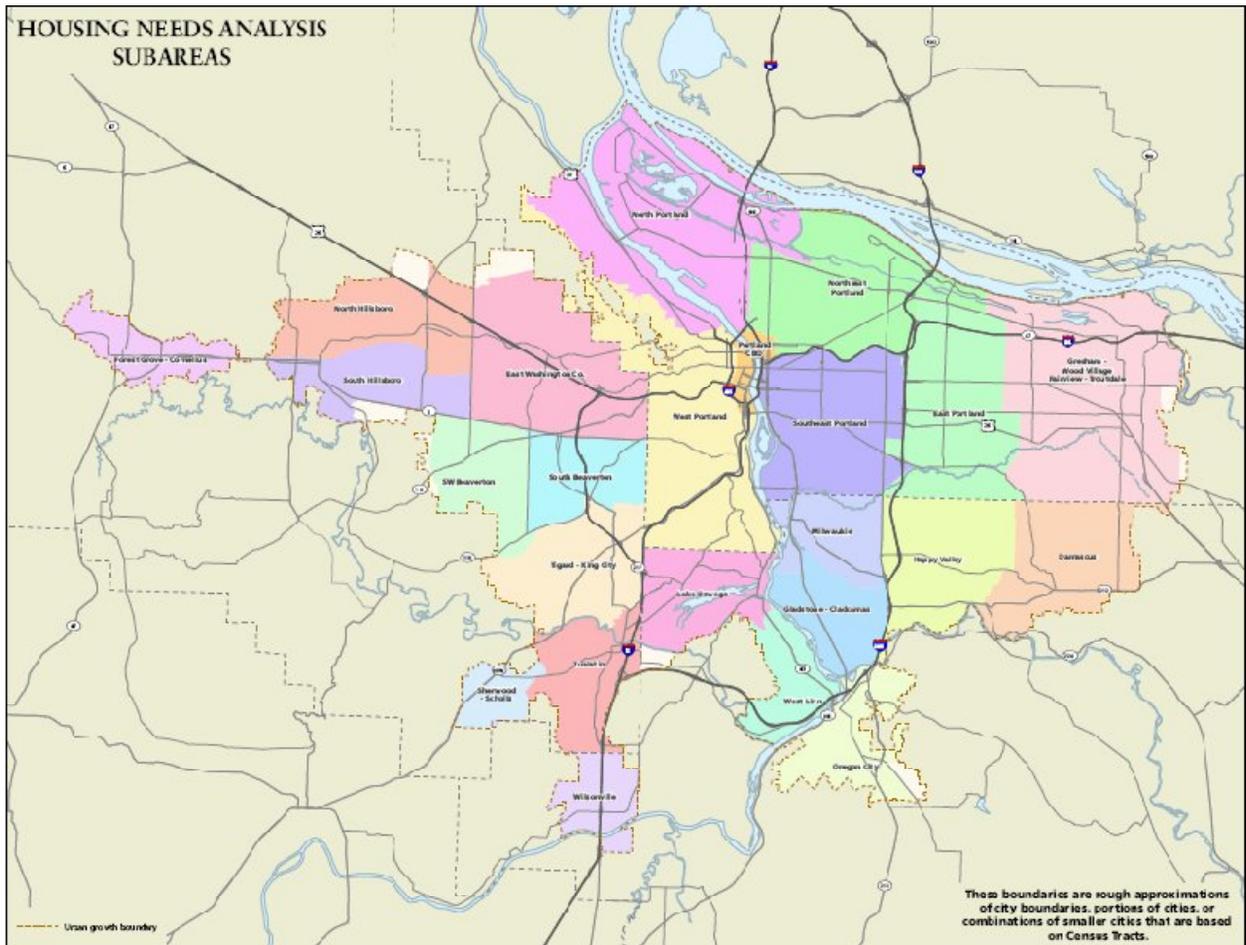


Appendix 7: Portland metropolitan area housing choice forecasts; subarea profiles

Purpose

Historically, most residents of this region have been able to choose from a variety of housing types that match their preferences and budgets. However, there is work to be done to ensure that future generations have the same range of choices and that those choices support the region’s vision of creating vibrant and walkable communities, protecting air and water quality, and reducing greenhouse gas emissions.

The following profiles describe forecasted housing dynamics for the 24 subareas pictured in the map below. Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.



These profile sheets are intended to describe the total number of households, unique housing mix, incomes, and housing and transportation expenses forecasted for subareas in the Portland metropolitan

region (within the Metro urban growth boundary (UGB)). Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends, but assume two different amounts of population growth for the 7-county area by the year 2030 (low and high growth).

The results of these scenarios should not be taken as foregone conclusions. Different assumptions would produce different results. Changes in policies and investments can change the outcomes for the region's communities.

Relationship of this analysis to the urban growth report

The scenario assumptions and results described in this analysis inform the urban growth report, but do not constitute the urban growth report. The urban growth report is an analysis of residential demand and capacity, while scenarios provide information about the possible performance of the region's residential capacity in light of forecasted demand. Performance is measured as housing mix, density, cost and affordability. If residential development of a particular type and tenure (rent/own) is reported as a scenario forecast, capacity for that household type is implicitly available. In this sense, scenarios do not identify a capacity gap. That determination is left to the urban growth report.

Three additional reasons that the results of these scenarios will differ somewhat from numbers reported in the urban growth report are:

Capture rate: The urban growth report assumes that 61.8 percent of future residential growth in the 7-county area will occur in the Metro UGB. This 61.8 percent capture rate is based on historic data. This UGR capture rate helps to establish the amount of residential demand (through the year 2030) that must be accommodated in the Metro UGB. Scenarios, on the other hand, produce a capture rate as an output of the scenario (i.e. it is not an assumption fed into the model). Consequently, the household numbers reported as scenario results, while similar, are not the same as the household demand numbers used in the urban growth report.

Refill rate: As with the capture rate, the urban growth report assumes a future refill rate. Scenarios, on the other hand, produce a refill rate as an output. Consequently scenario results will again differ somewhat from numbers used in the urban growth report's capacity analysis.

Timeframe: Scenario results are reported for the 2005 to 2030 timeframe. The UGR analysis covers the 2010 to 2030 timeframe. As a consequence, the results are somewhat different.

Household types

The MetroScope scenario model uses 400 types of households¹ that are determined by household size, income, household age and whether children are present. To make analysis and presentation feasible, the 400 types have been simplified to eight household types.

These eight household types are ranked roughly commensurate with income (income generally increases from household type one to household type eight). Differences in household characteristics translate into different choices of housing types and locations and transportation modes, as well as level of cost burden.

Table 1: Descriptions of the eight household types

| Household type | Median household size (residents) | Median annual income | Median householder age | Percent with children in household | Characteristics |
|----------------|-----------------------------------|----------------------|------------------------|------------------------------------|---|
| 1 | 1.34 | \$13,800 | 55 | 1% | These are some of the lowest-income households. Among renters, these are exclusively single-person households—primarily the elderly. Owners have a more even age and household size distribution. |
| 2 | 1.87 | \$25,000 | 50 | 21% | These households can be of any age, but their income is among the lowest. These households are primarily childless. |
| 3 | 2.14 | \$35,800 | 48 | 28% | With a bit more income than household type two, these households are primarily in the 25 to 44 age bracket, mostly without children, although about a third of homeowners have children. |
| 4 | 2.45 | \$46,700 | 49 | 31% | With a broad age distribution and approaching middle income, these households are usually childless, especially among renters. |
| 5 | 2.90 | \$57,000 | 47 | 47% | These households are larger and wealthier. The majority of homeowners have children. |
| 6 | 2.95 | \$69,200 | 46 | 45% | With more income than household type five. Almost half of these households are between 25 to 44 years of age. Although the majority do not have children, two- and three-person households are most common. |
| 7 | 2.81 | \$100,100 | 50 | 30% | Mostly without children, these households include very high-income couples, especially among owners. |
| 8 | 3.99 | \$113,300 | 42 | 83% | Most of the homeowners in this household type have children. They are high wage earners. |

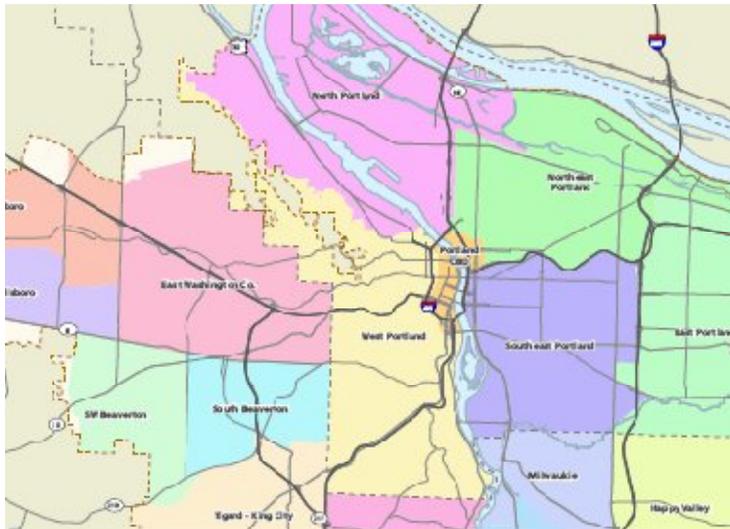
¹ Household refers to the residents, not the residence

Housing and transportation costs

Traditionally, housing affordability analyses look at the cost of the residence itself without regard for transportation costs. In reality, people weigh a variety of factors when choosing where to live. One such factor is transportation costs. In many cases, highly desirable locations have high housing costs, but very low transportation costs (because of their central location and access to multiple modes of transportation), while other locations have lower housing costs, but very high transportation costs (because they are distant from jobs and services). In order to illustrate the tradeoffs of different housing choices, this analysis includes information about housing and transportation costs.

Portland central business district, map reference number 11

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

The Portland central business district subarea includes areas such as downtown Portland, the Pearl District, the university district, old town/Chinatown, the Lloyd district, and Goose Hollow. A substantial share of the metro region's commercial core and jobs are centered in this area (around 15 percent) and fewer residential developments. The 2005 average income for households in this subarea is lower than the average income for the region, but it is projected to increase slightly by 2030. This subarea is characterized by high rates of owner occupied and rental multi-family households (16 and 77 percent, respectively), which are much higher than the average regional shares of multi-family households. This distinction is expected to increase in both growth scenarios for 2030.

While the average household spends a smaller share of its annual household income on transportation costs compared to households in other subareas, the share of annual income projected to be spent on housing in this subarea is much higher than other subareas, ranging from 66 to 84 percent in the 2030 growth scenarios. This is because this is a location that is likely to remain in high demand. Though the number of cost-burdened households is forecasted to increase, the share of households that is cost-burdened is forecasted to decrease from 53 percent in 2005 to 29 to 33 percent in 2030. This is higher than the forecasted regional average for cost-burdened households (projected to be between 17 to 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

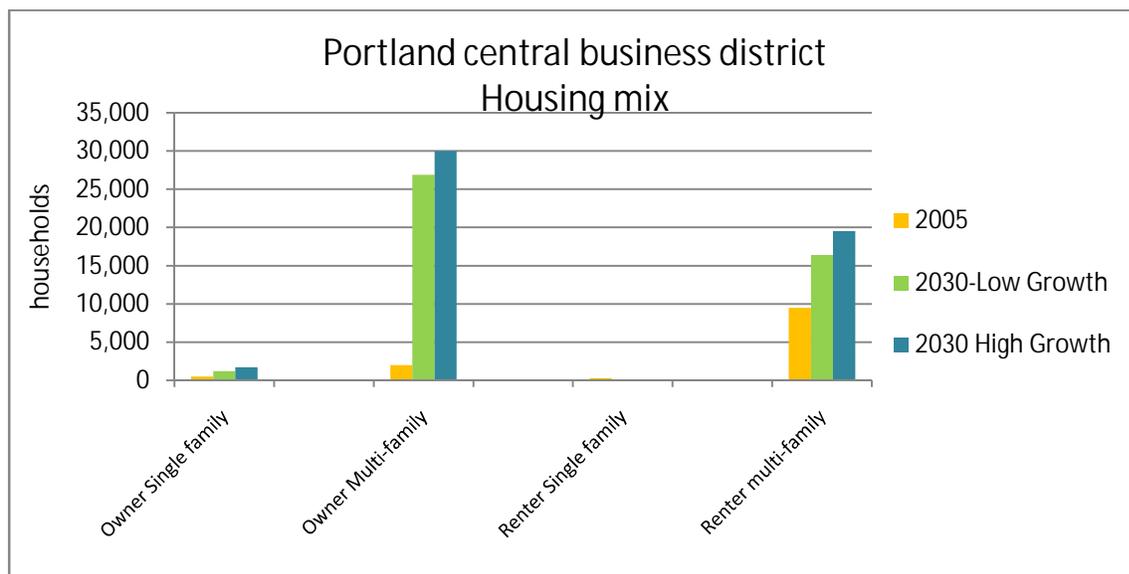
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Portland central business district | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 12,300 | 44,500 | 51,100 |
| Subarea share of region's households | 2% | 6% | 6% |
| Total jobs | 123,900 | 174,400 | 208,800 |
| Subarea share of region's jobs | 15% | 17% | 15% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 30% | 20% | 21% |
| Household type 2 (median income \$25,000) | 11% | 9% | 9% |
| Household type 3 (median income \$35,800) | 12% | 12% | 13% |
| Household type 4 (median income \$46,700) | 5% | 11% | 11% |
| Household type 5 (median income \$57,000) | 11% | 16% | 16% |
| Household type 6 (median income \$69,200) | 11% | 18% | 12% |
| Household type 7 (median income \$100,100) | 9% | 10% | 25% |
| Household type 8 (median income \$113,300) | 11% | 3% | 3% |
| Average annual cost information for all households | | | |
| Transportation costs | \$2,300 | \$2,400 | \$2,400 |
| Housing costs | \$16,000 | \$33,300 | \$43,600 |
| income | \$38,000 | \$50,800 | \$51,900 |
| % Income spent on transportation | 6% | 5% | 5% |
| % Income spent on housing | 42% | 66% | 84% |
| % Income spent on housing and transportation | 48% | 70% | 89% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$1,900 | \$1,700 | \$1,800 |
| Housing costs | \$10,300 | \$11,900 | \$14,400 |
| Income | \$26,100 | \$24,000 | \$24,300 |
| % Income spent on transportation | 7% | 7% | 7% |
| % Income spent on housing | 40% | 50% | 59% |
| % Income spent on housing and transportation | 47% | 57% | 66% |
| Number of cost burdened households | 6,400 | 12,900 | 16,800 |
| Share of households that are cost burdened | 53% | 29% | 33% |



Northeast Portland, Map Reference Number 12

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the Northeast sections of Portland, roughly bounded by I-84, I-205, I-5 and the Columbia River. The average household income for this subarea is slightly lower than the average income level for the region. The shares of single family owner occupied households (62 percent) and rental multi-family households (21 percent) are fairly comparable to the regional average rate for these household types (60 and 29 percent respectively). The shares of these household types are projected to remain consistent with the regional average rates in 2030. The share of annual income spent on transportation is relatively low in 2005 and 2030 and is projected to decrease over time, but the share of annual income spent on housing is projected to increase slightly. Both the number and share of households that are cost-burdened are projected to increase by the year 2030, but the shares of households that are cost-burdened are forecasted to be similar to the average regional rates.

