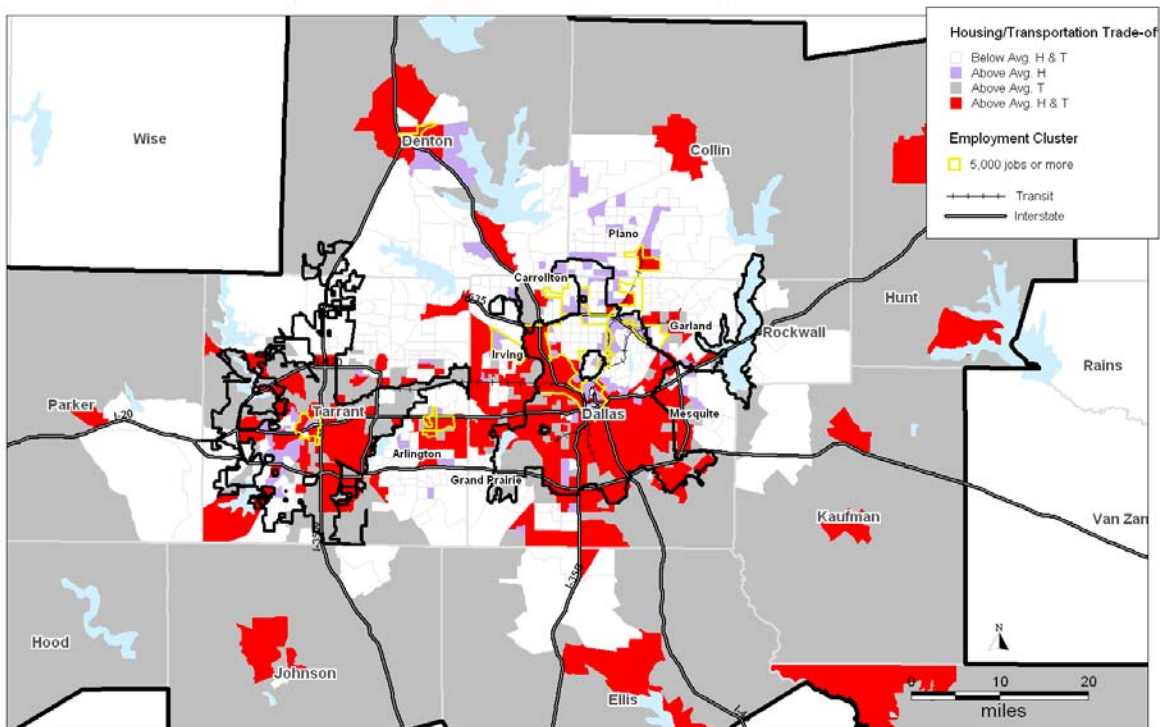


# Dallas, TX CMSA

<b>Profile: Dallas, TX CMSA</b>	
Combined Housing and Transportation Category:	Low H, High T
Housing Market:	Cool
Households earning 30-50% HAMFI with Severe Burden:	17%
Affordable Housing Shortage:	Medium
Transportation: % Non-Auto Commute, Rail Transit System Size, 2003 Congestion:	3%, Medium Rail System
Jobs-Housing: % of Pop. living near an Employment Center (EC), % of Jobs in ECs:	19%, 34%

Dallas: 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, 41% (Fig. 2). Households earning \$50,000 or more are the majority of households in these neighborhoods, at 68%. These households pay 24% to 40% 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, 26% (Fig. 2). Households earning less than \$50,000 annually are the majority of households in these neighborhoods, at 73%. These households pay 45% to 115% of their income for housing and transportation (Fig. 1).

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

Dallas	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	62%	59%	122%	62%	48%	111%	51%	67%	119%	55%	60%	115%	57%	59%	116%
\$20,000 - <\$35,000	34%	36%	70%	31%	29%	59%	26%	40%	66%	26%	36%	62%	29%	35%	64%
\$35,000 - <\$50,000	26%	26%	52%	22%	21%	43%	19%	29%	48%	19%	26%	45%	22%	26%	48%
\$50,000 - <\$75,000	21%	20%	40%	18%	16%	34%	16%	22%	37%	15%	19%	34%	18%	19%	38%
\$75,000 - <\$100,000	17%	15%	32%	16%	12%	28%	13%	16%	30%	13%	14%	27%	16%	15%	30%
\$100,000 - <\$250,000	14%	10%	24%	13%	8%	22%	11%	11%	22%	10%	10%	20%	13%	10%	23%
<b>TOTAL</b>	<b>23%</b>	<b>17%</b>	<b>40%</b>	<b>28%</b>	<b>18%</b>	<b>46%</b>	<b>24%</b>	<b>26%</b>	<b>50%</b>	<b>30%</b>	<b>28%</b>	<b>58%</b>	<b>26%</b>	<b>21%</b>	<b>47%</b>

