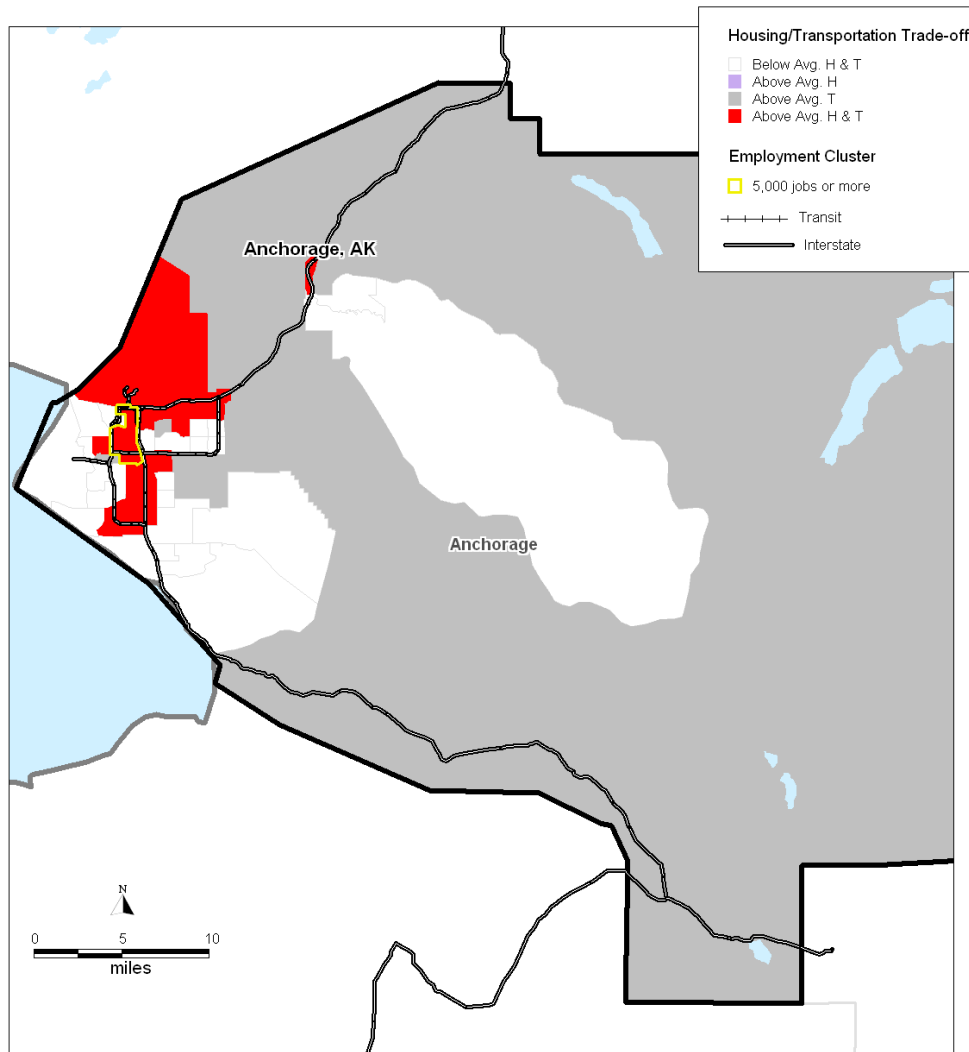


Anchorage, AK MSA

Profile: Anchorage, AK MSA	
Combined Housing and Transportation Category:	Medium H, Medium T
Housing Market:	Lukewarm Sprawling Market
Households earning 30-50% HAMFI with Severe Burden:	n/av
Affordable Housing Shortage:	n/av
Transportation: % Non-Auto Commute, Rail Transit System Size, 2003 Congestion:	5%, No Rail System, 5
Jobs-Housing: % of Pop. living near an Employment Center (EC), % of Jobs in ECs:	25%, 30%

Anchorage: 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, 50% (Fig. 2). Households earning \$50,000 or more are the majority of households in these neighborhoods, at 72%. These households pay 24% to 43% of their income for housing and transportation (Fig. 1).

Above Average Housing & Transportation cost neighborhoods have the second greatest share of the households in the region, 41% (Fig. 2). Households earning less than \$50,000 annually are the majority of households in these neighborhoods at 62%. These households pay 46% to 115% of their income for housing and transportation (Fig. 1).