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

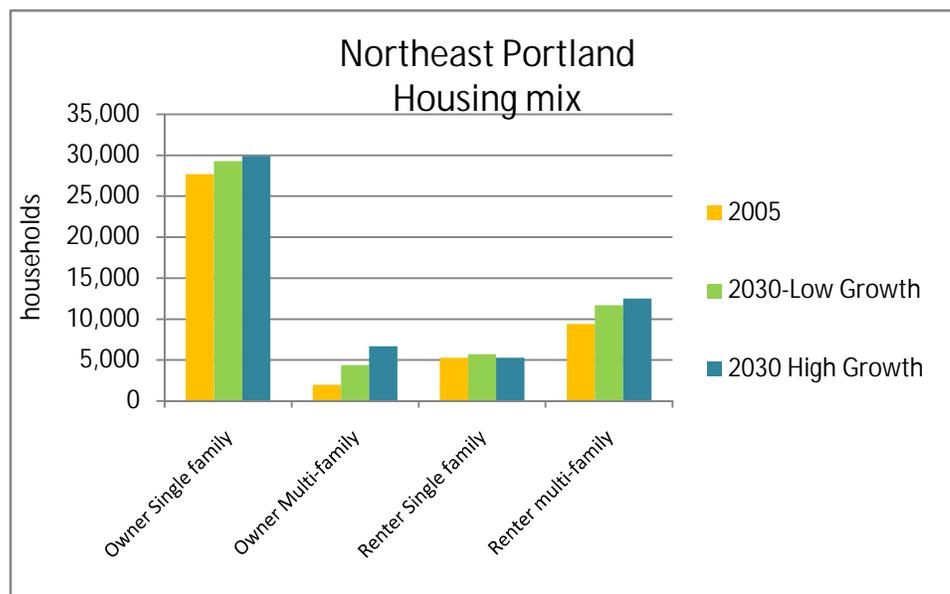
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Northeast Portland | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 44,400 | 51,100 | 54,300 |
| Subarea share of region's households | 8% | 6% | 6% |
| Total jobs | 66,000 | 68,300 | 88,800 |
| Subarea share of region's jobs | 8% | 7% | 6% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 18% | 19% | 20% |
| Household type 2 (median income \$25,000) | 16% | 15% | 15% |
| Household type 3 (median income \$35,800) | 13% | 13% | 14% |
| Household type 4 (median income \$46,700) | 12% | 12% | 12% |
| Household type 5 (median income \$57,000) | 10% | 9% | 9% |
| Household type 6 (median income \$69,200) | 10% | 10% | 8% |
| Household type 7 (median income \$100,100) | 12% | 13% | 15% |
| Household type 8 (median income \$113,300) | 9% | 8% | 8% |
| Average annual cost information for all households | | | |
| Transportation costs | \$3,800 | \$3,700 | \$3,600 |
| Housing costs | \$21,600 | \$23,000 | \$28,100 |
| Income | \$50,000 | \$50,000 | \$49,900 |
| % Income spent on transportation | 8% | 7% | 7% |
| % Income spent on Housing | 43% | 46% | 56% |
| % income spent on housing and transportation | 51% | 53% | 63% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$2,500 | \$2,500 | \$2,500 |
| Housing costs | \$8,800 | \$9,900 | \$11,600 |
| Income | \$28,200 | \$28,200 | \$28,500 |
| % Income spent on transportation | 9% | 9% | 9% |
| % Income spent on Housing | 31% | 35% | 40% |
| % Income spent on housing and transportation | 40% | 44% | 49% |
| Number of cost burdened households | 7,400 | 9,300 | 13,100 |
| Share of households that are cost burdened | 17% | 18% | 24% |



Subarea: Gresham-Wood Village-Fairview-Troutdale, Map Reference Number: 13

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes Gresham, Wood Village, Troutdale and Fairview. The average income for this area is lower than the regional average for both 2005 and 2030. In 2005, the shares of single family owner occupied (61 percent) and multi-family rental houses (31 percent), which make up the majority of households in this subarea, are fairly comparable to regional average shares for these household types (60 percent and 29 percent respectively). While the shares of these household types remain consistent with the regional average rates in the two growth scenarios for 2030, the rate of owner occupied multi-family households is projected to increase from one percent in 2005 to five to ten percent in 2030. The share of annual income spent on transportation and housing remains consistent with the average for the region.

While the number and share of households that are cost-burdened remains relatively constant from 2005 to the low-growth 2030 scenario, the high-growth 2030 scenario projects increases in both these categories. These increases would make the share of households that is cost-burdened in this subarea higher than the forecasted regional rate (regional average rate is projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

Renters that spend more than half of their household income on transportation and housing.

Household types:

Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

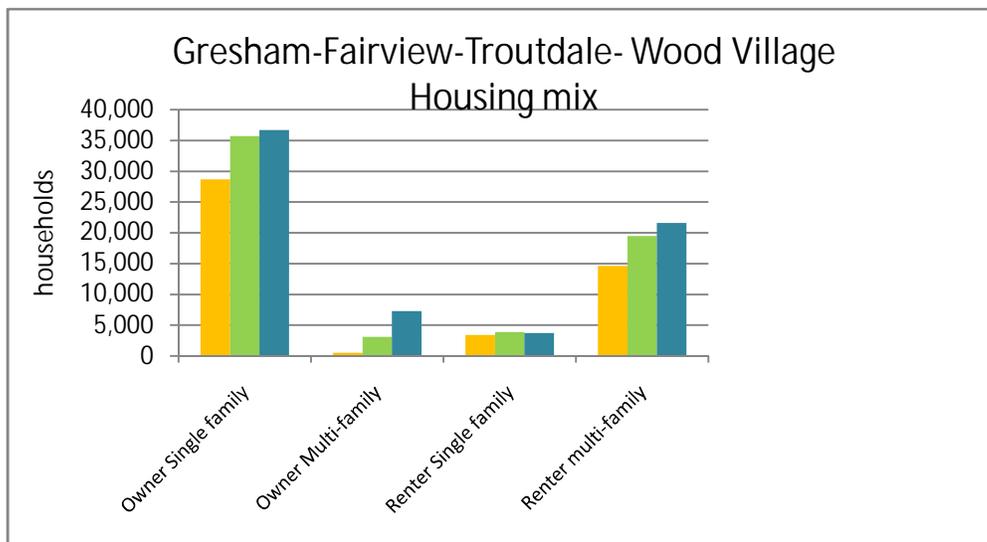
Housing costs:

A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs:

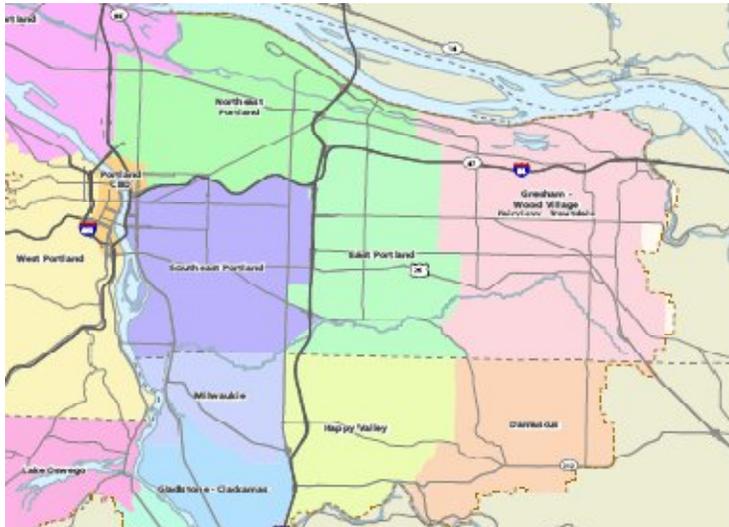
A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Gresham-Wood Village-Fairview-Troutdale | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 47,300 | 62,300 | 69,300 |
| Subarea share of region's households | 8% | 8% | 8% |
| Total jobs | 47,700 | 58,000 | 92,100 |
| Subarea share of region's jobs | 6% | 6% | 7% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 9.3% | 10% | 11% |
| Household type 2 (median income \$25,000) | 14% | 13% | 14% |
| Household type 3 (median income \$35,800) | 16% | 15% | 16% |
| Household type 4 (median income \$46,700) | 17% | 17% | 16% |
| Household type 5 (median income \$57,000) | 17% | 16% | 16% |
| Household type 6 (median income \$69,200) | 12% | 13% | 12% |
| Household type 7 (median income \$100,100) | 10% | 8% | 9% |
| Household type 8 (median income \$113,300) | 6% | 8% | 7% |
| Average annual cost information for all households | | | |
| Transportation costs | \$6,200 | \$6,200 | \$6,100 |
| Housing costs | \$15,800 | \$19,700 | \$23,200 |
| Income | \$49,500 | \$49,700 | \$49,100 |
| % Income spent on transportation | 13% | 13% | 12% |
| % Income spent on housing | 32% | 40% | 47% |
| % Income spent on housing and transportation | 45% | 43% | 59% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$4,400 | \$4,500 | \$4,500 |
| Housing costs | \$8,000 | \$9,200 | \$10,700 |
| Income | \$30,900 | \$32,100 | \$32,800 |
| % Income spent on transportation | 14% | 14% | 14% |
| % Income spent on housing | 26% | 29% | 33% |
| % Income spent on housing and transportation | 40% | 43% | 47% |
| Number of cost burdened households | 7,400 | 9,800 | 17,900 |
| Share of households that are cost burdened | 16% | 16% | 26% |



Subarea: East Portland, Map Reference Number: 14

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes Portland neighborhoods between I-205 and the border of Gresham. The average income for this subarea is lower than the regional average and is projected to decrease slightly relative to the regional average by 2030. The shares of owner occupied single family (62 percent) and rental multi-family rental households (26 percent) in 2005 are very comparable to regional average rates for these housing types (60 percent and 29 percent respectively). While the shares of these household types remain consistent with the regional average rates in 2030, the rate of owner occupied multi-family households is projected to increase from two percent in 2005 to seven to thirteen percent in 2030. The share of annual income spent on transportation and housing remains consistent with the average for the region. The number and share of households that are cost-burdened are projected to increase only slightly between 2005 and 2030 and remain similar to the forecasted regional rate (regional average is projected to be between 17 to 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

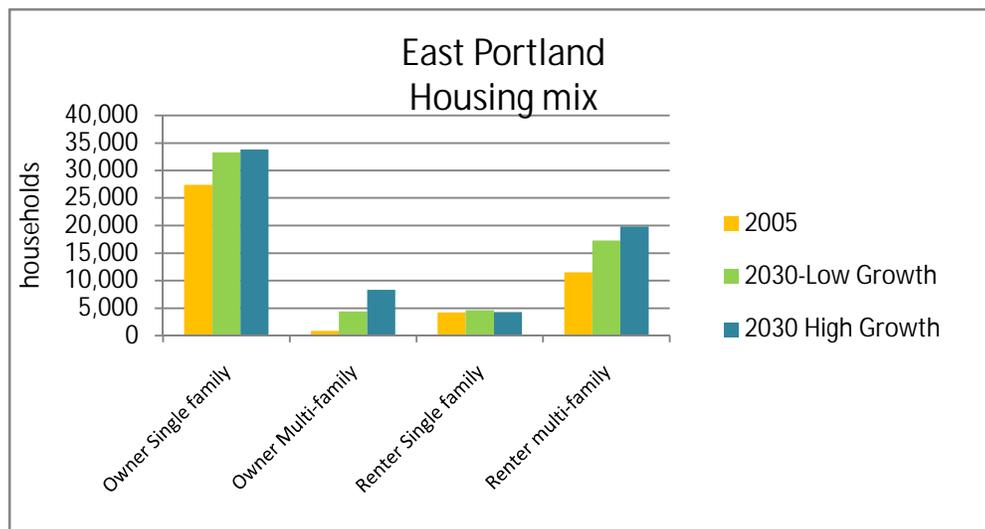
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| East Portland | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 44,000 | 59,700 | 66,200 |
| Subarea share of region's households | 8% | 8% | 8% |
| Total jobs | 23,000 | 29,600 | 42,200 |
| Subarea share of region's jobs | 3% | 3% | 3% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 15.2% | 18% | 19% |
| Household type 2 (median income \$25,000) | 20% | 20% | 20% |
| Household type 3 (median income \$35,800) | 18% | 17% | 18% |
| Household type 4 (median income \$46,700) | 15% | 16% | 15% |
| Household type 5 (median income \$57,000) | 12% | 11% | 11% |
| Household type 6 (median income \$69,200) | 9% | 8% | 7% |
| Household type 7 (median income \$100,100) | 7% | 7% | 7% |
| Household type 8 (median income \$113,300) | 5% | 4% | 4% |
| Average annual cost information for all households | | | |
| Transportation costs | \$4,500 | \$4,300 | \$4,200 |
| Housing costs | \$14,500 | \$16,700 | \$19,200 |
| Income | \$42,400 | \$40,100 | \$39,400 |
| % Income spent on transportation | 11% | 11% | 11% |
| % Income spent on housing | 34% | 42% | 49% |
| % Income spent on housing and transportation | 45% | 53% | 60% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$3,400 | \$3,400 | \$3,400 |
| Housing costs | \$7,900 | \$8,900 | \$10,200 |
| Income | \$29,100 | \$29,200 | \$29,600 |
| % Income spent on transportation | 12% | 12% | 11% |
| % Income spent on housing | 27% | 30% | 34% |
| % Income spent on housing and transportation | 39% | 42% | 45% |
| Number of cost burdened households | 7,800 | 11,000 | 12,400 |
| Share of households that are cost burdened | 18% | 18% | 19% |



Subarea: Southeast Portland, Map Reference Number: 15

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes Portland neighborhoods south of I-84, east of the Willamette River, and west of I-205. The Southeast Portland subarea, home to the highest share of the region's households (12 percent) relative to other subareas in the region, is projected to see a slight decrease in its share of the region's households from 2005 to 2030. The average income for this subarea, lower than the regional average, is projected to remain constant through 2030. Southeast Portland's share of owner occupied single family households in 2005 (53 percent) is slightly lower than the regional average rate for that housing type (60 percent) and is projected to remain constant by 2030. In 2005, the shares of rental single family and rental multi-family households (13 and 30 percent respectively) were higher than the regional averages for these housing types (9 percent and 29 percent respectively) and are projected to decrease slightly by 2030.

While the share of annual income spent on transportation costs relative is fairly low relative to other subareas (eight percent of income), the number and share households that are cost-burdened are projected to increase slightly from 2005 to 2030. The share of households that are considered cost-burdened, at roughly 25 percent in 2005 and upwards of 30 percent in 2030, is higher than the forecasted average range for the region (the regional average rate is projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

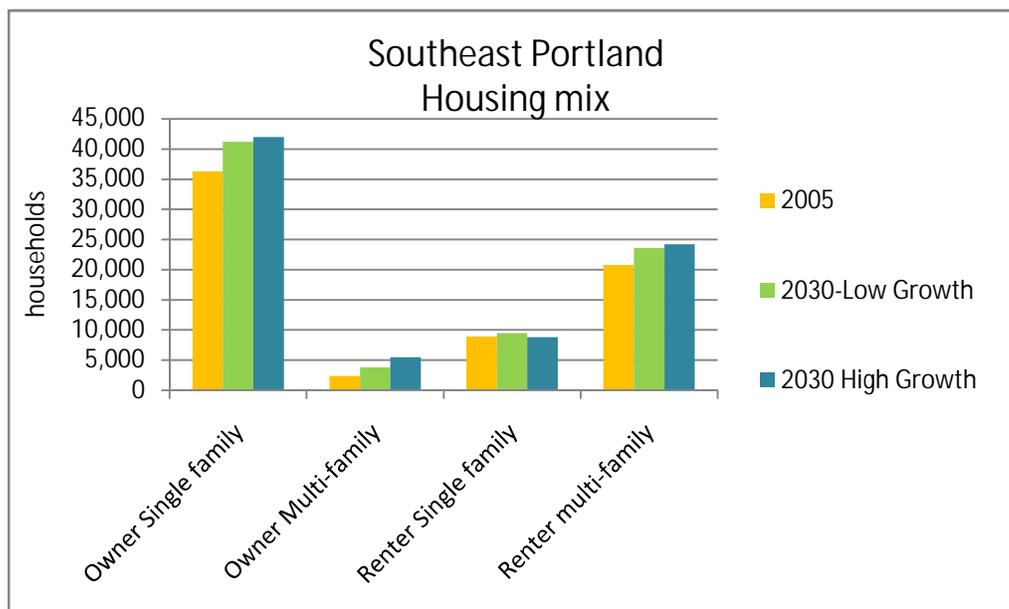
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

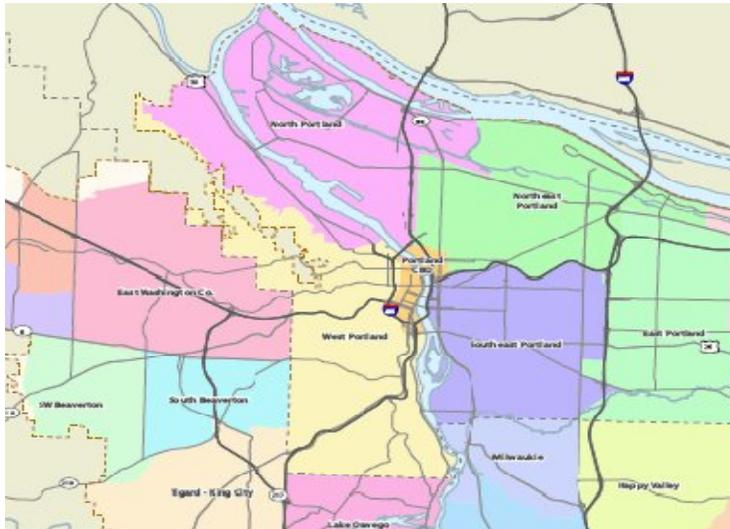
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Southeast Portland | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 68,300 | 78,100 | 80,500 |
| Subarea share of region's households | 12% | 10% | 9% |
| Total jobs | 70,400 | 87,300 | 105,900 |
| Subarea share of region's jobs | 8% | 8% | 8% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 17% | 18% | 18% |
| Household type 2 (median income \$25,000) | 19% | 17% | 17% |
| Household type 3 (median income \$35,800) | 15% | 16% | 16% |
| Household type 4 (median income \$46,700) | 13% | 14% | 14% |
| Household type 5 (median income \$57,000) | 11% | 10% | 10% |
| Household type 6 (median income \$69,200) | 9% | 9% | 8% |
| Household type 7 (median income \$100,100) | 10% | 11% | 12% |
| Household type 8 (median income \$113,300) | 7% | 6% | 6% |
| Average annual cost information for all households | | | |
| Transportation costs | \$3,500 | \$3,500 | \$3,500 |
| Housing costs | \$18,400 | \$20,500 | \$25,100 |
| Income | \$43,900 | \$43,900 | 44,000 |
| % Income spent on transportation | 8% | 8% | 8% |
| % Income spent on housing | 42% | 47% | 57% |
| % Income spent on housing and transportation | 50% | 55% | 65% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$2,400 | \$2,400 | \$2,400 |
| Housing costs | \$8,400 | \$9,500 | \$11,100 |
| Income | \$26,400 | \$26,000 | \$26,400 |
| % Income spent on transportation | 9% | 9% | 9% |
| % Income spent on housing | 32% | 37% | 42% |
| % Income spent on housing and transportation | 41% | 46% | 51% |
| Number of cost burdened households | 16,200 | 18,500 | 26,100 |
| Share of households that are cost burdened | 24% | 24% | 32% |



Subarea: West Portland, Map Reference Number: 16

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes Portland neighborhoods west of the Willamette River (excluding Forest Park and the central business district). The average income for this subarea is higher than the regional average income level. In 2005, the share of owner occupied single family households (51 percent) was lower than the regional average rate (60 percent), while the share of rental multi-family households (36 percent) was higher than the regional average rate for that household type (29 percent). The share of owner occupied single family households is projected to decrease to 41 percent in 2030 and the share of owner occupied multi-family households is projected to increase from six percent in 2005 to in 25 percent in 2030.

