

The Nexus Between Housing and Transportation in the Inland Empire

Inland Empire Regional Mobility Dialogue:
Urban Development and Transportation in the Inland Empire
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The nexus between housing and transportation in the Inland Empire is a complex interplay of spatial, economic, and socio-demographic elements. The Inland Empire has attracted many looking to live the “American Dream” of owning a home but this has created a trade-off with transportation challenges/costs and environmental impacts.



Our research goal is to examine how the suburban and regional characteristics in the Inland Empire influence housing and transportation choices and affordability, which impacts the overall quality of life in the region.



- Is the Inland Empire affordable?
- What are the trade-offs residents choose when moving to the region?
- What are the job prospects?
- What are the housing and transportation cost burdens of residents in the Inland Empire?
- How can the region remain attractive to all generations?



Key Terms

Nexus: a connection or series of connections linking two or more things

Housing Affordability: A home is considered affordable if the costs consume no more than 30% of household income.

Transportation Costs: Represents the total cost of household transportation, It is the sum of Auto Ownership Costs, Auto Use Costs, and Transit Use Costs.

Quality Jobs: Have sustainable pay, benefits, fair schedules, training, and career pathways, enabling them to save and build wealth, balance health and family commitments as well as invest in their personal and professional development.

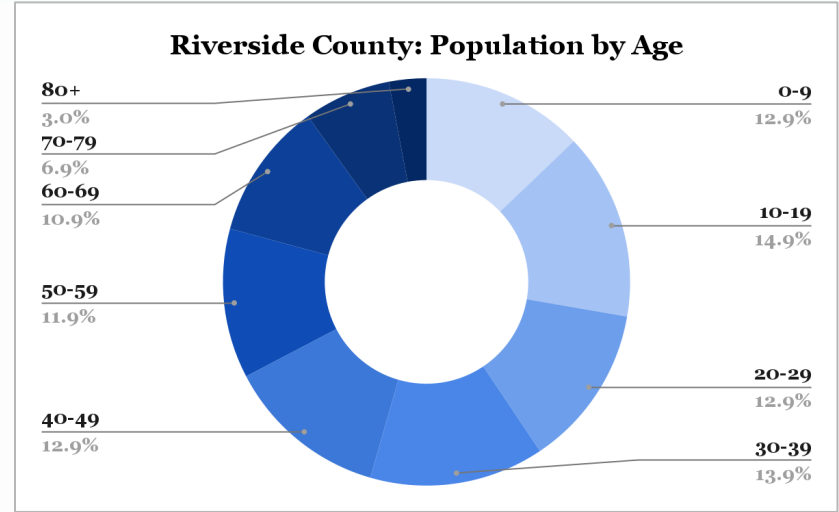
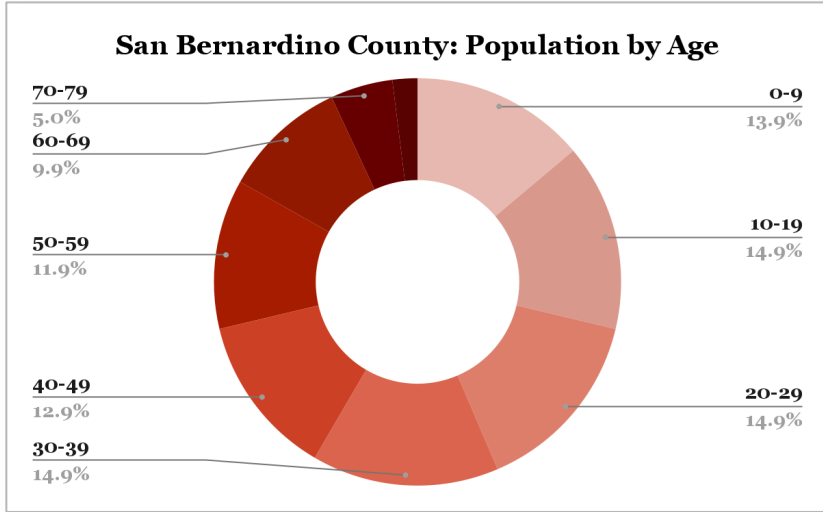
Affordability: It can be paid without undue financial or personal sacrifice; it does not require anyone to acquire or accumulate debt; it does not require a sacrifice of quality; the cost is transparent.

Accessibility: equitable access to transport, housing, jobs, services, and amenities

VMT: Vehicles Miles Traveled. This includes commute travel, and all other daily auto trips.



