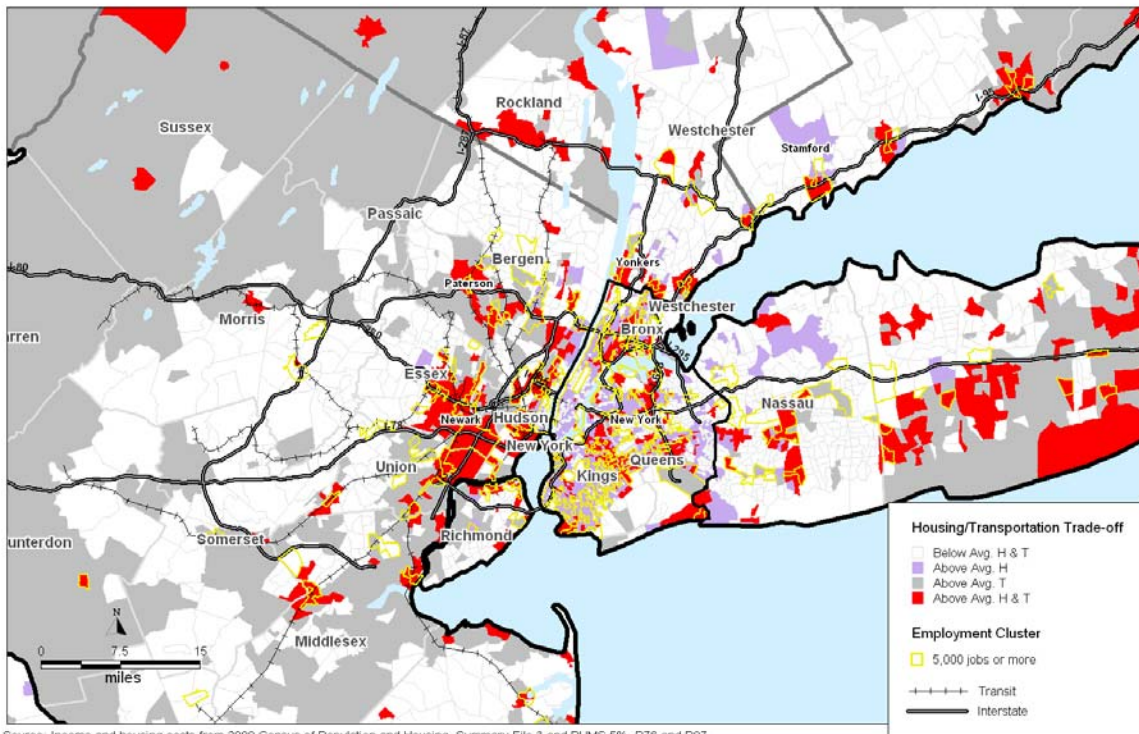


# New York, NY CMSA

<b>Profile: New York, NY CMSA</b>	
Combined Housing and Transportation Category:	High H, Low T
Housing Market:	Hot Densifying Market
Households earning 30-50% HAMFI with Severe Burden:	22%
Affordable Housing Shortage:	High
Transportation: % Non-Auto Commute, Rail Transit System Size, 2003 Congestion:	31%, Extensive Rail System
Jobs-Housing: % of Pop. living near an Employment Center (EC), % of Jobs in ECs:	54%, 51%

New York: Average Household Expenditures on Housing and Transportation as a Percentage of Average Tract Income, 2000



Source: Income and housing costs from 2000 Census of Population and Housing, Summary File 3 and PUMS 5%, P76 and P97. Retrieved 2006, from <http://www.census.gov>. <http://factfinder.census.gov/servlet/BasicFactsServlet>. PUMS 5% from PDQ Software, from <http://www.pdq.com>. Transportation costs based on 2000 data from a variety of national public sources and modeled by Center for Neighborhood Technology. Cities over 100,000 persons labeled.

# Metro Summary

## Housing / Transportation Costs by Income

Of the four types of neighborhoods, Below Average Housing & Transportation cost neighborhoods have the greatest share of households in the region, 31% (Fig. 2). Households earning \$50,000 or more are the majority of households in these neighborhoods, at 69%. These households pay 24% to 41% of their income for housing and transportation (Fig. 1).

Above Average Transportation cost neighborhoods have the second greatest share of households in the region, 26% (Fig. 2). Households earning \$50,000 or more annually are the majority of households in these neighborhoods, at 60%. These households pay 25% to 43% of their income for housing and transportation (Fig. 1).

Fig. 1: H+T Costs by Income by Neighborhood Type

New York	Below Avg H&T (1)			Above Avg H (2)			Above Avg T (4)			Above Avg H&T (3)			Wt. Avg of Quads		
Income Category	% H	% T	% H&T	% H	% T	% H&T	% H	% T	% H&T	% H	% T	% H&T	% H	% T	% H&T
\$0-<\$20,000	67%	47%	114%	67%	34%	101%	62%	62%	124%	61%	47%	108%	64%	45%	109%
\$20,000 - <\$35,000	41%	28%	69%	34%	17%	51%	36%	38%	74%	34%	27%	61%	36%	27%	63%
\$35,000 - <\$50,000	31%	21%	51%	24%	12%	36%	28%	28%	55%	25%	21%	46%	27%	20%	47%
\$50,000 - <\$75,000	25%	16%	41%	19%	9%	28%	23%	20%	43%	20%	16%	36%	22%	16%	38%
\$75,000 - <\$100,000	21%	12%	34%	16%	7%	23%	19%	15%	34%	17%	12%	29%	19%	13%	31%
\$100,000 - <\$250,000	16%	8%	24%	13%	5%	17%	14%	10%	25%	13%	8%	21%	15%	8%	23%
<b>TOTAL</b>	<b>28%</b>	<b>12%</b>	<b>40%</b>	<b>36%</b>	<b>11%</b>	<b>48%</b>	<b>28%</b>	<b>19%</b>	<b>47%</b>	<b>37%</b>	<b>20%</b>	<b>57%</b>	<b>31%</b>	<b>16%</b>	<b>47%</b>