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

Anchorage	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	69%	57%	126%				63%	65%	128%	64%	51%	115%	65%	53%	118%
\$20,000 - <\$35,000	39%	36%	75%				36%	41%	77%	33%	32%	66%	35%	34%	70%
\$35,000 - <\$50,000	29%	26%	55%				26%	29%	55%	23%	23%	46%	26%	25%	51%
\$50,000 - <\$75,000	24%	19%	43%				22%	21%	43%	19%	17%	36%	22%	19%	41%
\$75,000 - <\$100,000	19%	15%	34%				17%	16%	33%	16%	13%	29%	18%	14%	32%
\$100,000 - <\$250,000	14%	10%	24%				13%	11%	24%	12%	9%	20%	14%	10%	23%
ALL INCOMES	25%	16%	41%				25%	20%	44%	31%	21%	53%	28%	18%	46%

Fig 2: Distribution of Households by Income by Neighborhood Type

Anchorage	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	2,329	6%	3%	-	-	0%	571	8%	1%	6,635	21%	8%	9,535	12%
\$20,000 - <\$35,000	3,409	9%	4%	-	-	0%	1,087	14%	1%	7,483	23%	10%	11,979	15%
\$35,000 - <\$50,000	4,958	13%	6%	-	-	0%	1,215	16%	2%	5,854	18%	7%	12,027	15%
\$50,000 - <\$75,000	9,520	24%	12%	-	-	0%	1,794	24%	2%	6,410	20%	8%	17,724	23%
\$75,000 - <\$100,000	7,407	19%	9%	-	-	0%	1,211	16%	2%	3,036	10%	4%	11,654	15%
\$100,000 - <\$250,000	11,480	29%	15%	-	-	0%	1,686	22%	2%	2,450	8%	3%	15,616	20%
ALL INCOMES	39,103	100%	50%	-	-	0%	7,564	100%	10%	31,868	100%	41%	78,535	100%

Relationship of affordability to accessibility

Distance to employment centers and median commute time are the only spatial factors influencing housing costs in Anchorage. Transportation costs, on the other hand, are negatively associated with housing unit density and jobs per square mile.

It is interesting to note that the West Coast cities of 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. (Adjusted R-Square: Housing Model, .8393, Transportation Model, .9260)

Commuting Characteristics

Households living in Above Average H & T neighborhoods have the shortest commute in distance by transit (3.1 miles) and by auto (4.4 miles). Households in Above Average Transportation neighborhoods have the shortest transit commute by time (31.2 minutes), while households in Above Average H & T neighborhoods have the shortest auto commute by time (16.3 minutes). Above average H & T neighborhoods have the greatest share of transit, 3%. Households in Above Average T neighborhoods drive the farthest (13.1 miles) and go the farthest on transit (10.2 miles).

Anchorage

Commuter Characteristics	Below Avg H&T	Above Avg H	Above Avg H & T	Above Avg T	All
All Commuters	59,816	-	42,895	11,920	114,631
% Transit	1%	0%	3%	1%	2%
Time all	18.3	-	16.9	22.5	18.2
Distance all	6.5	-	4.4	13.1	6.4
Speed All	20.8	-	15.6	33.2	20.2
Transit Commuters					
Time Transit	36.7	-	33.5	31.2	34.1
Distance Transit	5.3	-	3.1	10.2	4.2
Speed Transit	10.7	-	7.0	17.7	8.8
Auto Commuters					
Time Car	18.2	-	16.3	22.3	17.9
Distance Car	6.5	-	4.4	13.1	6.4
Speed Car	20.9	-	15.9	33.4	20.4

Household Expenditures by Income and Proximity to Employment Anchorage, AK MSA

Expenditures by Income	Central City EC	Outside an EC
\$0-<\$20,000		
% Income on Housing	64%	68%
% Income on Transport.	52%	60%
% Income on H+T	117%	128%
\$20,000 - <\$35,000		
% Income on Housing	32%	38%
% Income on Transport.	33%	38%
% Income on H+T	65%	75%
\$35,000 - <\$50,000		
% Income on Housing	22%	28%
% Income on Transport.	23%	27%
% Income on H+T	45%	55%
\$50,000 - <\$75,000		
% Income on Housing	18%	23%
% Income on Transport.	17%	20%
% Income on H+T	35%	42%
\$75,000 - <\$100,000		
% Income on Housing	15%	18%
% Income on Transport.	13%	15%
% Income on H+T	27%	32%
\$100,000 - <\$250,000		
% Income on Housing	12%	13%
% Income on Transport.	9%	10%
% Income on H+T	20%	23%
Average of All Incomes		
% Income on Housing	31%	26%
% Income on Transport.	21%	18%
% Income on H+T	52%	44%
Owner Median Income	\$60,824	\$72,216
Renter Median Income	\$33,418	\$42,134
Median Income	\$44,008	\$63,127