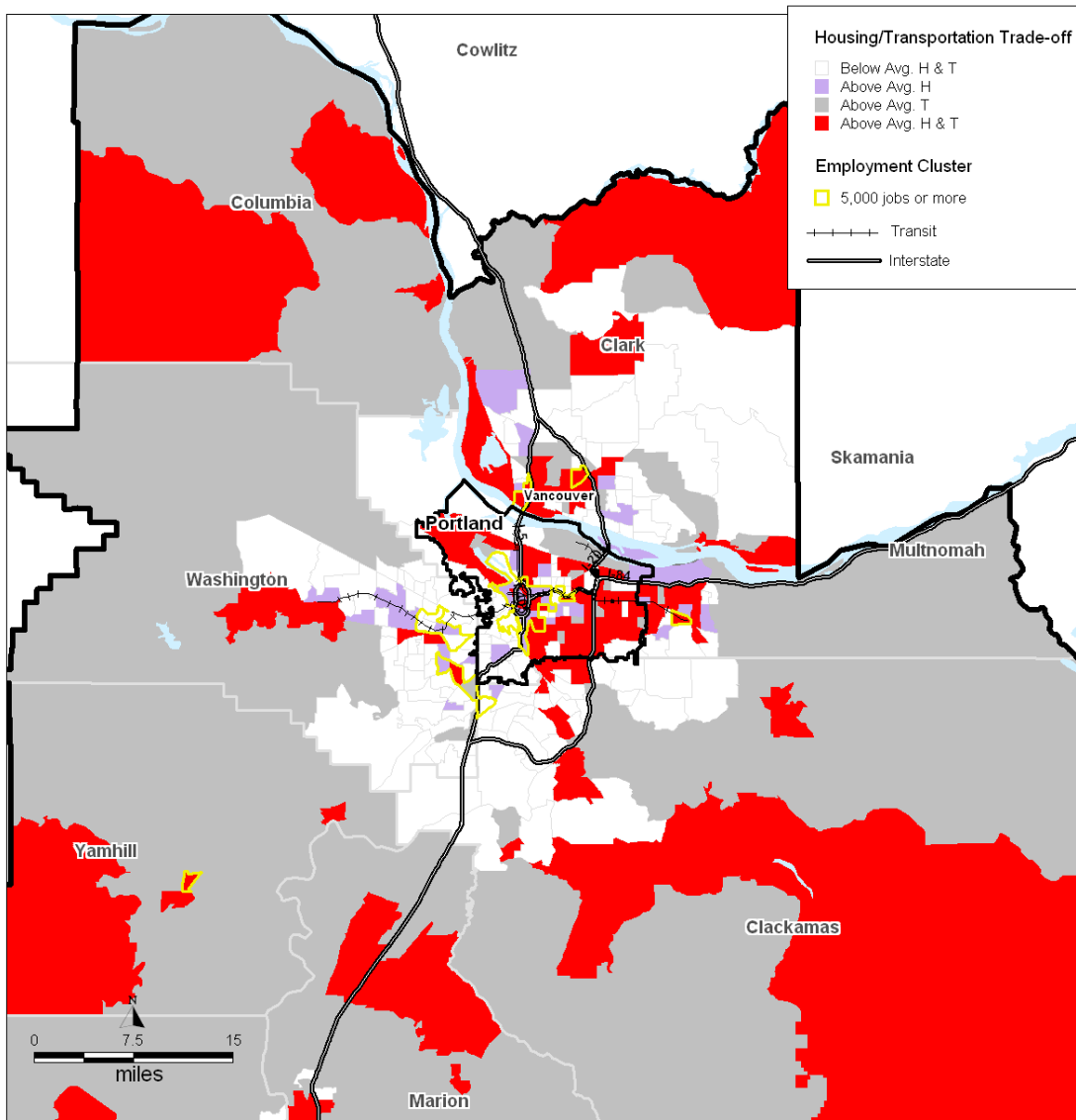


Portland, OR CMSA

Profile: Portland, OR CMSA	
Combined Housing and Transportation Category:	Medium H, Medium T
Housing Market:	Lukewarm Densifying Market
Households earning 30-50% HAMFI with Severe Burden:	24%
Affordable Housing Shortage:	Medium
Transportation: % Non-Auto Commute, Rail Transit System Size, 2003 Congestion:	9%, Large Rail System
Jobs-Housing: % of Pop. living near an Employment Center (EC), % of Jobs in ECs:	25%, 32%

Portland: 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, 38% (Fig. 2). Households earning \$50,000 or more are the majority of households in these neighborhoods, at 61%. These households pay 24% to 42% of their income for housing and transportation (Fig. 1).

Above Average Housing & Transportation cost neighborhoods have the second greatest share of households in the region, 34% (Fig. 2). Households earning less than \$50,000 annually are the majority of households in these neighborhoods, at 67%. These households pay 49% to 115% of their income for housing and transportation (Fig. 1).