While the share of annual income spent on transportation is low compared to other subareas in the region, the share of income spent on housing in this subarea is projected to increase to a range of 57 to 74 percent by 2030. This is because this is a location that is likely to remain in high demand. In addition, the share of households considered cost-burdened, projected to increase from 24 percent in 2005 to 26 to 29 percent in 2030, is slightly higher than the forecasted regional average for cost-burdened households (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

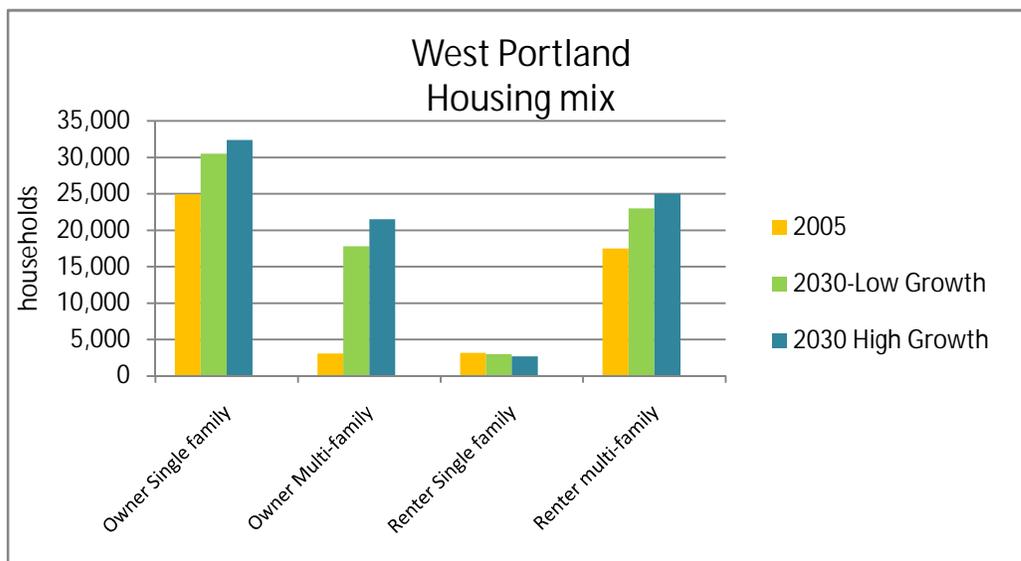
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

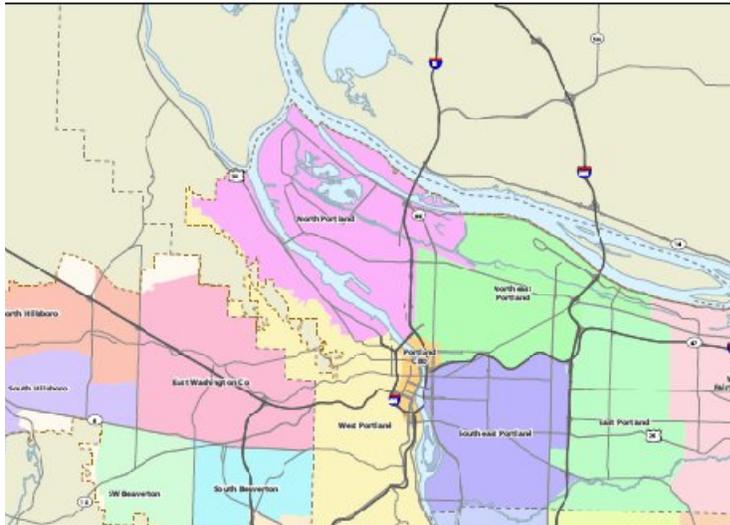
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| West Portland | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 48,800 | 74,200 | 81,500 |
| Subarea share of region's households | 9% | 9% | 9% |
| Total jobs | 69,100 | 90,200 | 106,900 |
| Subarea share of region's jobs | 8% | 9% | 8% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 9% | 10% | 9% |
| Household type 2 (median income \$25,000) | 11% | 10% | 9% |
| Household type 3 (median income \$35,800) | 10% | 11% | 11% |
| Household type 4 (median income \$46,700) | 9% | 11% | 10% |
| Household type 5 (median income \$57,000) | 9% | 8% | 8% |
| Household type 6 (median income \$69,200) | 11% | 11% | 8% |
| Household type 7 (median income \$100,100) | 16% | 17% | 21% |
| Household type 8 (median income \$113,300) | 26% | 23% | 23% |
| Average annual cost information for all households | | | |
| Transportation costs | \$4,300 | \$4,100 | \$4,100 |
| Housing costs | \$31,900 | \$38,500 | \$52,100 |
| income | \$67,000 | \$67,800 | \$70,300 |
| % Income spent on transportation | 6% | 6% | 6% |
| % Income spent on housing | 48% | 57% | 74% |
| % Income spent on housing and transportation | 54% | 63% | 80% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$2,300 | \$2,200 | \$2,300 |
| Housing costs | \$10,600 | 412,300 | \$14,900 |
| Income | \$27,900 | \$27,900 | \$28,100 |
| % Income spent on transportation | 8% | 8% | 8% |
| % Income spent on housing | 38% | 44% | 53% |
| % Income spent on housing and transportation | 46% | 52% | 61% |
| Number of cost burdened households | 11,700 | 19,100 | 23,800 |
| Share of households that are cost burdened | 24% | 26% | 29% |



Subarea: North Portland, Map Reference Number: 17

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes Forest Park, neighborhoods in north Portland, and employment and industrial areas along the Willamette River and is home to a high share of the region's jobs. These scenarios indicate that the total number of jobs in this subarea is projected to increase by the year 2030. The average household income for residents of this subarea is significantly lower than the regional average income level. The shares of owner occupied and rental single family households in 2005 (63 percent and 15 percent respectively) are slightly higher than regional average rates for these housing types (60 percent and 9 percent respectively), but the share of owner occupied single family housing is projected to decrease to 53 to 49 percent in 2030. However, the shares of owner occupied and rental multi-family households are both projected to increase by 2030.

The share of annual income spent on housing and transportation is fairly consistent with the regional average. The number and share of households that are cost-burdened are projected to increase slightly by 2030 and remain fairly comparable to the forecasted regional average (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household: Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

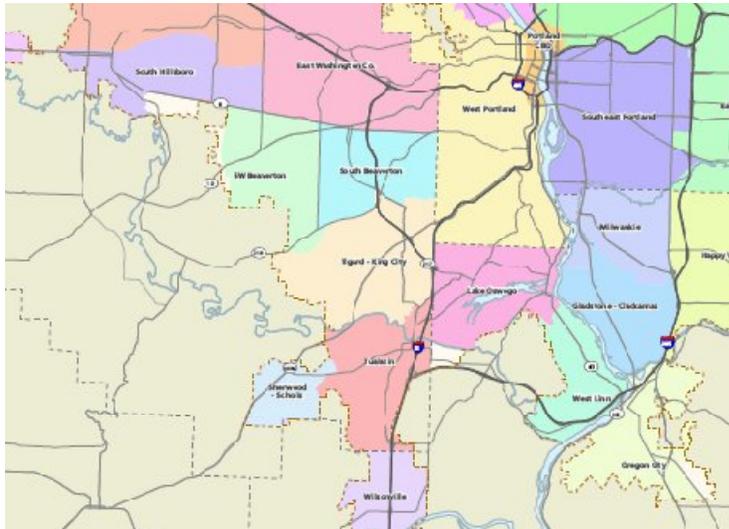
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| North Portland | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 22,400 | 29,200 | 32,500 |
| Subarea share of region's households | 4% | 4% | 4% |
| Total jobs | 71,900 | 80,600 | 102,100 |
| Subarea share of region's jobs | 9% | 8% | 7% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 29% | 32% | 37% |
| Household type 2 (median income \$25,000) | 22% | 21% | 21% |
| Household type 3 (median income \$35,800) | 14% | 13% | 14% |
| Household type 4 (median income \$46,700) | 9% | 9% | 9% |
| Household type 5 (median income \$57,000) | 7% | 6% | 6% |
| Household type 6 (median income \$69,200) | 7% | 6% | 6% |
| Household type 7 (median income \$100,100) | 7% | 7% | 7% |
| Household type 8 (median income \$113,300) | 6% | 5% | 5% |
| Average annual cost information for all households | | | |
| Transportation costs | \$3,800 | \$3,600 | \$3,500 |
| Housing costs | \$14,000 | \$15,500 | \$17,800 |
| Income | \$37,100 | \$35,400 | \$34,800 |
| % Income spent on transportation | 10% | 10% | 10% |
| % Income spent on housing | 38% | 44% | 51% |
| % Income spent on housing and transportation | 48% | 54% | 61% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$3,000 | \$3,000 | \$3,000 |
| Housing costs | \$7,700 | \$8,700 | \$10,100 |
| Income | \$27,500 | \$28,200 | \$29,000 |
| % Income spent on transportation | 11% | 10% | 10% |
| % Income spent on housing | 28% | 31% | 35% |
| % Income spent on housing and transportation | 39% | 41% | 45% |
| Number of cost burdened households | 4,000 | 5,700 | 6,600 |
| Share of households that are cost burdened | 18% | 19% | 20% |



Subarea: Lake Oswego, Map Reference Number: 21

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea roughly approximates the boundaries of the City of Lake Oswego. The average income for residents of this subarea is much higher than the regional average, with only five percent of all households identified as cost burdened in 2005. The primary housing types in Lake Oswego are owner occupied single family and rental multi-family households. While the share of owner occupied single family households in Lake Oswego (68 percent) is higher than the regional average rate for this household type (60 percent), the share of rental multi-family households (20 percent) is slightly lower than the regional average rate (29 percent). There is relatively little household growth projected by the year 2030.

The share of annual income spent on transportation is slightly lower than rates for other subareas in the region, while the share of annual income that is spent on housing is comparable to other subareas in the region. While the share of households that are cost-burdened is projected to increase to 11 to 13 percent by 2030, the share of cost-burdened households is lower than the forecasted regional average rate (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

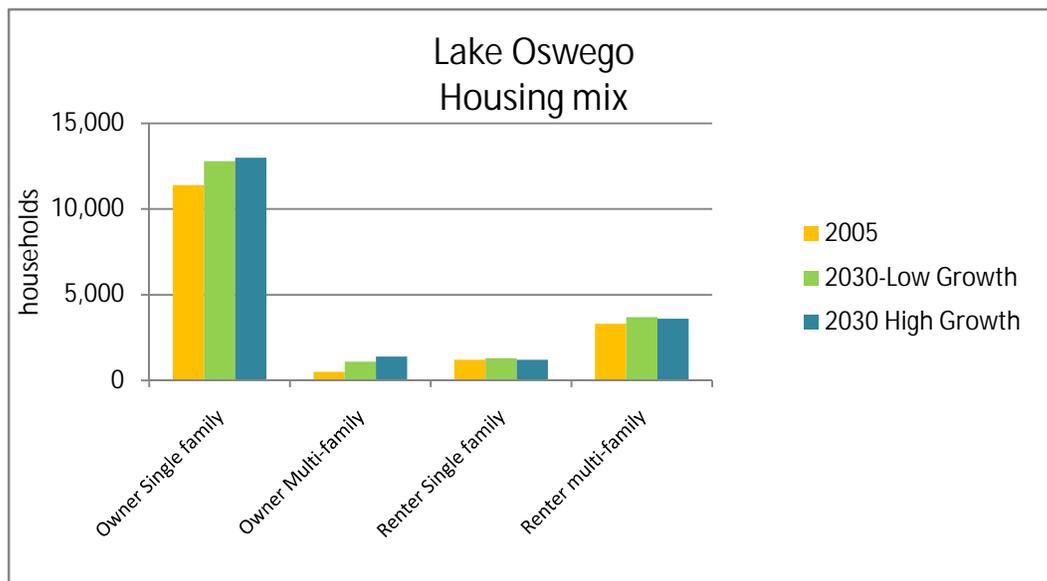
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Lake Oswego | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 16,400 | 18,900 | 19,200 |
| Subarea share of region's households | 3% | 2% | 2% |
| Total jobs | 15,600 | 22,000 | 26,300 |
| Subarea share of region's jobs | 2% | 2% | 2% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 2% | 2% | 2% |
| Household type 2 (median income \$25,000) | 3% | 3% | 3% |
| Household type 3 (median income \$35,800) | 3% | 3% | 3% |
| Household type 4 (median income \$46,700) | 6% | 6% | 6% |
| Household type 5 (median income \$57,000) | 9% | 9% | 9% |
| Household type 6 (median income \$69,200) | 14% | 16% | 13% |
| Household type 7 (median income \$100,100) | 23% | 22% | 26% |
| Household type 8 (median income \$113,300) | 41% | 40% | 38% |
| Average annual cost information for all households | | | |
| Transportation costs | \$7,200 | \$7,200 | \$7,100 |
| Housing costs | \$35,100 | \$37,600 | \$47,900 |
| Income | \$89,000 | \$89,200 | \$90,000 |
| % Income spent on transportation | 8% | 8% | 8% |
| % Income spent on housing | 39% | 42% | 53% |
| % Income spent on housing and transportation | 47% | 50% | 61% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$4,900 | \$5,000 | \$5,000 |
| Housing costs | \$11,500 | \$13,500 | \$15,800 |
| Income | \$47,900 | \$48,600 | \$48,700 |
| % Income spent on transportation | 10% | 10% | 10% |
| % Income spent on housing | 24% | 28% | 32% |
| % Income spent on housing and transportation | 34% | 38% | 43% |
| Number of cost burdened households | 900 | 2,000 | 2,500 |
| Share of households that are cost burdened | 5% | 11% | 13% |



Subarea: Gladstone-Clackamas, Map Reference Number: 22

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the City of Gladstone and surrounding unincorporated areas of Clackamas County. In 2005, the average income level for residents of this subarea was less than the regional average, but is projected to increase slightly relative to the regional average by 2030. In 2005, the share of owner occupied single family households (71 percent), was higher than the average regional rate for this housing type (60 percent), but is projected to decrease slightly by the year 2030. The share of rental multi-family housing (20 percent in the year 2005), is slightly lower than the regional average rate for this housing type (29 percent), and is forecasted to remain fairly constant by 2030.

