

Chapter 7. COMMUNITY DEVELOPMENT OVERVIEW

Community development benchmarks measure progress towards Oregon’s third strategic goal: “healthy, sustainable surroundings” (see Figure 1, page 4). Oregon’s grade in community development is the same as last biennium, C-.

Oregon’s performance improved for:

- *Traffic Congestion (F to C-)*. In 1995, 48% of Oregon highways were congested. In 1999, that increased to 51%. The grade improvement reflects a decrease from 1998. Oregon is still below target.
- *Owner Occupied Households (C to A)*. The percentage of households that are owner-occupied increased from 67% in 1990 to 68% in 1998, meeting the 2000 target.

Oregon continues to do well in:

- *Safe Drinking Water (A)*. In 1994, less than half of Oregonians were served by water systems meeting health standards. In 1997, the percentage leaped to 88% due to a major urban water system coming into compliance. The percentage held steady at 90% for both 1998 and 1999, exceeding the 2000 target of 75%.
- *Roads that are in Good Condition (A)*. About 78% of state roads and 75% of county roads are in good condition.

Oregon remains challenged for these benchmarks:

- *Affordable Housing (D)*. Compared to 70% in 1990, 76% of lower income households in 2000 spent more than 30% of their income on rent.
- *Commuting (D-)*. In 1990, 29% of Oregonians reported commuting to work using something other a single occupancy vehicle. This dropped to 27% in 2000, indicating a trend away from the 2000 target.
- *Vehicle Miles Traveled (F)*. This chart shows that in 1990, urban Oregonians traveled an average of 7,733 urban miles; in 1999 that figure was 8,247.

	1998	2000	Page
KEY COMMUNITY DEVELOPMENT BENCHMARKS			
Traffic Congestion	F	C-	57
Affordable Housing	D	D	58
OTHER COMMUNITY DEVELOPMENT BENCHMARKS			
Drinking Water	A	A	59
Commuting	D-	D-	59
Vehicle Miles Traveled	F	F	59
Road Condition	A	A	60
Owner Occupied Households	C	A	60
AVERAGE OTHER GRADE	C+	B-	
OVERALL COMMUNITY DEVELOPMENT GRADE*	C-	C-	

*The overall grade is a weighted average. Each key benchmark is given a weight of one. All other benchmarks are averaged, and that average is also given a weight of one.

NEW OR MODIFIED BENCHMARKS FOR COMMUNITY DEVELOPMENT

New or Modified Benchmarks	Rationale
68. Hours of travel delay per driver per year in urban areas: a. Portland metro, b. all other.	Suggested by the Oregon Department of Transportation to replace the traffic congestion benchmark, this modified measure of traffic congestion is a better barometer of traffic problems in Oregon.

Benchmark
68

Key Benchmark

TRAFFIC CONGESTION

Percentage of miles of limited-access highways in Oregon urban areas that are congested.

Grade
C-

Half of Urban Highways Congested During Rush Hour

Contributes to Goal 3: Healthy, Sustainable Surroundings

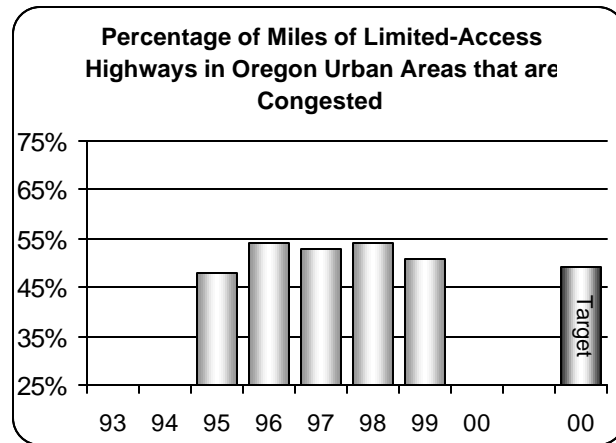
Urban highway congestion increases driver stress, lost work time, air pollution, fuel consumption and the cost of goods and services. Reduced congestion contributes to improved quality of life, as well as the health of urban populations and communities. New, growing and high-tech businesses often find this as or more important in their relocation decisions than the cost of doing business.

Target Aims to Maintain 1995 Levels

This benchmark measures the percentage of highway miles that are congested during rush hour traffic. The 2000 target strives to maintain 1995 congestion levels despite growth. *To more directly address public concerns such as, "Can I plan my trip with reasonable reliability?" this benchmark will be modified to reflect "hours of travel delay" (see Appendix A).*

Congestion Still Exceeds Target

Since at least 1996, highway congestion has fluctuated within a narrow range of 51% to 54% (target is 49%). Peak hour congestion has not changed much because a number of traffic bottlenecks in the Portland area reached saturation in 1995. These bottlenecks have limited the growth of peak hour congested mileage (which is what this benchmark measures). But, they have also increased the duration of congestion and spread it to roadways other than limited access highways.