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

Portland	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	61%	60%	121%	61%	48%	109%	54%	67%	122%	58%	57%	115%	59%	58%	116%
\$20,000 - <\$35,000	34%	36%	70%	32%	30%	62%	30%	41%	71%	31%	35%	66%	32%	36%	67%
\$35,000 - <\$50,000	26%	27%	53%	24%	23%	47%	25%	30%	54%	24%	26%	49%	25%	26%	51%
\$50,000 - <\$75,000	22%	20%	42%	20%	17%	37%	20%	22%	42%	19%	19%	38%	20%	20%	40%
\$75,000 - <\$100,000	19%	15%	33%	16%	13%	29%	17%	17%	33%	15%	14%	30%	17%	15%	32%
\$100,000 - <\$250,000	14%	10%	24%	12%	8%	21%	13%	11%	24%	12%	10%	21%	14%	10%	23%
TOTAL	26%	18%	44%	31%	19%	50%	26%	24%	51%	31%	25%	57%	28%	22%	50%

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

Portland	Below Avg H&T (1)			Above Avg H (2)			Above Avg T (4)			Above Avg H&T (3)			TOTAL REGION	
Income Category	# of HHS	% of HHS in Quad	% in Region	# of HHS	% of HHS in Quad	% in Region	# of HHS	% of HHS in Quad	% in Region	# of HHS	% of HHS in Quad	% in Region	# of HHS	% in Region
\$0-<\$20,000	27,101	9%	4%	20,517	21%	3%	15,858	14%	2%	61,593	24%	8%	125,069	17%
\$20,000 - <\$35,000	40,558	14%	5%	20,775	22%	3%	21,320	19%	3%	60,471	24%	8%	143,124	19%
\$35,000 - <\$50,000	45,434	16%	6%	16,910	18%	2%	21,547	19%	3%	49,943	19%	7%	133,834	18%
\$50,000 - <\$75,000	69,125	24%	9%	18,797	20%	2%	28,087	25%	4%	51,647	20%	7%	167,656	22%
\$75,000 - <\$100,000	45,222	16%	6%	9,929	10%	1%	14,308	13%	2%	19,965	8%	3%	79,495	11%
\$100,000 - <\$250,000	61,673	21%	8%	9,173	10%	1%	11,894	11%	2%	12,819	5%	2%	86,386	11%
ALL INCOMES	289,113	100%	38%	96,101	100%	13%	113,014	100%	15%	256,438	100%	34%	754,666	100%

Relationship of Affordability to Accessibility

Anchorage, Seattle, San Diego, San Francisco, and Portland are the only metropolitan areas where the concentration of affordable housing is not significantly associated with either transportation or housing cost burdens. In Portland, this possibly reflects the fact that affordable housing is more dispersed within the region, due in part to the region's aggressive state-supported affordable housing planning requirement. Thus, no one census tract is necessarily more advantageous than another in terms of access to affordable housing options. Distance to employment centers does not influence housing costs in Portland, which may be related to the low number of centers, 9, and moderate percentage of jobs within them 32%. (Adjusted R-Square: Housing Model, .7267, Transportation Model, .8875)

Commuting Characteristics

Households living in Above Average Housing neighborhoods have the shortest commute in time by transit (37.4 minutes) or auto (21.2 minutes) and in distance (5.0 miles by transit and 6.5 miles by auto). Above Average Housing neighborhoods have the greatest share of transit, 13%. Households in Above Average Transportation cost neighborhoods drive the farthest distances, 11.6 miles, and spend the most time by car, 26.0 minutes. These households also go the farthest distances by transit, 9.0 miles and spend the most time on transit, 46.2 minutes

Portland, OR

Commuter Characteristics	Below Avg H&T	Above Avg H	Above Avg H & T	Above Avg T	All
All Commuters	380,438	109,100	303,677	168,798	962,013
% Transit	5%	13%	8%	2%	6%
Time all	23.2	23.2	25.3	26.4	24.4
Distance all	7.4	6.3	8.1	11.5	8.2
Speed All	18.8	16.5	18.8	25.4	19.7
Transit Commuters					
Time Transit	41.3	37.4	41.5	46.2	40.8
Distance Transit	7.0	5.0	5.5	9.0	6.1
Speed Transit	10.8	8.2	8.7	12.6	9.5
Auto Commuters					
Time Car	22.3	21.2	23.9	26.0	23.3
Distance Car	7.4	6.5	8.3	11.6	8.3
Speed Car	19.2	17.7	19.7	25.6	20.4

Household Expenditures by Income and Proximity to Employment Portland, OR CMSA

Expenditures by Income	Central City EC	Other ECs	Outside an EC
\$0-<\$20,000			
% Income on Housing	61%	61%	59%
% Income on Transport.	51%	56%	63%
% Income on H+T	111%	117%	122%
\$20,000 - <\$35,000			
% Income on Housing	31%	32%	33%
% Income on Transport.	30%	34%	39%
% Income on H+T	62%	66%	71%
\$35,000 - <\$50,000			
% Income on Housing	24%	24%	25%
% Income on Transport.	21%	25%	28%
% Income on H+T	45%	48%	53%
\$50,000 - <\$75,000			
% Income on Housing	20%	19%	20%
% Income on Transport.	16%	18%	21%
% Income on H+T	35%	38%	41%
\$75,000 - <\$100,000			
% Income on Housing	16%	16%	17%
% Income on Transport.	11%	13%	15%
% Income on H+T	28%	29%	32%
\$100,000 - <\$250,000			
% Income on Housing	12%	12%	12%
% Income on Transport.	7%	9%	10%
% Income on H+T	20%	21%	22%
Average of All Incomes			
% Income on Housing	31%	29%	28%
% Income on Transport.	20%	22%	23%
% Income on H+T	51%	50%	51%
Owner Median Income	\$67,134	\$56,907	\$56,680
Renter Median Income	\$29,258	\$31,529	\$32,845
Median Income	\$45,263	\$43,794	\$48,391