The shares of annual income spent on housing and transportation costs are fairly consistent with regional averages. The share of households that are cost-burdened is projected to increase from 13 percent in 2005 to 15 to 21 percent in 2030. Though this would represent an increase for this subarea, this rate is on the low end of the forecasted regional average (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

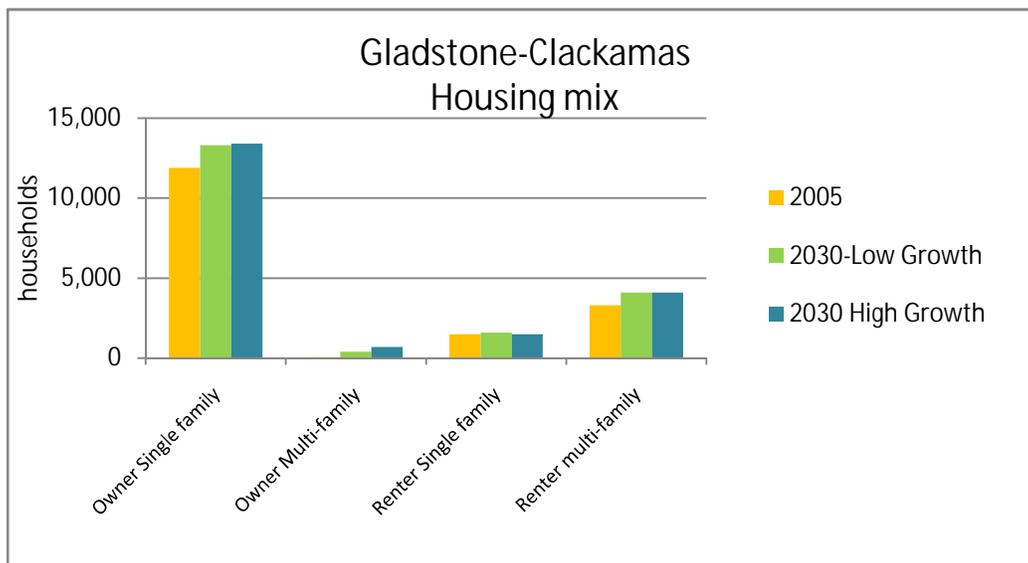
Cost-burdened household: Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Gladstone-Clackamas | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 16,800 | 19,400 | 19,700 |
| Subarea share of region's households | 3% | 2% | 2% |
| Total jobs | 10,300 | 12,500 | 14,900 |
| Subarea share of region's jobs | 1% | 1% | 1% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 8% | 11% | 11% |
| Household type 2 (median income \$25,000) | 13% | 14% | 14% |
| Household type 3 (median income \$35,800) | 14% | 16% | 16% |
| Household type 4 (median income \$46,700) | 17% | 18% | 18% |
| Household type 5 (median income \$57,000) | 18% | 16% | 17% |
| Household type 6 (median income \$69,200) | 14% | 12% | 10% |
| Household type 7 (median income \$100,100) | 10% | 8% | 9% |
| Household type 8 (median income \$113,300) | 7% | 5% | 5% |
| Average annual cost information for all households | | | |
| Transportation costs | \$6,200 | \$6,000 | \$5,900 |
| Housing costs | \$17,100 | \$20,100 | \$24,100 |
| Income | \$54,400 | \$49,700 | \$49,400 |
| % Income spent on transportation | 11% | 12% | 12% |
| % Income spent on housing | 31% | 40% | 49% |
| % Income spent on housing and transportation | 43% | 52% | 61% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$4,400 | \$4,300 | \$4,400 |
| Housing costs | \$8,000 | \$8,900 | \$10,200 |
| Income | \$32,100 | \$30,600 | \$31,100 |
| % Income spent on transportation | 14% | 14% | 14% |
| % Income spent on housing | 25% | 29% | 33% |
| % income spent on housing and transportation | 39% | 43% | 47% |
| Number of cost burdened households | 2,100 | 2,800 | 4,200 |
| Share of households that are cost burdened | 13% | 15% | 21% |



Subarea: Milwaukie, Map Reference Number: 23

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the City of Milwaukie as well as unincorporated areas of Clackamas County. In 2005, the average income for residents of this subarea was lower than the regional average, but it is projected to increase by the year 2030 to be slightly higher than the regional average. In 2005, the shares of single family owner occupied (58 percent) and multi-family rental households (31 percent), the two primary housing types in this subarea, were fairly consistent with regional average rates for these housing types (60 percent and 29 percent respectively). The shares of single family owner occupied and multi-family rental households are forecasted to remain constant from 2005 to 2030.

The shares of annual income spent on housing and transportation are relatively consistent with regional averages. The share of cost-burdened households is projected to increase slightly from 18 percent 2005 to 19 percent 2030, but remains fairly comparable to the forecasted regional average rate (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

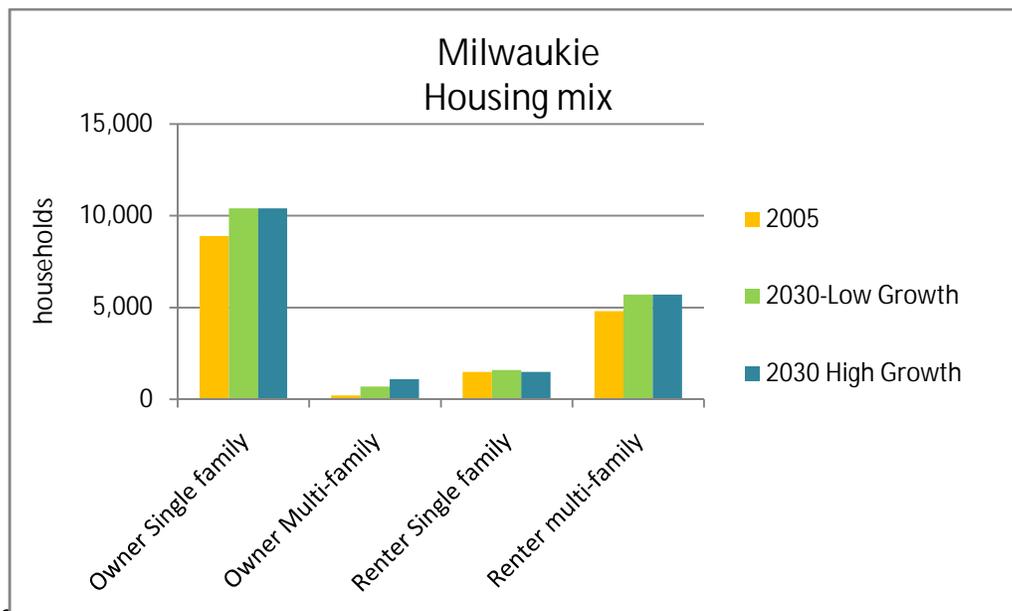
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Milwaukie | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 15,400 | 18,400 | 18,700 |
| Subarea share of region's households | 3% | 2% | 2% |
| Total jobs | 22,200 | 24,100 | 29,700 |
| Subarea share of region's jobs | 3% | 2% | 2% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 13% | 16% | 16% |
| Household type 2 (median income \$25,000) | 17% | 17% | 17% |
| Household type 3 (median income \$35,800) | 17% | 17% | 18% |
| Household type 4 (median income \$46,700) | 18% | 19% | 18% |
| Household type 5 (median income \$57,000) | 14% | 13% | 13% |
| Household type 6 (median income \$69,200) | 9% | 8% | 7% |
| Household type 7 (median income \$100,100) | 7% | 6% | 7% |
| Household type 8 (median income \$113,300) | 6% | 4% | 4% |
| Average annual cost information for all households | | | |
| Transportation costs | \$4,700 | \$4,500 | \$4,500 |
| Housing costs | \$14,100 | \$16,500 | \$19,500 |
| Income | \$43,600 | \$40,500 | \$40,300 |
| % Income spent on transportation | 11% | 11% | 11% |
| % Income spent on housing | 32% | 41% | 48% |
| % Income spent on housing and transportation | 43% | 52% | 59% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$3,700 | \$3,600 | \$3,600 |
| Housing costs | \$7,900 | \$8,900 | \$10,100 |
| Income | \$30,700 | \$29,500 | \$29,700 |
| % Income spent on transportation | 12% | 12% | 12% |
| % Income spent on housing | 26% | 30% | 34% |
| % Income spent on housing and transportation | 38% | 42% | 46% |
| Number of cost burdened households | 2,700 | 3,400 | 3,500 |
| Share of households that are cost burdened | 18% | 19% | 19% |



Subarea: Happy Valley, Map Reference Number: 24

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes Happy Valley as well as unincorporated areas of Clackamas County. In 2005, the average income for residents of this subarea was higher than the regional average and is projected to increase slightly by the year 2030. The share of owner occupied single family households in Happy Valley (67 percent) is higher than the regional average rate for this housing type (60 percent), but is projected to decrease slightly by the year 2030. The shares of owner occupied multi-family and rental multi-family households are both projected to increase slightly by 2030, but are forecasted to remain consistent with or lower than the regional average rates for these housing types.

The share of annual income spent on housing and transportation is fairly consistent with other subareas across the region. The share of cost-burdened households is projected to increase slightly from 10 percent 2005 to 11 to 20 percent in 2030, but remains low compared to the forecasted regional rate (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

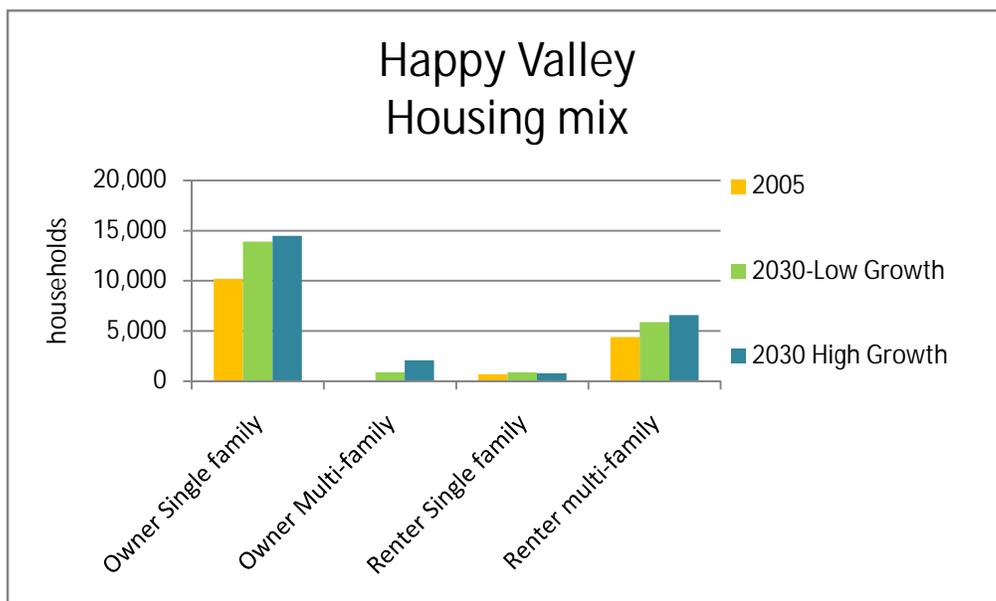
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

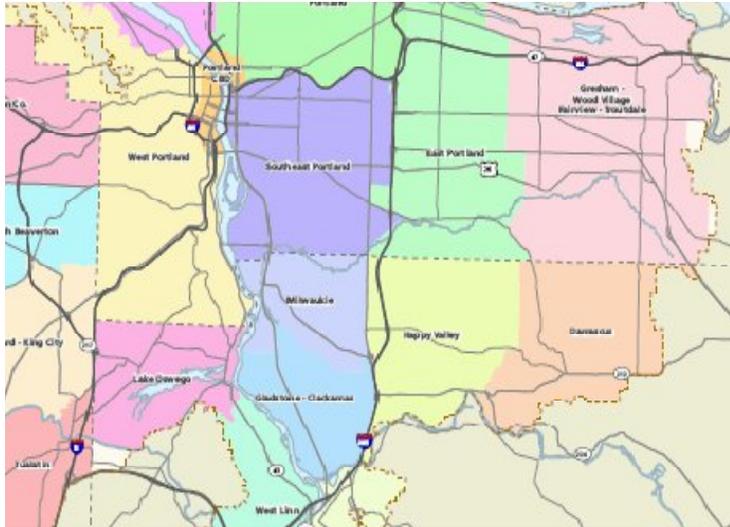
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Happy Valley | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 15,300 | 21,600 | 24,000 |
| Subarea share of region's households | 3% | 3% | 3% |
| Total jobs | 32,300 | 36,100 | 50,400 |
| Subarea share of region's jobs | 4% | 3% | 4% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 4% | 5% | 6% |
| Household type 2 (median income \$25,000) | 5% | 5% | 5% |
| Household type 3 (median income \$35,800) | 8% | 8% | 9% |
| Household type 4 (median income \$46,700) | 12% | 13% | 13% |
| Household type 5 (median income \$57,000) | 16% | 15% | 15% |
| Household type 6 (median income \$69,200) | 18% | 19% | 16% |
| Household type 7 (median income \$100,100) | 17% | 15% | 17% |
| Household type 8 (median income \$113,300) | 19% | 20% | 19% |
| Average annual cost information for all households | | | |
| Transportation costs | \$7,100 | \$7,100 | \$6,900 |
| Housing costs | \$21,000 | \$26,900 | \$32,400 |
| Income | \$71,000 | \$70,100 | \$69,500 |
| % Income spent on transportation | 10% | 10% | 10% |
| % Income spent on housing | 30% | 38% | 47% |
| % Income spent on housing and transportation | 40% | 48% | 55% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$4,500 | \$4,600 | \$4,700 |
| Housing costs | \$8,500 | \$9,700 | \$11,200 |
| Income | \$33,500 | \$34,000 | \$35,300 |
| % Income spent on transportation | 14% | 13% | 13% |
| % Income spent on housing | 25% | 29% | 32% |
| % Income spent on housing and transportation | 39% | 42% | 45% |
| Number of cost burdened households | 1,600 | 2,400 | 4,800 |
| Share of households that are cost burdened | 10% | 11% | 20% |



Subarea: Damascus, Map Reference Number: 25

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the City of Damascus as well as scattered unincorporated areas of Clackamas County. As this area is newly developing, the subarea's share of the region's households and jobs is relatively low compared to other subareas, but is projected to grow by 2030. In 2005, the average income for residents of this subarea was higher than the regional average and is projected to increase proportionally relative to the regional average by the year 2030. With 92 percent of all households categorized as owner occupied single family in 2005, Damascus has a much higher rate of owner occupied single family households than the regional average rate for that housing type (60 percent). This share is projected to remain fairly constant from 2005 to 2030 as are the shares of other housing types. In 2005, the share of annual income spent on housing was 26 percent, lower than the regional average, but is projected to increase by the year 2030.