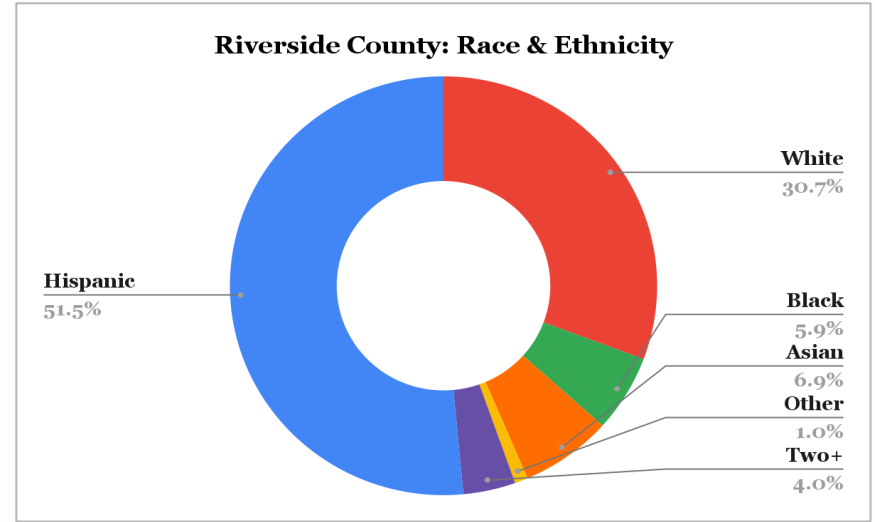
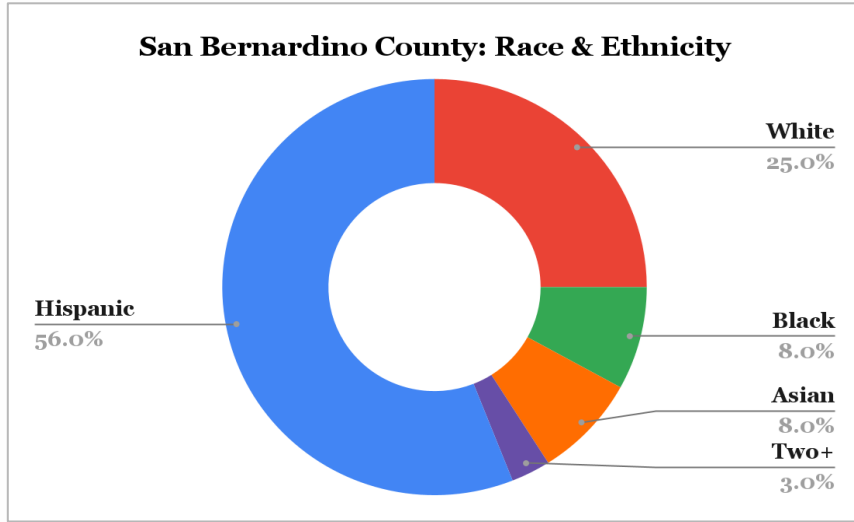
Inland Empire: Age Range (2021)



Counties	Age Range									
	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	
San Bernardino	14%	15%	15%	15%	13%	12%	10%	5%	2%	
Riverside	13%	15%	13%	14%	13%	12%	11%	7%	3%	

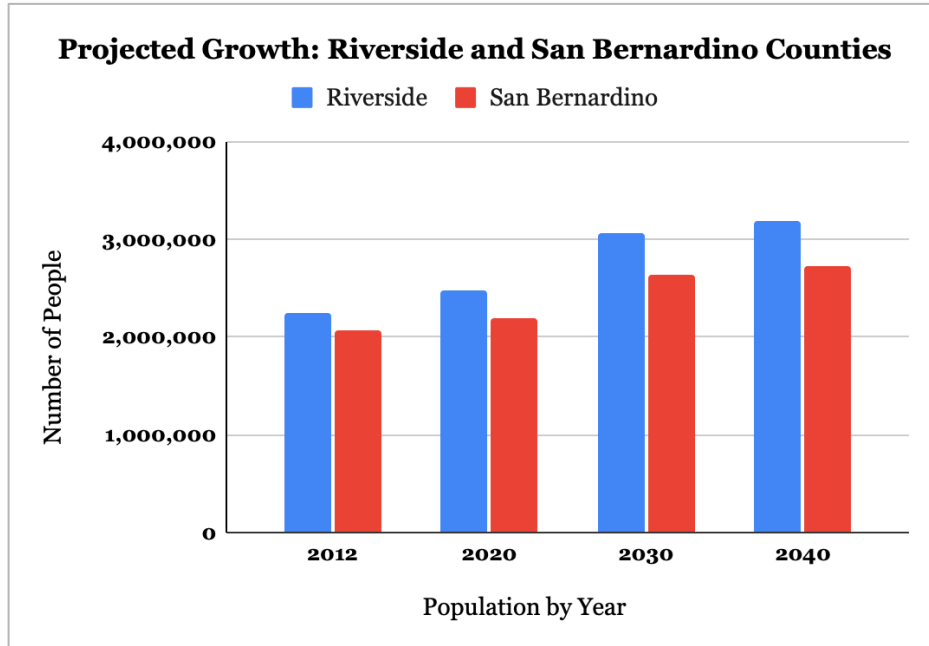


Inland Empire: Race & Ethnicity (2021)



The majority of the population in San Bernardino and Riverside county is predominantly Hispanic/Latino.