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

Dallas	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	45,829	7%	3%	45,158	17%	3%	50,894	17%	3%	127,337	29%	7%	269,218	16%
\$20,000 - <\$35,000	82,061	12%	5%	61,199	23%	4%	63,813	21%	4%	114,540	26%	7%	321,613	19%
\$35,000 - <\$50,000	98,472	14%	6%	48,372	18%	3%	60,120	20%	4%	79,740	18%	5%	286,704	17%
\$50,000 - <\$75,000	161,405	23%	9%	49,609	19%	3%	68,637	23%	4%	72,606	16%	4%	352,257	21%
\$75,000 - <\$100,000	120,071	17%	7%	25,173	9%	1%	31,788	11%	2%	27,638	6%	2%	179,497	10%
\$100,000 - <\$250,000	195,022	28%	11%	35,478	13%	2%	25,162	8%	1%	20,609	5%	1%	240,793	14%
<b>ALL INCOMES</b>	<b>702,860</b>	<b>100%</b>	<b>41%</b>	<b>264,989</b>	<b>100%</b>	<b>15%</b>	<b>300,414</b>	<b>100%</b>	<b>18%</b>	<b>442,470</b>	<b>100%</b>	<b>26%</b>	<b>1,710,733</b>	<b>100%</b>

### Relationship of Affordability to Accessibility

Although Dallas exhibits a pattern of results that is similar to the average metropolitan area, housing costs in Dallas are not associated with job density and transportation costs are not associated with distance to employment centers. Like Cleveland and Cincinnati, this may be due to the low percentage of jobs clustered in employment centers (34%) and an even lower percentage of the population living near these employment centers (19%).

This is also one of several metropolitan areas where local concentrations of affordable housing are associated with declining transportation *and* housing cost burdens. (Adjusted R-Square: Housing Model, .6482, Transportation Model, .9199)

### Commuting Characteristics

Households living in Above Average Housing neighborhoods have the shortest commute in time by transit (47.3 minutes) or auto (24.5 minutes) and in distance (6.7 miles by transit and 8.0 miles by auto). Above Average H&T neighborhoods have the greatest share of transit, 4%. Households in Above Average Transportation cost neighborhoods drive the farthest distances, 13.8 miles, and spend the most time by car, 30.6 minutes. Households in Above Average Housing & Transportation neighborhoods

spend the most time by transit, 52.8 minutes, while households in Below Average Housing and Transportation neighborhoods go the farthest distances by transit, 12.7 miles.

### Dallas

<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>	971,310	320,454	518,054	447,043	2,256,861
% Transit	1%	3%	4%	1%	2%
Time all	27.2	25.3	27.7	30.7	27.7
Distance all	10.3	8.0	9.5	13.8	10.5
Speed All	22.2	19.0	20.9	25.8	22.2
<b>Transit Commuters</b>					
Time Transit	49.1	47.3	52.8	49.0	50.3
Distance Transit	12.7	6.7	7.7	9.7	8.6
Speed Transit	17.0	10.5	11.0	13.7	12.3
<b>Auto Commuters</b>					
Time Car	27.0	24.5	26.7	30.6	27.3
Distance Car	10.3	8.0	9.6	13.8	10.5
Speed Car	22.2	19.3	21.3	25.9	22.3

<b>Household Expenditures by Income and Proximity to Employment</b>				
<b>Dallas, TX CMSA</b>				
<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		60%	62%	58%
% Income on Transport.		52%	54%	63%
% Income on H+T		112%	116%	121%
<b>\$20,000 - &lt;\$35,000</b>				
% Income on Housing		29%	31%	30%
% Income on Transport.		30%	33%	38%
% Income on H+T		59%	64%	68%
<b>\$35,000 - &lt;\$50,000</b>				
% Income on Housing		22%	23%	22%
% Income on Transport.		22%	24%	28%
% Income on H+T		43%	46%	50%
<b>\$50,000 - &lt;\$75,000</b>				
% Income on Housing		17%	18%	18%
% Income on Transport.		16%	17%	20%
% Income on H+T		33%	36%	38%
<b>\$75,000 - &lt;\$100,000</b>				
% Income on Housing		14%	15%	14%
% Income on Transport.		11%	12%	15%
% Income on H+T		25%	28%	29%
<b>\$100,000 - &lt;\$250,000</b>				
% Income on Housing		11%	12%	11%
% Income on Transport.		7%	8%	10%
% Income on H+T		18%	20%	21%
<b>Average of All Incomes</b>				
% Income on Housing		28%	27%	25%
% Income on Transport.		22%	20%	23%
% Income on H+T		51%	48%	49%
Owner Median Income		\$62,451	\$65,631	\$59,949
Renter Median Income		\$34,916	\$38,539	\$35,901
Median Income		\$45,334	\$51,576	\$50,449