While the number and share of households that are cost-burdened are projected to increase in 2030, the share of households that are cost-burdened is still very small at 4 to 6 percent and is much lower than the forecasted regional average (projected to be between 17 and 23 percent of all the households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

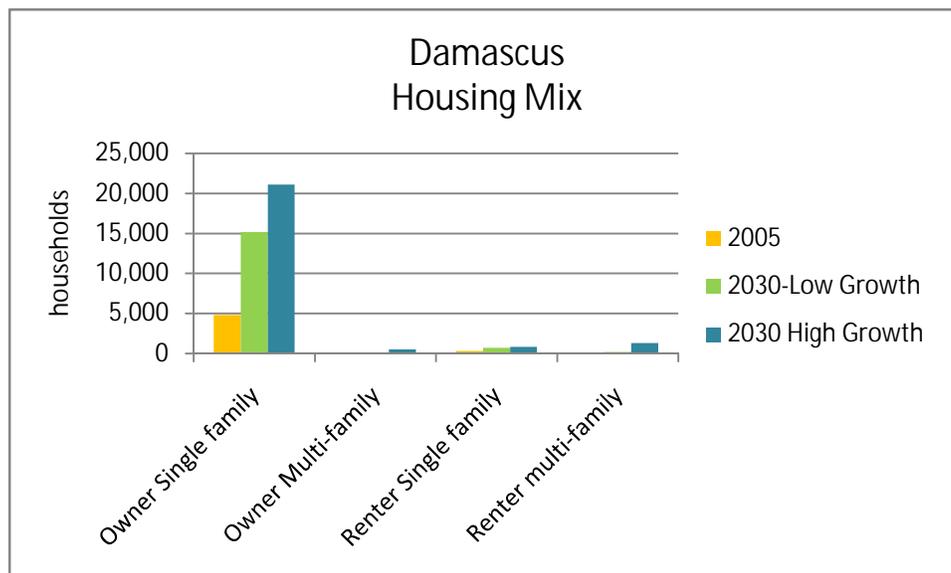
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

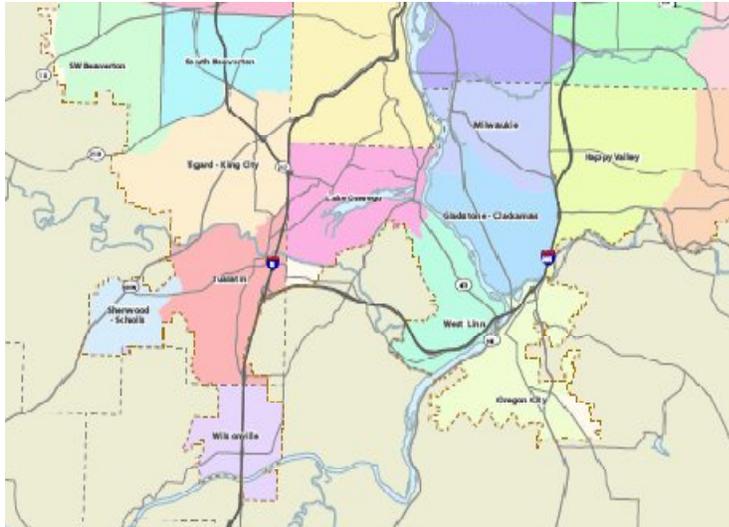
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Damascus | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 5,200 | 16,200 | 23,800 |
| Subarea share of region's households | 1% | 2% | 3% |
| Total jobs | 3,300 | 4,100 | 10,600 |
| Subarea share of region's jobs | 0% | 0% | 1% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 4% | 5% | 6% |
| Household type 2 (median income \$25,000) | 5% | 4% | 5% |
| Household type 3 (median income \$35,800) | 3% | 4% | 4% |
| Household type 4 (median income \$46,700) | 6% | 6% | 6% |
| Household type 5 (median income \$57,000) | 12% | 12% | 13% |
| Household type 6 (median income \$69,200) | 20% | 23% | 18% |
| Household type 7 (median income \$100,100) | 26% | 23% | 27% |
| Household type 8 (median income \$113,300) | 24% | 24% | 21% |
| Average annual cost information for all households | | | |
| Transportation costs | \$10,800 | \$10,900 | \$10,600 |
| Housing costs | \$23,600 | \$34,900 | \$40,600 |
| Income | \$89,300 | \$88,000 | \$85,100 |
| % Income spent on transportation | 12% | 12% | 12% |
| % Income spent on housing | 26% | 40% | 48% |
| % Income spent on housing and transportation | 38% | 52% | 60% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$6,700 | \$7,000 | \$7,000 |
| Housing costs | \$8,200 | \$9,500 | \$9,900 |
| Income | \$36,400 | \$43,000 | \$41,400 |
| % Income spent on transportation | 18% | 16% | 17% |
| % Income spent on housing | 23% | 22% | 24% |
| % Income spent on housing and transportation | 41% | 38% | 41% |
| Number of cost burdened households | 200 | 600 | 1,400 |
| Share of households that are cost burdened | 3% | 4% | 6% |



Subarea: Oregon City, Map Reference Number: 26

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the City of Oregon City as well as surrounding unincorporated areas of Clackamas County. In 2005, the average income for residents of this subarea was fairly consistent with the regional average in 2005, but is projected to slightly decrease from 2005 to 2030. While the share of single family owner occupied households in 2005 (71 percent) is higher than the regional average rate for that housing type (60 percent), it is projected to decrease slightly to 66 to 61 percent by the year 2030. The share of rental multi-family households in 2005 (21 percent), the other primary housing type in the subarea, was lower than the regional average rate (29 percent), but is projected to increase to 25 to 27 percent by 2030, which would make it consistent with the regional average rate.

The share of annual income spent on transportation costs (15 percent) is slightly higher than the regional average, while the share of annual income spent on housing is relatively similar to the regional average. The share of households that are considered cost-burdened is projected to nearly double from 11 percent in 2005 to 21 to 22 percent in 2030. However, this rate would be similar to the forecasted regional average rate for cost-burdened households (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

Renters that spend more than half of their household income on transportation and housing.

Household types:

Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

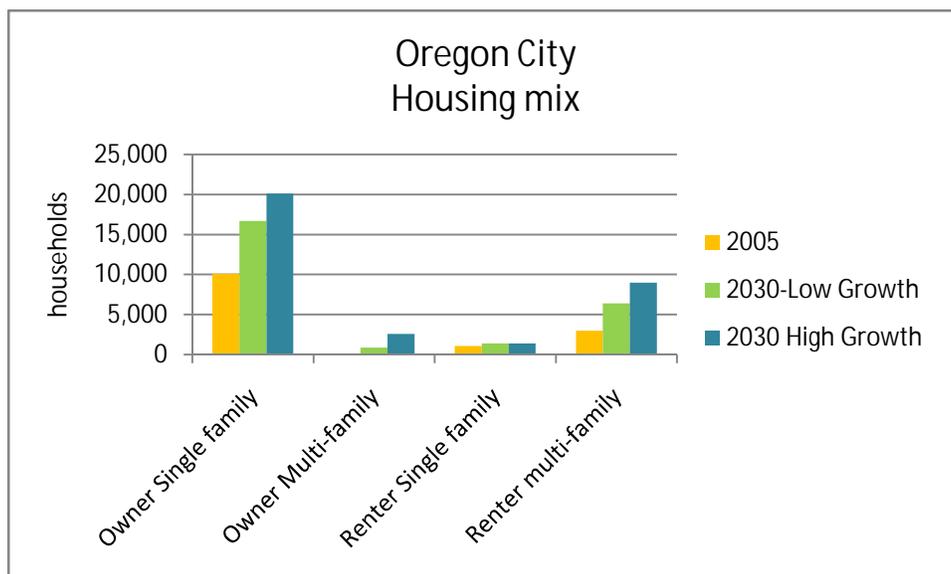
Housing costs:

A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs:

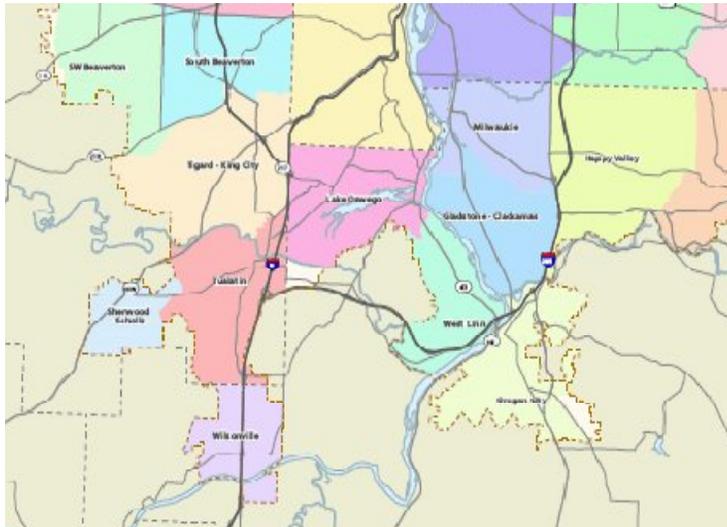
A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Oregon City | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 14,300 | 25,300 | 33,100 |
| Subarea share of region's households | 3% | 3% | 4% |
| Total jobs | 14,100 | 20,500 | 29,400 |
| Subarea share of region's jobs | 2% | 2% | 2% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 9% | 11% | 13% |
| Household type 2 (median income \$25,000) | 11% | 11% | 12% |
| Household type 3 (median income \$35,800) | 11% | 11% | 12% |
| Household type 4 (median income \$46,700) | 15% | 16% | 15% |
| Household type 5 (median income \$57,000) | 16% | 15% | 15% |
| Household type 6 (median income \$69,200) | 16% | 16% | 13% |
| Household type 7 (median income \$100,100) | 14% | 13% | 13% |
| Household type 8 (median income \$113,300) | 9% | 8% | 7% |
| Average annual cost information for all households | | | |
| Transportation costs | \$8,500 | \$8,300 | \$8,000 |
| Housing costs | \$17,200 | \$22,800 | \$26,400 |
| Income | \$58,700 | \$56,200 | \$54,500 |
| % Income spent on transportation | 15% | 15% | 15% |
| % Income spent on housing | 29% | 40% | 48% |
| % Income spent on housing and transportation | 44% | 55% | 63% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$6,200 | \$5,900 | \$5,700 |
| Housing costs | \$7,900 | \$9,200 | \$10,200 |
| Income | \$33,700 | \$32,500 | \$31,500 |
| % Income spent on transportation | 18% | 18% | 18% |
| % Income spent on housing | 26% | 28% | 32% |
| % Income spent on housing and transportation | 42% | 46% | 50% |
| Number of cost burdened households | 1,600 | 5,300 | 7,100 |
| Share of households that are cost burdened | 11% | 21% | 22% |



Subarea: West Linn, Map Reference Number: 27

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the City of West Linn. It should also be noted that these scenarios assume future UGB expansions to the south of this subarea (based on the current state land hierarchy) and that some of the resulting new households and jobs are reported for this subarea. Those UGB expansions will not necessarily occur. In 2005, the average income for residents of this subarea was substantially higher than the regional average and is projected to increase by the year 2030. In 2005, the share of owner occupied single family households (80 percent) was much higher than the regional average (60 percent) and is projected to increase to 86 to 89 percent by 2030. There is little projected increase in the shares of other household types from 2005 to 2030.

The share of annual income spent on housing and transportation is fairly comparable to the regional average. However, the share of households that are cost-burdened in this area (five percent in 2005) is projected to remain relatively constant in 2030, much lower than the forecasted regional average rate (regional average is projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

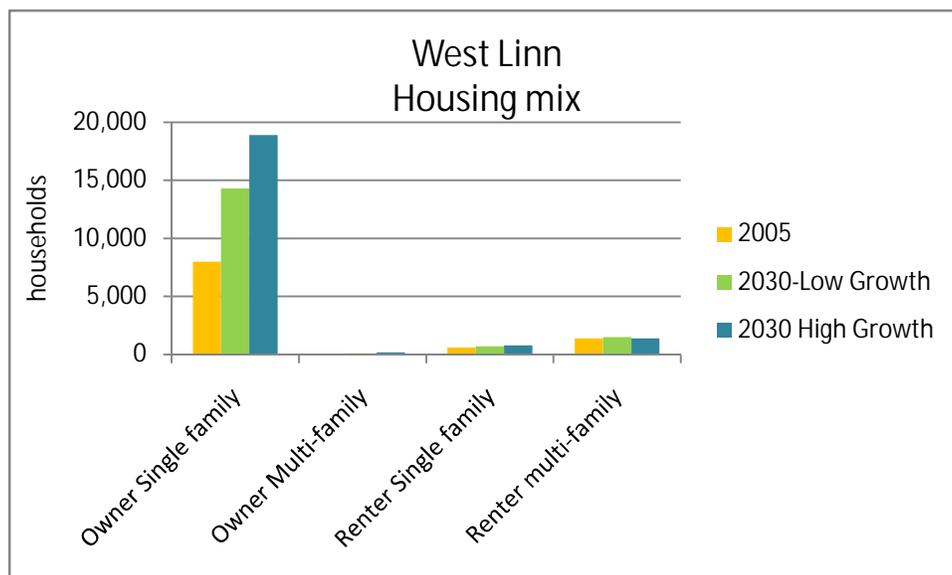
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

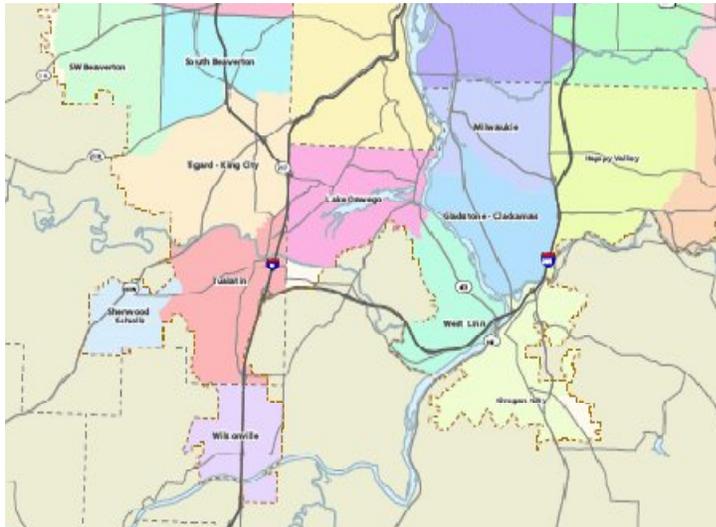
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| West Linn | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total households | 10,000 | 16,600 | 21,200 |
| Subarea share of region's households | 2% | 2% | 2% |
| Total jobs | 5,400 | 6,200 | 9,400 |
| Subarea share of the region's jobs | 1% | 1% | 1% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 2% | 1% | 1% |
| Household type 2 (median income \$25,000) | 4% | 2% | 2% |
| Household type 3 (median income \$35,800) | 4% | 3% | 3% |
| Household type 4 (median income \$46,700) | 8% | 6% | 5% |
| Household type 5 (median income \$57,000) | 8% | 7% | 7% |
| Household type 6 (median income \$69,200) | 13% | 15% | 12% |
| Household type 7 (median income \$100,100) | 20% | 19% | 25% |
| Household type 8 (median income \$113,300) | 40% | 47% | 48% |
| Average cost information for all households | | | |
| Transportation costs | \$8,900 | \$9,400 | \$9,400 |
| Housing costs | \$29,500 | \$38,200 | \$49,100 |
| Income | \$90,300 | \$97,900 | \$100,800 |
| % Income spent on transportation | 10% | 10% | 9% |
| % Income spent on housing | 33% | 39% | 49% |
| % Income spent on housing and transportation | 43% | 49% | 58% |
| Average cost information for all renters | | | |
| Transportation costs | \$6,300 | \$6,700 | \$6,700 |
| Housing costs | \$10,700 | \$13,200 | \$15,300 |
| Income | \$51,000 | \$55,400 | \$55,600 |
| % Income spent on transportation | 12% | 12% | 12% |
| % Income spent on housing | 21% | 24% | 28% |
| % Income spent on housing and transportation | 33% | 36% | 40% |
| Number of cost burdened households | 517 | 908 | 875 |
| Share of households that are cost burdened | 5% | 6% | 4% |



Subarea: Wilsonville, Map Reference Number: 28

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the City of Wilsonville as well as scattered unincorporated areas of Clackamas County. For the years 2005 and 2030, average incomes for residents of this subarea are slightly higher than the regional averages. In 2005, the share of single family owner occupied households (58 percent) was slightly lower than the regional average rate for this housing type (60 percent), but is projected to increase by 2030. In 2005, the share of rental multi-family households (34 percent), the other significant housing type in Wilsonville, was higher than the regional average rate for this housing type (29 percent).

The share of annual income spent on transportation costs (14 percent) is slightly high relative to the regional average, while the share of annual income spent on housing is fairly consistent with the regional average. The share of households that are cost-burdened is projected to increase from 17 percent in 2005 to 20 to 24 percent in 2030, which is consistent with the regional rate for households that are cost-burdened (the regional average is projected to be between 17 and 23 percent of all households by the year 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

Renters that spend more than half of their household income on transportation and housing.