Source: Oregon Department of Transportation

PERCENT OF URBAN MILES THAT ARE CONGESTED

	1996	1997	1998
OR	54%	53%	54%
U.S.	54%	55%	56%

Source: Federal Highway Administration

How Oregon Compares

This table compares Federal Highway Administration estimates of the average congestion rate in the U.S. to that of Oregon's. Oregon's average highway congestion appears to be roughly equivalent to the U.S. average.

What Needs to be Done

A number of traffic management improvements have been put into place including a Traffic Management Operation Center (TMOC) in the Portland metropolitan area, ramp metering, traveler information systems, and incident clearance programs. In addition, the Department of Transportation has installed a high occupancy vehicle lane (HOV) on a congested freeway section in Portland and has found that it has increased carpooling, decreased travel times for carpoolers, and increased the number of passenger throughout the freeway section.

Although additional traffic management actions can help Oregon's urban areas cope with congestion, they will not be capable of reversing the general congestion trend. Continued growth of Oregon's population will increase travel, and present levels of mobility cannot be maintained with the present transportation system. Most transportation experts recognize that a multifaceted approach to congestion is needed. This means: 1) adding new or widening existing roads; 2) lowering the number of vehicles through changed land use patterns and the increased use of public transit, bicycles and walking; 3) changing the time that vehicles are on the road; and 4) making roadways more efficient (e.g., getting more vehicles past a spot on the road), which has the effect of adding capacity.*

Relevant State Agencies: Department of Transportation, www.odot.state.or.us. (See the Oregon Progress Board website for other key players and stakeholders.)

See Also: www.energy.state.or.us/telework/telehm.htm, www.odot.state.or.us/region1/transport.htm, www.tripnet.org/toolkitcontents-public.htm, www.transact.org

* 1999 Annual Mobility Report, Texas Transportation Institute, <http://mobility.tamu.edu>. (Sponsored in part by the Oregon Department of Transportation).

Benchmark
74

Key Benchmark

AFFORDABLE HOUSING *Percent of Oregon households below median income spending more than 30% of their income on housing (including utilities): a. homeowners, b. renters.*

Grade Renters
F

Grade Owners
C

Most Lower Income Renters Pay Too Much

Relates to Goal 3: Healthy, Sustainable Surroundings

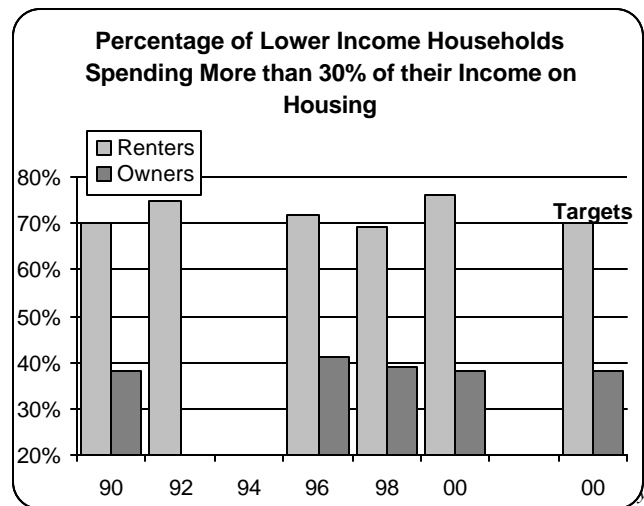
Without affordable housing individuals and families suffer, and the society in which they live pays a high price. Reduced productivity, homeless shelters, public assistance, critical health care, criminal behavior — all relate to whether Oregonians, working or not, can find a safe, clean place to live and still have money left over to sustain their other basic needs.

Targets Aim to Reverse the Trend

Thirty percent of personal income is the accepted industry standard for determining whether a family is spending too much on housing. Above that amount, the family will probably have insufficient funds to cover food, clothing, transportation, health and child care. The targets for this benchmark are set at 1990 levels and are broken out by renters (target 70%) and those who own their homes (target 38%).

Affordable Housing is a Problem in Oregon

This chart shows that for lower income renters, the housing problem has worsened. Compared to 70% in 1990, 76% of lower income households in Oregon now report paying more than 30% of their income in rent. The percent of homeowners below the median income who spend more than 30% of their income for housing has hovered in the 40% range since 1990.



Source: Oregon Population Survey

URBAN HOUSING COSTS

	1997	1998	1999	2000	1st=best
OR	38th	43rd	33rd	39th	
WA	39th	33rd	31st	8th	

Source: CfED: The Development Report Card

How Oregon Compares

This table reflects Oregon's ranking in terms of fair market rent values as a percentage of per capita income. CfED data show that Oregon's urban housing costs generally represent a higher percentage of per capita income than Washington and most other states in the nation.