Fig. 2: Distribution of Households by Income by Neighborhood Type

New York	Below Avg H&T (1)			Above Avg H (2)			Above Avg T (4)			Above Avg H&T (3)			TOTAL REGION	
	# of HHS	% of Quad	% in Region	# of HHS	% of Quad	% in Region	# of HHS	% of Quad	% in Region	# of HHS	% of Quad	% in Region	# of HHS	% in Region
\$0-<\$20,000	194,172	10%	3%	449,561	30%	7%	203,220	12%	3%	438,620	33%	7%	1,285,573	20%
\$20,000 - <\$35,000	201,166	10%	3%	298,111	20%	5%	232,060	14%	4%	265,703	20%	4%	997,040	15%
\$35,000 - <\$50,000	220,004	11%	3%	232,311	15%	4%	248,203	15%	4%	194,514	15%	3%	895,032	14%
\$50,000 - <\$75,000	361,987	18%	6%	245,999	16%	4%	380,459	23%	6%	208,191	16%	3%	1,196,636	18%
\$75,000 - <\$100,000	291,097	15%	4%	121,905	8%	2%	268,320	16%	4%	104,594	8%	2%	664,011	10%
\$100,000 - <\$250,000	712,327	36%	11%	157,204	10%	2%	345,790	21%	5%	104,915	8%	2%	1,163,032	18%
<b>ALL INCOMES</b>	<b>1,980,753</b>	<b>100%</b>	<b>31%</b>	<b>1,505,091</b>	<b>100%</b>	<b>23%</b>	<b>1,678,052</b>	<b>100%</b>	<b>26%</b>	<b>1,316,537</b>	<b>100%</b>	<b>20%</b>	<b>6,480,433</b>	<b>100%</b>

## Relationship of Affordability to Accessibility

This is one of several metropolitan areas where local concentrations of affordable housing are associated with declining transportation *and* housing cost burdens. Job density does not have a significant influence on housing costs in New York. Perhaps this is due to the ubiquity of employment in most census tracts within the region. New York has the second highest concentration of jobs within employment centers of the 28 regions; 51% of all jobs in the region are in employment centers. (Adjusted R-Square: Housing Model, .6046, Transportation Model, .8325)

## Commuting Characteristics

Households living in Above Average Housing cost neighborhoods have the shortest commute in time by transit (49.4 minutes) and in distance by transit (6.3 miles) and by auto (7.4 miles). However, these households have the longest commute by time in autos (33.2 minutes). Above Average Housing cost neighborhoods have by far the greatest share of transit, 61%. Households in Above Average Transportation cost neighborhoods go the farthest distances by auto (11.7 miles), and by transit (24.1 miles) and they spend the most time by transit, (74.8 minutes).

## New York

<b>Commuter Characteristics</b>	<b>Below Avg H&amp;T</b>	<b>Above Avg H</b>	<b>Above Avg H &amp; T</b>	<b>Above Avg T</b>	<b>All</b>
<b>All Commuters</b>	2,612,068	1,662,372	1,421,383	2,157,459	7,853,282
% Transit	25%	61%	26%	5%	28%
Time all	35.6	43.1	34.1	30.7	35.6
Distance all	10.2	6.7	8.2	12.4	9.7
Speed All	17.4	10.4	15.6	22.7	17.1
<b>Transit Commuters</b>					
Time Transit	55.2	49.4	53.6	74.8	53.2
Distance Transit	11.7	6.3	8.2	24.1	9.2
Speed Transit	11.5	8.1	9.6	18.6	9.9
<b>Auto Commuters</b>					
Time Car	28.9	33.2	27.3	28.3	28.9
Distance Car	9.6	7.4	8.2	11.7	9.9
Speed Car	19.4	14.1	17.7	22.9	19.8

### Household Expenditures by Income and Proximity to Employment New York, NY CMSA

<b>Expenditures by Income</b>	<b>Central City EC</b>	<b>Other ECs</b>	<b>Outside an EC</b>
<b>\$0-&lt;\$20,000</b>			
% Income on Housing	67%	68%	68%
% Income on Transport.	36%	52%	60%
% Income on H+T	104%	120%	127%
<b>\$20,000 - &lt;\$35,000</b>			
% Income on Housing	34%	39%	40%
% Income on Transport.	18%	31%	36%
% Income on H+T	52%	70%	76%
<b>\$35,000 - &lt;\$50,000</b>			
% Income on Housing	24%	28%	30%
% Income on Transport.	13%	22%	26%
% Income on H+T	37%	51%	56%
<b>\$50,000 - &lt;\$75,000</b>			
% Income on Housing	18%	22%	24%
% Income on Transport.	9%	16%	19%
% Income on H+T	27%	39%	43%
<b>\$75,000 - &lt;\$100,000</b>			
% Income on Housing	14%	18%	20%
% Income on Transport.	6%	12%	14%
% Income on H+T	21%	30%	34%
<b>\$100,000 - &lt;\$250,000</b>			
% Income on Housing	10%	13%	14%
% Income on Transport.	4%	8%	9%
% Income on H+T	15%	21%	23%
<b>Average of All Incomes</b>			
% Income on Housing	35%	32%	29%
% Income on Transport.	13%	18%	17%
% Income on H+T	48%	49%	46%
Owner Median Income	\$54,920	\$67,439	\$73,604
Renter Median Income	\$31,596	\$39,417	\$42,282
Median Income	\$37,432	\$54,665	\$65,680