Household types:

Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

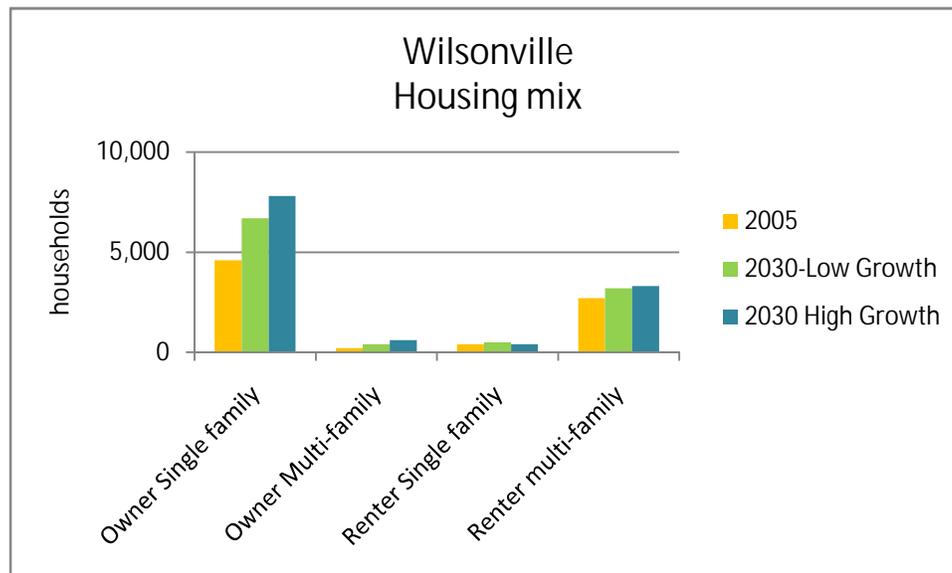
Housing costs:

A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs:

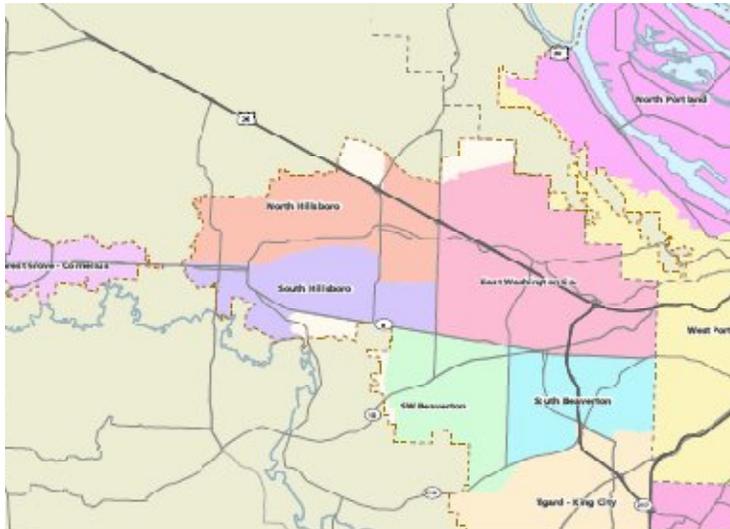
A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Wilsonville | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 7,900 | 10,900 | 12,200 |
| Subarea share of region's households | 1% | 1% | 1% |
| Total jobs | 15,200 | 19,400 | 28,400 |
| Subarea share of region's jobs | 2% | 2% | 2% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 4% | 5% | 5% |
| Household type 2 (median income \$25,000) | 4% | 5% | 5% |
| Household type 3 (median income \$35,800) | 7% | 7% | 8% |
| Household type 4 (median income \$46,700) | 9% | 10% | 10% |
| Household type 5 (median income \$57,000) | 12% | 11% | 12% |
| Household type 6 (median income \$69,200) | 20% | 21% | 17% |
| Household type 7 (median income \$100,100) | 23% | 24% | 27% |
| Household type 8 (median income \$113,300) | 21% | 16% | 16% |
| Average annual cost information for all households | | | |
| Transportation costs | \$10,100 | \$10,100 | \$10,100 |
| Housing costs | \$22,200 | \$27,800 | \$35,100 |
| Income | \$72,300 | \$72,200 | \$73,900 |
| % Income spent on transportation | 14% | 14% | 14% |
| % Income spent on housing | 31% | 38% | 47% |
| % Income spent on housing and transportation | 45% | 52% | 61% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$7,100 | \$6,900 | \$6,900 |
| Housing costs | \$9,400 | \$10,600 | \$12,100 |
| Income | \$39,300 | \$36,700 | \$36,300 |
| % Income spent on transportation | 18% | 19% | 19% |
| % Income spent on housing | 24% | 29% | 33% |
| % Income spent on housing and transportation | 42% | 48% | 52% |
| Number of cost burdened households | 1,300 | 2,100 | 2,900 |
| Share of households that are cost burdened | 17% | 20% | 24% |



Subarea: North Hillsboro, Map Reference Number: 31

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes sections of Hillsboro as well as some unincorporated areas of Washington County. The average historic and forecasted incomes for residents of this subarea are slightly lower than the regional average. The subarea's share of the region's housing remains constant from 2005 to 2030. This subarea is forecasted to see job growth by the year 2030. In 2005, the housing mix is almost split evenly between owner occupied single family and rental multi-family households (50 and 40 percent respectively). In 2005, the share of multi-family rental households was higher than the regional average for this housing type (regional average 29 percent). This rate is projected to increase slightly by 2030. However, the share of owner occupied single family households, slightly lower than the regional average rate in 2005 (regional average 60 percent), is projected to decrease by the year 2030.

While the share of annual income spent on transportation is higher than the regional average, the share of annual income spent on housing costs is slightly lower than the regional average. By the year 2030, the share of households that are cost-burdened is projected to increase from nine percent to 13 to 27 percent, a range that exceeds the forecasted regional rate for cost-burdened households (regional average is projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

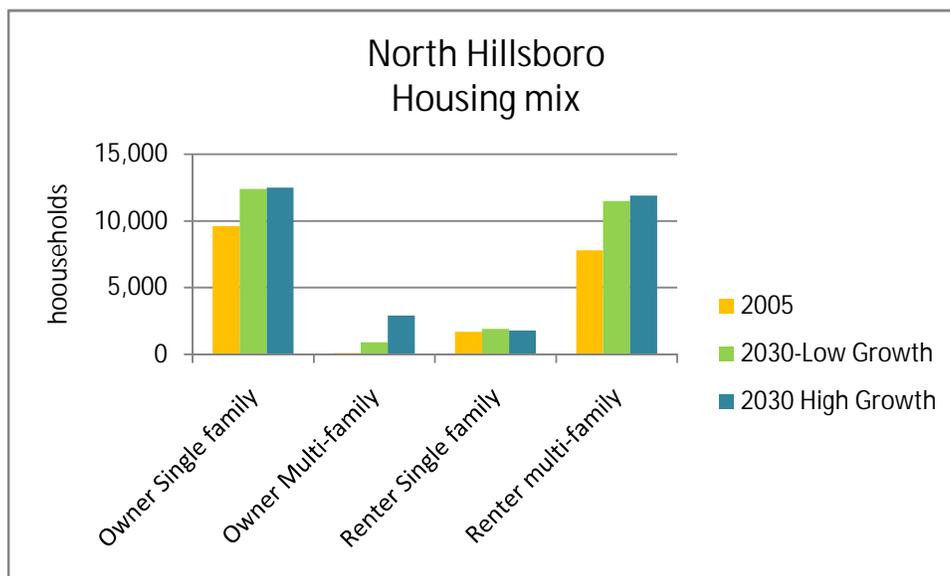
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

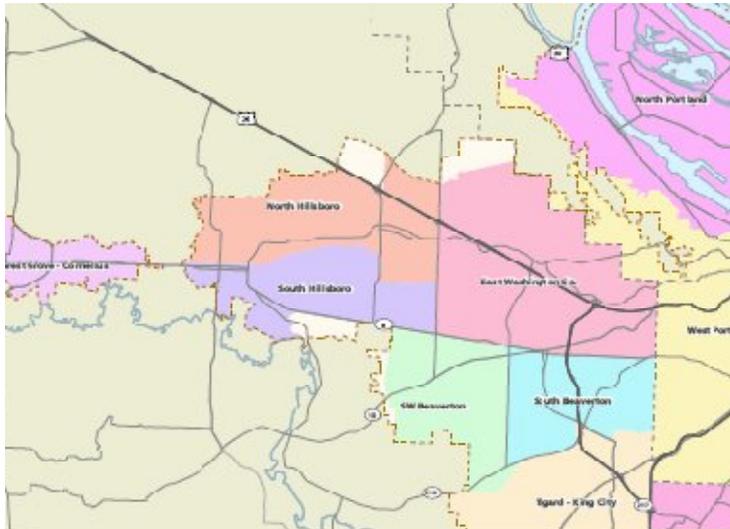
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| North Hillsboro | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 19,300 | 26,700 | 29,200 |
| Subarea share of region's households | 3% | 3% | 3% |
| Total jobs | 19,300 | 29,900 | 56,300 |
| Subarea share of region's jobs | 2% | 3% | 4% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 5% | 7% | 9% |
| Household type 2 (median income \$25,000) | 8% | 10% | 10% |
| Household type 3 (median income \$35,800) | 9% | 11% | 12% |
| Household type 4 (median income \$46,700) | 13% | 15% | 15% |
| Household type 5 (median income \$57,000) | 16% | 16% | 16% |
| Household type 6 (median income \$69,200) | 19% | 19% | 16% |
| Household type 7 (median income \$100,100) | 20% | 15% | 15% |
| Household type 8 (median income \$113,300) | 10% | 8% | 7% |
| Average annual cost information for all households | | | |
| Transportation costs | \$7,100 | \$6,700 | \$6,400 |
| Housing costs | \$16,200 | \$19,000 | \$22,400 |
| Income | \$56,400 | \$51,100 | \$50,000 |
| % Income spent on transportation | 13% | 13% | 13% |
| % Income spent on housing | 29% | 37% | 45% |
| % Income spent on housing and transportation | 41% | 50% | 58% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$5,700 | \$5,200 | \$5,200 |
| Housing costs | \$9,300 | \$10,200 | \$11,800 |
| Income | \$42,500 | \$37,300 | \$37,200 |
| % Income spent on transportation | 14% | 14% | 14% |
| % Income spent on housing | 22% | 27% | 32% |
| % Income spent on housing and transportation | 36% | 42% | 46% |
| Number of cost burdened households | 1,800 | 3,500 | 7,800 |
| Share of households that are cost burdened | 9% | 13% | 27% |



Subarea: East Washington County, Map Reference Number: 32

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes sections of the City of Beaverton as well as unincorporated areas of Washington County. The average household income, while slightly higher than the regional average, is projected to decrease slightly from 2005 to 2030. In 2005, the share of owner occupied single family households (51 percent) was slightly lower than the regional average rate for this housing type (60 percent) and is projected to decrease by 2030. The share of multi-family households in 2005 (30 percent) is fairly consistent with the regional average rate for that housing type (29 percent) and remains fairly constant through 2030. Finally, the share of owner occupied multi-family households, consistent with the regional average rate in 2005 (regional average of two percent), is projected to increase by the year 2030.

The share of income spent on transportation and housing is fairly consistent with the regional average. While the number of cost-burdened households in this subarea is projected to increase from 2005 to 2030, the share of households that are cost-burdened could, depending on the growth scenario, remain constant at 12 percent or increase to 21 percent by the year 2030. The higher rate would be comparable to the forecasted regional rate for cost-burdened households (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

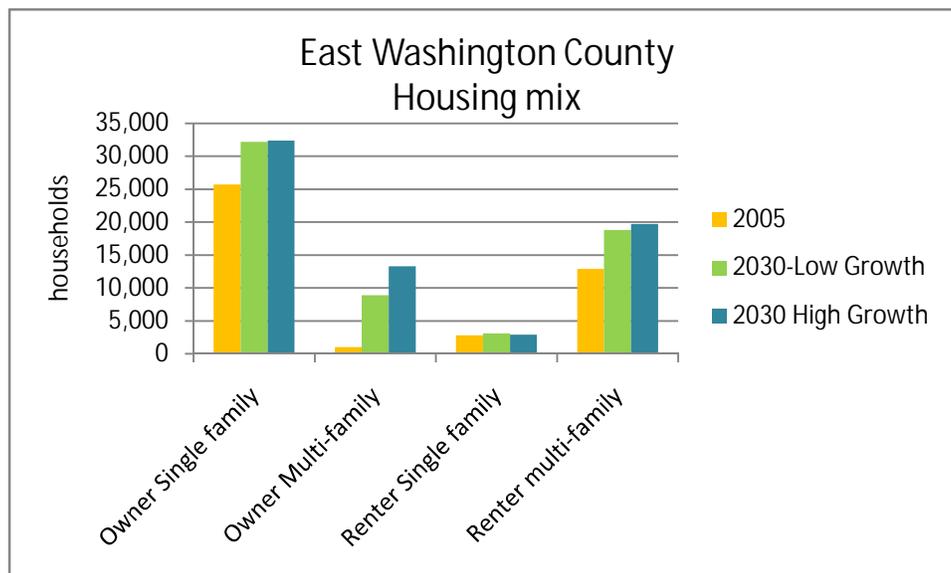
Housing costs: A

comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A

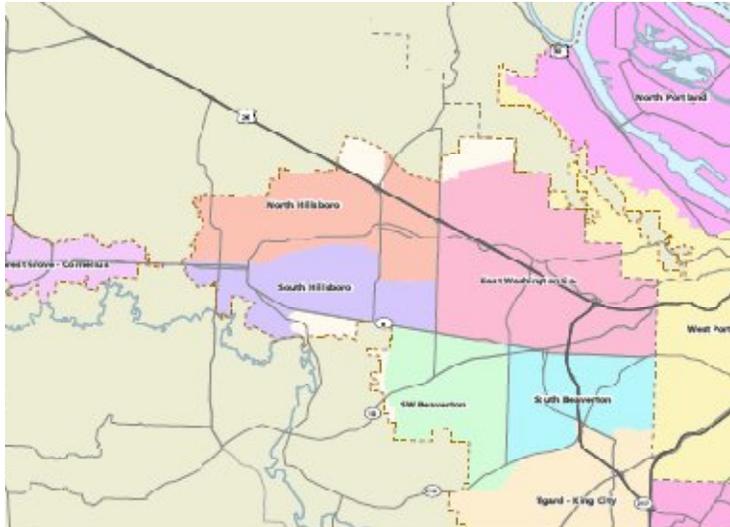
comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| East Washington County | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 42,400 | 63,000 | 68,3000 |
| Subarea share of region's households | 7% | 8% | 8% |
| Total jobs | 65,600 | 87,000 | 122,800 |
| Subarea share of region's jobs | 8% | 8% | 9% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 4% | 7% | 7% |
| Household type 2 (median income \$25,000) | 7% | 9% | 10% |
| Household type 3 (median income \$35,800) | 10% | 10% | 11% |
| Household type 4 (median income \$46,700) | 13% | 13% | 12% |
| Household type 5 (median income \$57,000) | 14% | 12% | 13% |
| Household type 6 (median income \$69,200) | 16% | 16% | 13% |
| Household type 7 (median income \$100,100) | 19% | 17% | 19% |
| Household type 8 (median income \$113,300) | 19% | 16% | 14% |
| Average annual cost information for all households | | | |
| Transportation costs | \$5,900 | \$5,500 | \$5,300 |
| Housing costs | \$22,400 | \$25,600 | \$30,900 |
| Income | \$67,800 | \$64,100 | \$63,400 |
| % Income spent on transportation | 9% | 9% | 8% |
| % Income spent on housing | 33% | 40% | 49% |
| % Income spent on housing and transportation | 42% | 49% | 57% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$3,900 | \$3,900 | \$3,900 |
| Housing costs | \$9,200 | \$10,600 | \$12,400 |
| Income | \$35,400 | \$35,900 | \$36,100 |
| % Income spent on transportation | 11% | 11% | 11% |
| % Income spent on housing | 26% | 30% | 34% |
| % Income spent on housing and transportation | 37% | 41% | 53% |
| Number of cost burdened households | 5,100 | 7,300 | 14,300 |
| Share of households that are cost burdened | 12% | 12% | 21% |



Subarea: South Beaverton, Map Reference Number: 33

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes parts of Beaverton as well as unincorporated areas of Washington County. The average income for residents of this subarea in 2005 and 2030 is slightly lower than the regional average. While the share of owner occupied single family (51 percent) is lower than the regional average rate for this housing type in 2005 (60 percent), the share of rental multi-family households in 2005 (38 percent) is higher than the regional average rate (29 percent). This housing mix is not projected to experience much change by the year 2030.