What Needs to be Done

Although the percentage of Oregonians in poverty has fallen since 1994 and despite the fact that Oregon's minimum wage of \$6.50 is one of the highest in the country, many Oregonians remain in the working poor category. Nowhere does this manifest itself more vividly than in housing. Oregon's housing costs rose faster than wages in the 1990s. State analysis reveals that just to stay even with Oregon's estimated increase in the cost-burdened population, more than 2,000 low income rental units are needed by 2001. In order to achieve the target for this benchmark, 48,000 additional low income rental units would be required. Unfortunately, state production (currently 1,500-1,600 units per year) is primarily funded by bond sales and tax credits, both of which are limited. And, in order for its current projects to be financially feasible (for rents and subsidies to cover costs), the majority of state production will need to serve those households that are not at the lowest income levels. Without a change in the funding structure and significantly increased resources, the state is unable to serve those renter households at the lowest income levels — those who are most cost burdened.

Federal funding for housing projects, which began increasing in the 1960s, started declining in the late 1970s, dropped precipitously in the 1980s and has never fully recovered. Governor Kitzhaber's 2001-2003 budget proposes an additional \$9.7 million for housing affordability and community development issues.

Relevant State Agency: Housing and Community Services Department, www.hcs.state.or.us. (See the Oregon Progress Board web site for other key players and stakeholders.)

See Also: www.nlihc.org/mahn, www.oraoha.org, www.huduser.org

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Drinking Water

Percentage of Oregonians served by public drinking water systems that meet health-based standards.

For Benchmark 68, see page 57.

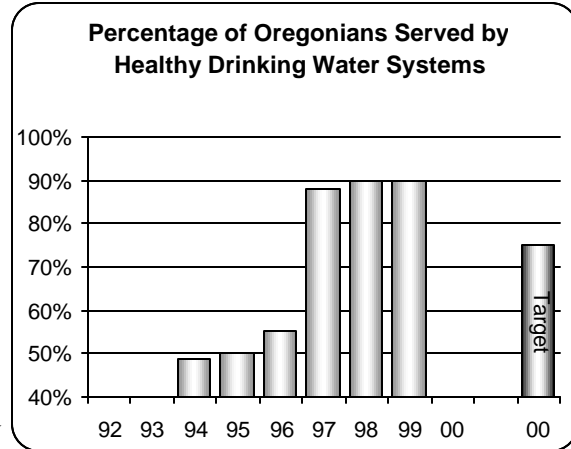
Grade

A

Drinking Water is Good for 90% of Oregonians

This benchmark measures only those populations served by water systems that meet health-based standards pertaining to a set of substances including: E. Coli, nitrate/nitrite, lead, coliform bacteria, and copper. In 1994, less than half of Oregonians benefited from this. In 1997, the percentage leaped to 88% from 55% the year before due to a major urban water system coming into compliance. The percentage held steady at 90% for both 1998 and 1999. This far exceeds the 2000 target of 75% and closes the gap to future targets of 95%. The 95% target level coincides with that set by the Environmental Protection Agency.

Oregon's Health Division is adopting six new and very stringent EPA standards which may, in future reports, be reflected by a downward trend for this data.



Source: Oregon Health Division

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Commuting

Percentage of Oregonians who commute to and from work by means other than a single occupancy vehicle.

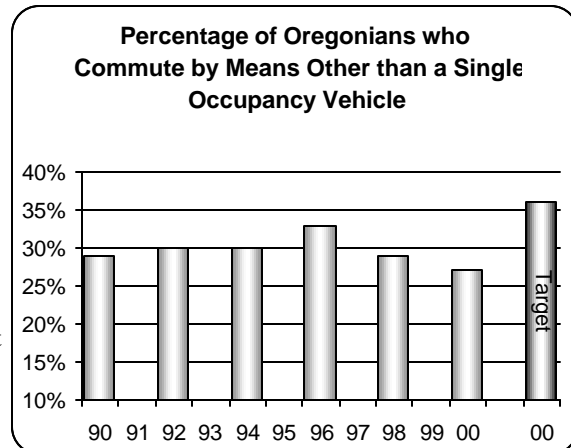
Grade

D-

Alternative Modes of Commuting on the Decline

This benchmark addresses Oregon's progress in encouraging individuals to commute to work by means other than a single occupancy vehicle (SOV). Alternatives include carpooling, public transit, walking and bicycling. Alternative modes are considered to be environmentally friendly and conducive to coping with traffic congestion and steady population growth.

In 1990, 29% of Oregonians reported commuting to work using something other than a SOV. This increased to 33% in 1996, and has since dropped off to below the base year—27% in 2000. Data indicate a trend away from the 2000 target of 36%.



Source: Oregon Population Survey

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Vehicle Miles Traveled

Vehicle miles traveled per capita in Oregon metropolitan areas (per year).