The share of income spent on housing and transportation in 2005 and 2030 is comparable to the regional average, but, for renters, the share of income spent on housing and transportation costs is slightly higher than the regional average. In addition, the share of households that are cost-burdened is higher than the regional average and is projected to increase to 19 percent to a third of all households in 2030. This is higher than the forecasted regional rate for cost-burdened households (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

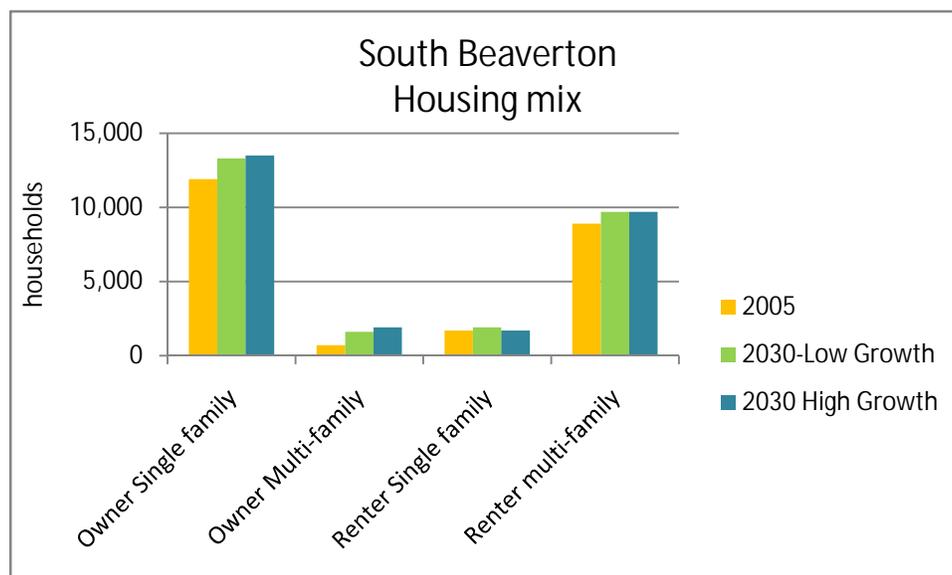
Cost-burdened household: Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| South Beaverton | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 23,200 | 26,600 | 26,800 |
| Subarea share of region's households | 4% | 3% | 3% |
| Total jobs | 36,000 | 39,100 | 48,600 |
| Subarea share of region's jobs | 4% | 4% | 4% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 7% | 9% | 9% |
| Household type 2 (median income \$25,000) | 12% | 13% | 13% |
| Household type 3 (median income \$35,800) | 13% | 13% | 14% |
| Household type 4 (median income \$46,700) | 17% | 17% | 17% |
| Household type 5 (median income \$57,000) | 16% | 15% | 16% |
| Household type 6 (median income \$69,200) | 14% | 14% | 12% |
| Household type 7 (median income \$100,100) | 12% | 12% | 13% |
| Household type 8 (median income \$113,300) | 9% | 7% | 7% |
| Average annual cost information for all households | | | |
| Transportation costs | \$4,900 | \$4,700 | \$4,700 |
| Housing costs | \$17,300 | \$20,600 | \$25,300 |
| Income | \$52,300 | \$50,600 | \$50,700 |
| % Income spent on transportation | 9% | 9% | 9% |
| % Income spent on housing | 33% | 41% | 50% |
| % Income spent on housing and transportation | 42% | 50% | 59% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$3,600 | \$3,500 | \$3,500 |
| Housing costs | \$8,700 | \$9,800 | \$11,300 |
| Income | \$33,200 | \$32,500 | \$32,300 |
| % Income spent on transportation | 11% | 12% | 11% |
| % Income spent on housing | 26% | 30% | 35% |
| % Income spent on housing and transportation | 37% | 42% | 46% |
| Number of cost burdened households | 4,200 | \$5,000 | 8,000 |
| Share of households that are cost burdened | 18% | 19% | 30% |



Subarea: Tigard-King City, Map Reference Number: 34

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes Tigard, King City, and some unincorporated areas of Washington County. The average income for residents of this subarea is consistent with the regional average for both 2005 and 2030. While the share of owner occupied single family (64 percent) is lower than the regional average rate for this housing type in 2005 (60 percent), the share of rental multi-family households in 2005 (27 percent) is higher than the regional average rate (29 percent).

The share of annual income spent on transportation and housing is fairly comparable to the regional average. While the number of cost-burdened households in this subarea is projected to increase from the years 2005 to 2030, the share of households that are cost-burdened could either remain constant at 12 percent or increase to 21 percent, depending on the growth scenario. These rates would be lower than or comparable to the forecasted regional rate for cost-burdened households (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

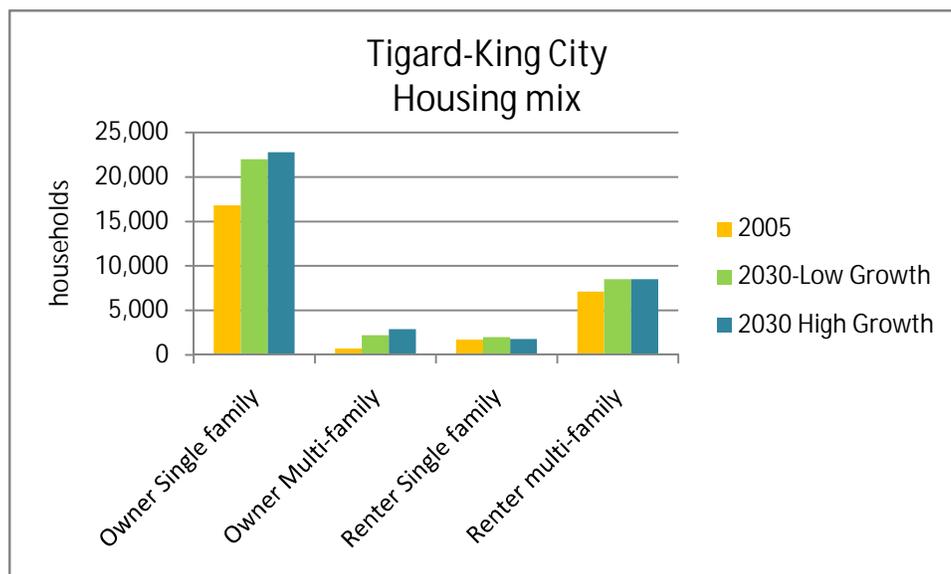
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

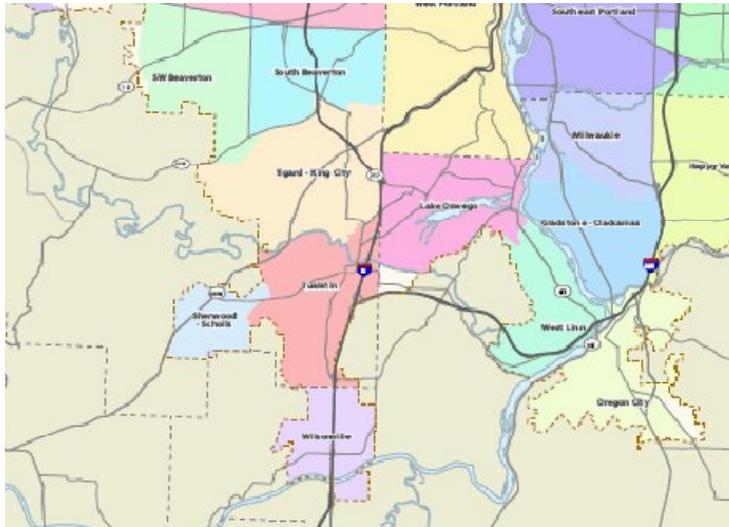
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Tigard, King City | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 26,400 | 34,600 | 36,100 |
| Subarea share of region's households | 5% | 4% | 4% |
| Total jobs | 37,900 | 46,500 | 60,600 |
| Subarea share of region's jobs | 5% | 4% | 4% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 5% | 7% | 8% |
| Household type 2 (median income \$25,000) | 9% | 11% | 12% |
| Household type 3 (median income \$35,800) | 12% | 14% | 15% |
| Household type 4 (median income \$46,700) | 15% | 16% | 16% |
| Household type 5 (median income \$57,000) | 16% | 15% | 15% |
| Household type 6 (median income \$69,200) | 15% | 14% | 11% |
| Household type 7 (median income \$100,100) | 14% | 13% | 15% |
| Household type 8 (median income \$113,300) | 13% | 10% | 9% |
| Average annual cost information for all households | | | |
| Transportation costs | \$6,200 | \$5,900 | \$5,900 |
| Housing costs | \$20,100 | \$24,000 | \$29,300 |
| Income | \$61,900 | \$58,500 | \$58,100 |
| % Income spent on transportation | 10% | 10% | 10% |
| % Income spent on housing | 32% | 41% | 50% |
| % Income spent on housing and transportation | 42% | 51% | 60% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$4,100 | \$3,900 | \$3,500 |
| Housing costs | \$8,800 | \$9,800 | \$11,400 |
| Income | \$34,000 | \$32,500 | \$32,600 |
| % Income spent on transportation | 12% | 12% | 12% |
| % Income spent on housing | 26% | 30% | 35% |
| % Income spent on housing and transportation | 38% | 42% | 47% |
| Number of cost burdened households | 3,300 | 4,300 | 7,500 |
| Share of households that are cost burdened | 12% | 12% | 21% |



Subarea: Tualatin, Map Reference Number: 35

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the City of Tualatin as well as unincorporated areas of Washington County. In 2005, the average income for residents of this subarea was slightly higher than the regional average and is projected to increase by 2030. In 2005, the share of owner occupied single family households (56 percent) was lower than the regional average rate for this housing type (60 percent) and the share of rental multi-family households (36 percent) was higher than the regional average rate (29 percent). However, the share of owner occupied single family households is projected to increase from 66 to 72 percent in the year 2030 and the share of rental multi-family households is projected to decrease to 21 to 26 percent in 2030.

The share of annual income spent on transportation and housing is comparable to the regional average rate. While the number of cost-burdened households in this subarea is projected to increase by the year 2030, the share of households that are cost burdened is projected either to decrease slightly or increase to 17 percent, depending on the growth scenario. This rate would be on the low end of the forecasted regional average range (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

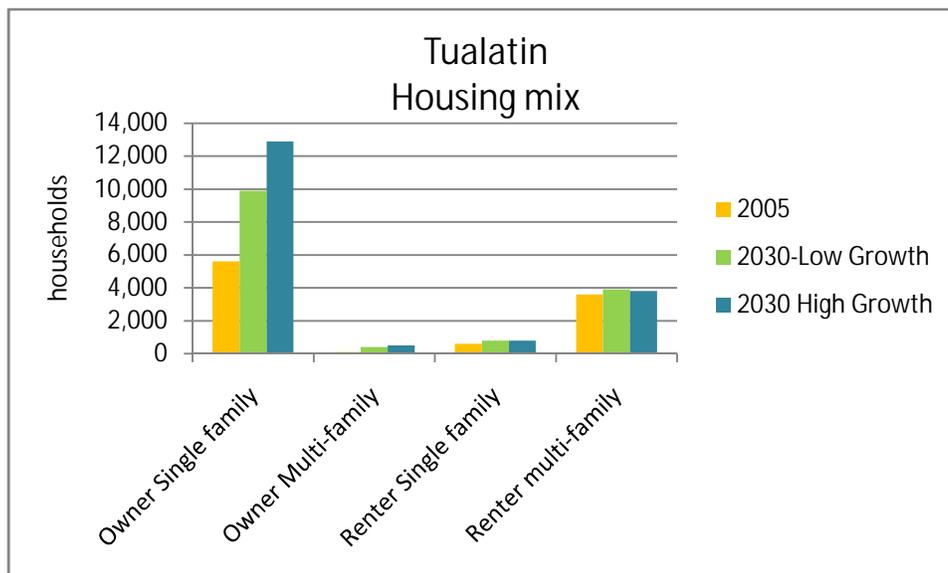
Cost-burdened household: Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Tualatin | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 9,900 | 15,000 | 18,000 |
| Subarea share of region's households | 2% | 2% | 2% |
| Total jobs | 32,200 | 39,900 | 51,200 |
| Subarea share of region's jobs | 4% | 4% | 4% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 4% | 4% | 3% |
| Household type 2 (median income \$25,000) | 8% | 6% | 5% |
| Household type 3 (median income \$35,800) | 9% | 8% | 7% |
| Household type 4 (median income \$46,700) | 13% | 13% | 12% |
| Household type 5 (median income \$57,000) | 16% | 15% | 15% |
| Household type 6 (median income \$69,200) | 17% | 16% | 14% |
| Household type 7 (median income \$100,100) | 16% | 11% | 12% |
| Household type 8 (median income \$113,300) | 19% | 29% | 32% |
| Average annual cost information for all households | | | |
| Transportation costs | \$7,200 | \$8,300 | \$8,800 |
| Housing costs | \$19,300 | \$28,000 | \$37,000 |
| Income | \$64,100 | \$73,000 | \$77,800 |
| % Income spent on transportation | 11% | 11% | 11% |
| % Income spent on housing | 30% | 38% | 48% |
| % Income spent on housing and transportation | 41% | 49% | 59% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$4,600 | \$4,500 | \$4,600 |
| Housing costs | \$8,800 | \$10,100 | \$11,600 |
| Income | \$36,000 | \$35,300 | \$35,700 |
| % Income spent on transportation | 13% | 13% | 13% |
| % Income spent on housing | 25% | 29% | 33% |
| % Income spent on housing and transportation | 38% | 42% | 45% |
| Number of cost burdened households | 1,300 | 1,700 | 3,000 |
| Share of households that are cost burdened | 13% | 12% | 17% |



Subarea: Sherwood-Scholls, Map Reference Number: 36

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the city of Sherwood and unincorporated areas of Washington County. In 2005, the average income for residents of this subarea was higher than the regional average. Average incomes are projected to decrease slightly by 2030. In 2005, the share of owner occupied single family owner households, the primary housing type in the Sherwood-Scholls area, is much higher (82 percent) than the regional average rate for this housing type (60 percent). While this share is projected to decrease by 2030, it will still be high compared to the regional average rate.

The share of income spent on transportation is slightly high relative the regional average, while the share of income spent on housing is fairly consistent with the regional average. The share of households that are cost-burdened, relatively low at five percent in 2005, is projected to increase to 10 to 14 percent by the year 2030. This would be a lower share than the regional average (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

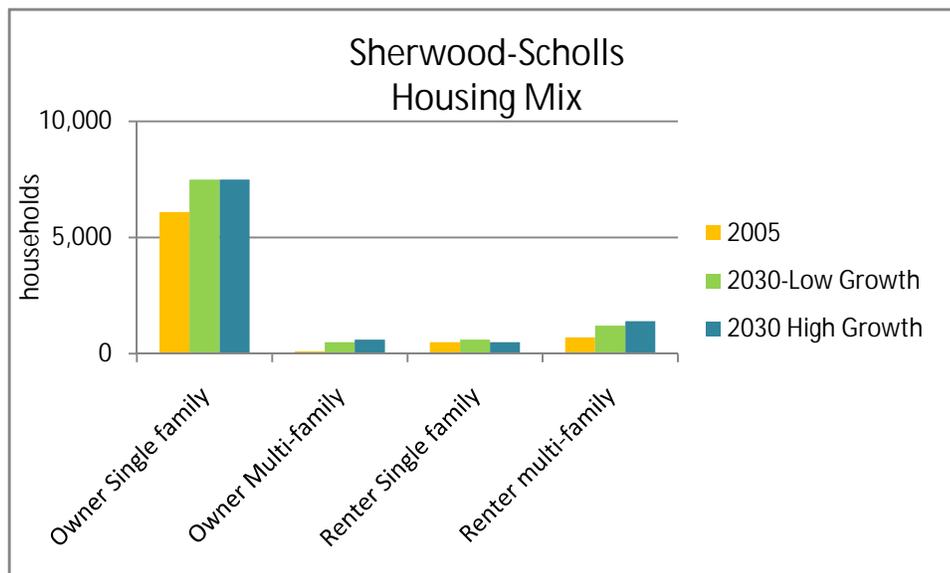
Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

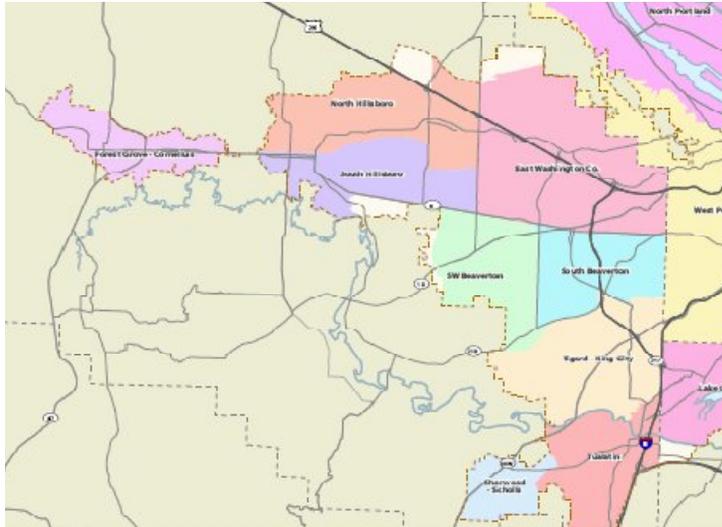
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Sherwood-Scholls | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 7,400 | 9,800 | 10,000 |
| Subarea share of region's households | 1% | 1% | 1% |
| Total jobs | 28,000 | 34,700 | 45,000 |
| Subarea share of region's jobs | 3% | 3% | 3% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 4% | 6% | 6% |
| Household type 2 (median income \$25,000) | 4% | 5% | 5% |
| Household type 3 (median income \$35,800) | 7% | 8% | 9% |
| Household type 4 (median income \$46,700) | 15% | 17% | 17% |
| Household type 5 (median income \$57,000) | 18% | 18% | 19% |
| Household type 6 (median income \$69,200) | 18% | 18% | 15% |
| Household type 7 (median income \$100,100) | 19% | 17% | 18% |
| Household type 8 (median income \$113,300) | 15% | 12% | 11% |
| Average annual cost information for all households | | | |
| Transportation costs | \$10,200 | \$9,800 | \$9,700 |
| Housing costs | \$22,700 | \$28,100 | \$34,300 |
| Income | \$75,100 | \$69,700 | \$69,200 |
| % Income spent on transportation | 14% | 14% | 14% |
| % Income spent on housing | 30% | 40% | 50% |
| % Income spent on housing and transportation | 44% | 54% | 64% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$6,300 | \$6,400 | \$6,700 |
| Housing costs | \$8,800 | \$10,100 | \$11,800 |
| Income | \$38,500 | \$38,800 | \$40,300 |
| % Income spent on transportation | 16% | 17% | 17% |
| % Income spent on housing | 23% | 26% | 29% |
| % Income spent on housing and transportation | 39% | 43% | 46% |
| Number of cost burdened households | 400 | 1,000 | 1,400 |
| Share of households that are cost burdened | 5% | 10% | 14% |



Subarea: SW Beaverton, Map Reference Number: 37

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the SW sections of Beaverton as well as large areas of unincorporated Washington County. In 2005, the average income for residents of this subarea was slightly higher than the regional average and is projected to increase by the year 2030. While, in 2005, the share of owner occupied single family (66 percent) is higher than the regional average rate (60 percent) for this housing type, the share of rental multi-family households (25 percent) is lower than the regional average rate (29 percent). By the year 2030, the share of owner occupied single family households is projected to increase slightly and the share of rental multi-family households is projected to decrease slightly.