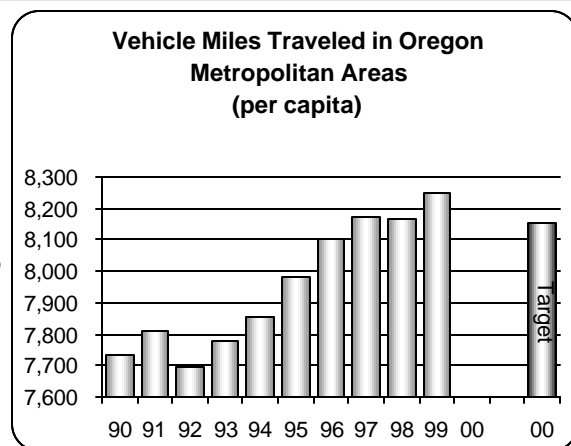
Grade

F

Oregonians Traveling More Urban Miles

Oregon's State Transportation Planning Rule requires Portland, Salem, Eugene, and Medford to adopt plans to reduce vehicle miles traveled over the next thirty years. These targets were reset mid-decade, taking into consideration the steep rise in urban miles traveled between 1992 and 1996. During the 90s, Oregonians increased their urban miles traveled by over six percent. This chart shows that in 1990, urban Oregonians traveled an average of 7,733 urban miles; in 1999 that figure was 8,247.

The 2000 target for reduction was 8,156. Unfortunately, the data trend is up, moving away from the target. Methods to reverse this trend include increased carpooling, use of mass transit and pedestrian-friendly urban design. Another solution is working at home.



Source: Oregon Department of Transportation

Chapter 7

For 2005-2010 benchmark targets, See Appendix A

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Road Condition

Percentage of roads in fair or better condition:
a. state, b. county.

State

County

A

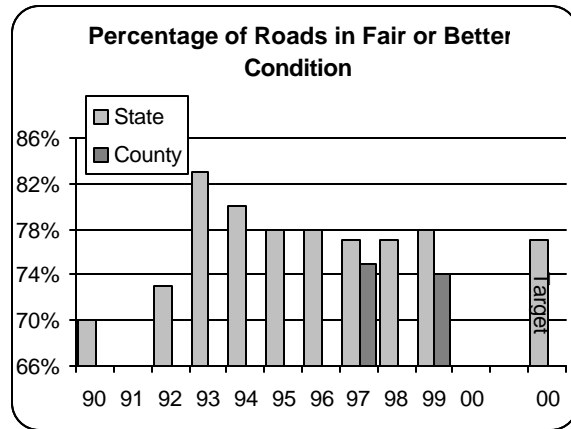
N/A

78% of State Roads in Fair or Better Condition—1999

This benchmark includes all state and county roads which do not contain major structural deficiency or instability. It is important for personal and business travel, assuring businesses access to markets within and beyond Oregon's borders.

In 1990, 70% of Oregon's state roads were judged to be in fair or better condition. That rose to 78% in 1999. State officials caution, however, that given current levels of funding, the condition of pavement is projected to decline two percentage points annually between 2003 and 2017. As a stop-gap measure, the Department of Transportation is currently diverting highway improvement funds into maintenance.

Only two data points for county roads exist, indicating that about 3/4 of county roads are in fair or better condition.



Sources: Oregon Department of Transportation
Association of Oregon Counties

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Owner Occupied Households

Percentage of households that are owner occupied.

For Benchmark 74,
see page 58.

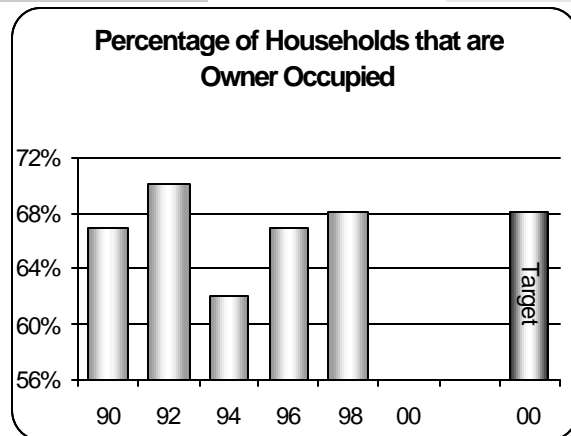
Grade

A

Over Two Thirds Own Their Own Homes

Since the home is often the largest single asset people will acquire, this benchmark is a measure of the distribution of wealth of Oregonians. It may also reflect whether home ownership is affordable to Oregonians.

The percentage of households that are owner-occupied increased from 67% in 1990 to 68% in 1998, meeting the 2000 target of 68%. The 2000 data point is currently being analyzed and will be released in the spring of 2001.



Source: Oregon Population Survey