The share of annual income spent on transportation and housing is fairly consistent with the regional average rate. The share of households that are cost-burdened is projected to increase from 8 percent in 2005 to 9 to 15 percent in 2030, which is lower than the forecasted regional average rate (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

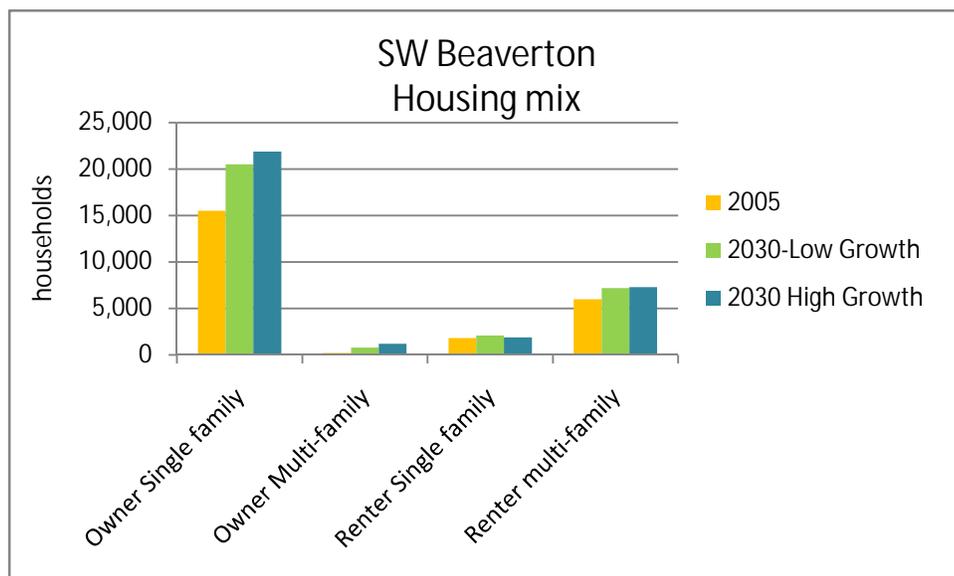
Cost-burdened household: Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

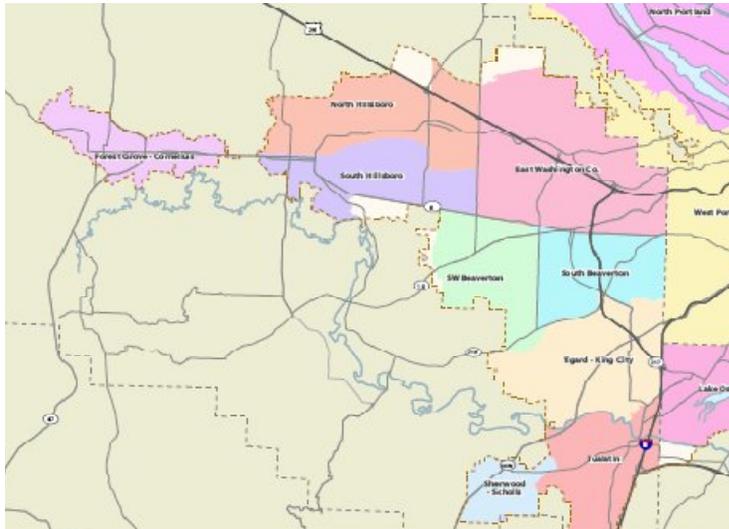
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| SW Beaverton | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 23,500 | 30,500 | 32,300 |
| Subarea share of region's households | 4% | 4% | 4% |
| Total jobs | 4,300 | 5,300 | 6,800 |
| Subarea share of region's jobs | 1% | 1% | 0% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 5% | 5% | 5% |
| Household type 2 (median income \$25,000) | 8% | 8% | 8% |
| Household type 3 (median income \$35,800) | 10% | 10% | 11% |
| Household type 4 (median income \$46,700) | 15% | 15% | 14% |
| Household type 5 (median income \$57,000) | 15% | 14% | 15% |
| Household type 6 (median income \$69,200) | 16% | 17% | 15% |
| Household type 7 (median income \$100,100) | 16% | 14% | 17% |
| Household type 8 (median income \$113,300) | 16% | 16% | 16% |
| Average annual cost information for all households | | | |
| Transportation costs | \$6,700 | \$6,700 | \$6,700 |
| Housing costs | \$20,100 | \$25,700 | \$32,300 |
| Income | \$64,800 | \$65,200 | \$66,400 |
| % Income spent on transportation | 10% | 10% | 10% |
| % Income spent on housing | 31% | 39% | 49% |
| % Income spent on housing and transportation | 41% | 49% | 59% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$4,800 | \$4,800 | \$4,900 |
| Housing costs | \$9,100 | \$10,800 | \$12,500 |
| Income | \$36,600 | \$40,100 | \$40,400 |
| % Income spent on transportation | 12% | 12% | 12% |
| % Income spent on housing | 23% | 27% | 31% |
| % Income spent on housing and transportation | 35% | 39% | 43% |
| Number of cost burdened households | 1,900 | 2,600 | 5,000 |
| Share of households that are cost burdened | 8% | 9% | 15% |



Subarea: South Hillsboro, Map Reference Number: 38

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the southern portion of the City of Hillsboro. In 2005, the average income for residents of this subarea was slightly lower than the regional average income and is projected to decrease slightly by the year 2030. Housing costs are projected to increase slightly by 2030. While the share of owner occupied single family (66 percent) was higher than the regional average rate for this housing type in 2005 (60 percent), the share of rental multi-family households (25 percent) was lower than the regional average rate (29 percent). The share of owner occupied single family households is projected to increase slightly in 2030 and the share of rental multi-family households is projected to decrease slightly by 2030. The share of rental single family households, at ten percent in 2005, was slightly higher than the regional average rate for that housing type (7 percent), a trend that continues through the year 2030.

While the share of annual income spent on transportation costs is slightly higher than the regional average, the share of annual income spent on housing costs is fairly consistent with the regional average. The share of households that are cost-burdened is projected to increase from 9 percent in 2005 to 10 to 16 percent in 2030, which is slightly lower than the forecasted regional average rate (projected to be between 17 and 23 percent of all households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

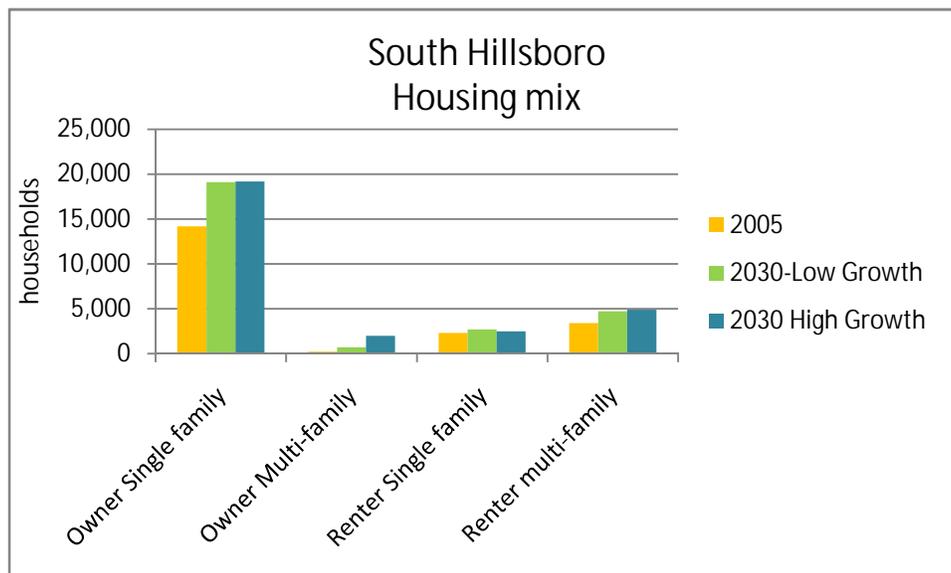
Cost-burdened household: Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

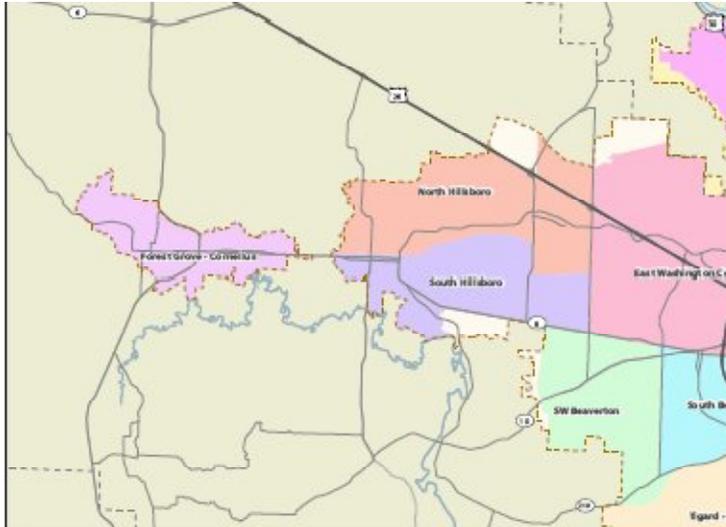
Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| South Hillsboro | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 20,100 | 27,100 | 28,600 |
| Subarea share of region's households | 4% | 3% | 3% |
| Total jobs | 10,300 | 11,800 | 19,100 |
| Subarea share of region's jobs | 1% | 1% | 1% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 7% | 8% | 10% |
| Household type 2 (median income \$25,000) | 14% | 14% | 15% |
| Household type 3 (median income \$35,800) | 17% | 18% | 18% |
| Household type 4 (median income \$46,700) | 19% | 20% | 19% |
| Household type 5 (median income \$57,000) | 16% | 15% | 15% |
| Household type 6 (median income \$69,200) | 11% | 10% | 8% |
| Household type 7 (median income \$100,100) | 9% | 8% | 8% |
| Household type 8 (median income \$113,300) | 8% | 7% | 6% |
| Average annual cost information for all households | | | |
| Transportation costs | \$6,800 | \$6,700 | \$6,600 |
| Housing costs | \$16,500 | \$21,100 | \$25,100 |
| Income | \$52,400 | \$50,600 | \$49,400 |
| % Income spent on transportation | 13% | 13% | 13% |
| % Income spent on housing | 31% | 42% | 51% |
| % Income spent on housing and transportation | 44% | 55% | 64% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$5,200 | \$5,200 | \$5,200 |
| Housing costs | \$8,700 | \$10,200 | \$11,800 |
| Income | \$39,100 | \$39,300 | \$39,200 |
| % Income spent on transportation | 13% | 13% | 13% |
| % Income spent on housing | 22% | 26% | 30% |
| % Income spent on housing and transportation | 35% | 39% | 43% |
| Number of cost burdened households | 1,900 | 2,800 | 4,600 |
| Share of households that are cost burdened | 9% | 10% | 16% |



Subarea: Forest Grove-Cornelius, Map Reference Number: 39

Data is given for the year 2005 and as projections for high and low growth scenarios for 2030. These two scenarios both assume a continuation of current policies and investment trends. The scenarios examine the possible implications of two different population growth rates (low and high growth). Different policies and investments would produce different results.



Forecast summary:

This subarea includes the cities of Forest Grove and Cornelius. In 2005, the average income for residents of this subarea was significantly lower than the regional average and is also projected to be lower than the regional average in 2030. While the share of owner occupied single family (67 percent) is higher than the regional average rate for this housing type in 2005 (60 percent), the share of rental multi-family households in 2005 (23 percent) is lower than the regional average rate (29 percent). The share of owner occupied single family households is projected to increase slightly in 2030 and the share of rental multi-family households is projected to remain relatively constant through the year 2030.

The share of annual income spent on transportation costs, 22 percent in 2005, was much higher than the regional average. The share of annual income spent on housing is comparable to the regional average. In addition, the share of households that are cost burdened, at 21 percent in 2005, is projected to increase to 28 to 29 percent by the year 2030, which is higher than the forecasted regional average rate (projected to be between 17 and 23 percent of all the households in the region by 2030).

Subarea boundaries are based on groupings of Census Tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

Definitions:

Cost-burdened household:

Renters that spend more than half of their household income on transportation and housing.

Household types: Households have been grouped into eight categories according to household size, income, age of householder, and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

Housing costs: A comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs: A comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

| Forest Grove-Cornelius | 2005 | 2030 (low-growth) | 2030 (high growth) |
|--|----------|-------------------|--------------------|
| Total dwelling units | 11,500 | 15,900 | 16,400 |
| Subarea share of region's households | 2% | 2% | 2% |
| Total jobs | 4,800 | 7,700 | 12,900 |
| Subarea share of region's jobs | 1% | 1% | 1% |
| Percent of all households by household type | | | |
| Household type 1 (median income \$13,800) | 13% | 15% | 16% |
| Household type 2 (median income \$25,000) | 20% | 20% | 20% |
| Household type 3 (median income \$35,800) | 18% | 18% | 19% |
| Household type 4 (median income \$46,700) | 16% | 17% | 16% |
| Household type 5 (median income \$57,000) | 10% | 11% | 11% |
| Household type 6 (median income \$69,200) | 9% | 9% | 7% |
| Household type 7 (median income \$100,100) | 8% | 6% | 7% |
| Household type 8 (median income \$113,300) | 7% | 5% | 5% |
| Average annual cost information for all households | | | |
| Transportation costs | \$10,200 | \$10,300 | \$10,100 |
| Housing costs | \$14,500 | \$18,200 | \$21,700 |
| Income | \$46,300 | \$44,300 | \$43,500 |
| % Income spent on transportation | 22% | 23% | 23% |
| % Income spent on housing | 31% | 41% | 50% |
| % Income spent on housing and transportation | 53% | 64% | 73% |
| Average annual cost information for all renters | | | |
| Transportation costs | \$6,700 | \$6,300 | \$6,300 |
| Housing costs | \$7,000 | \$7,900 | \$9,100 |
| Income | \$27,500 | \$24,900 | \$25,100 |
| % Income spent on transportation | 25% | 25% | 25% |
| % Income spent on housing | 25% | 32% | 36% |
| % Income spent on housing and transportation | 50% | 57% | 61% |
| Number of cost burdened households | 2,400 | 4,400 | 4,700 |
| Share of households that are cost burdened | 21% | 28% | 29% |