Current and Projected # of Housing Units

Riverside County:

- Current: 868,020
 - Avg. Household Size: 3.2
- Projected to increase over next decade: 167,351
- Total projected units by 2029: 1,035,371

San Bernardino County:

- Current: 742,207
 - Avg. Household Size: 3.2
- Projected to increase over next decade: 138,110
- Total project units by 2029: 880,317



Southern CA: Geographic Mobility by MSA (2021)

Metropolitan Statistical Area (MSA)						
	Same House Year Ago	Moved Since Previous Year				
		From Same County	From Different County	From Different State	From Abroad	Total
San Diego-Chula Vista-Carlsbad	86% 14%	9%	2%	2%	1%	
Los Angeles-Long Beach-Anaheim	90% 0.3%	7% 10.3%	2%		1%	
Riverside-San Bernardino-Ontario	90% 0%	5% 9.9%	4%		2%	



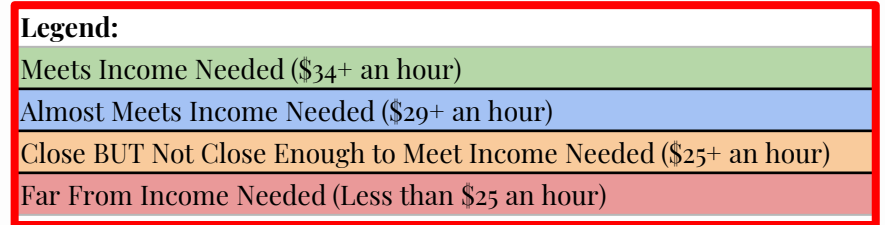
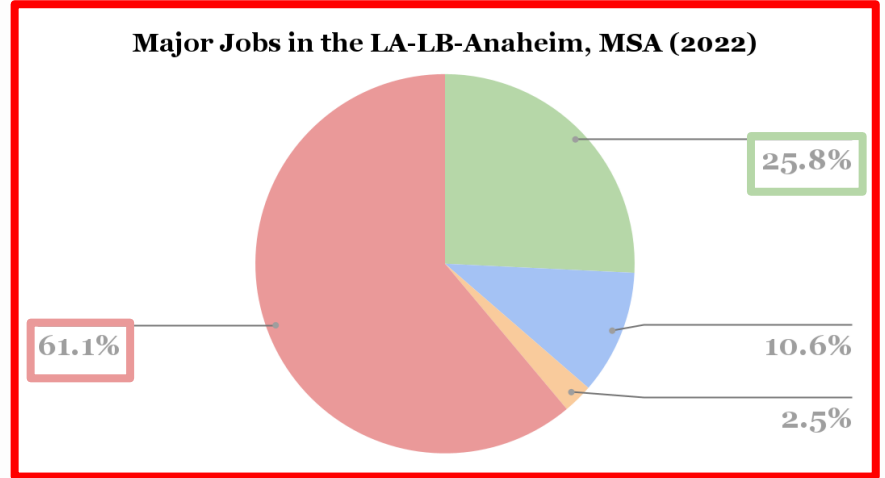
- Fifth fastest growing region in California.
- Of the top five fastest-growing cities in Southern California, four are located in IE, and three are in Riverside County.
- The rising demand for housing has driven rent prices up significantly in the IE.

- Affordable Housing Needs Report (2022)
 - **Riverside County:**
 - Average Monthly Rent: \$1,971
 - Hourly Income Needed: **\$34.44**(approx. 2.3x CA minimum wage)
 - **San Bernardino County:**
 - Average Monthly Rent: \$1,813
 - Hourly Income Needed: **\$34.86**(approx. 2.3x CA minimum wage)



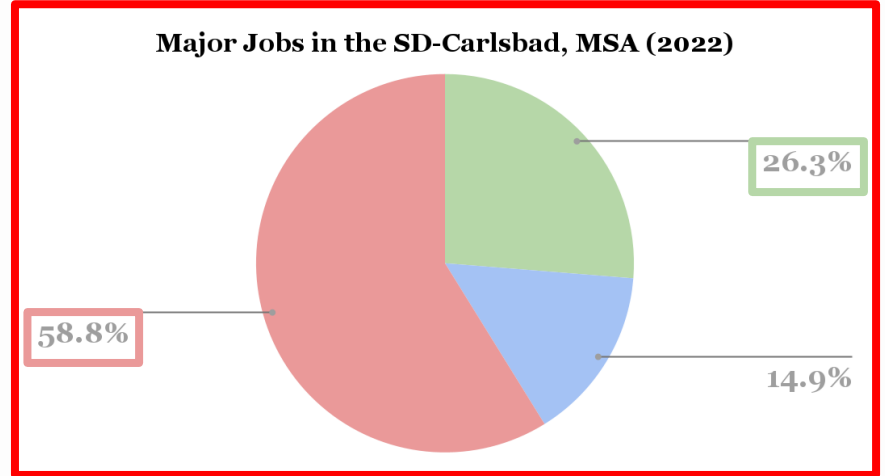
Jobs and Wages: LALB- Anaheim, MSA (2022)

Major Industry	# of Jobs	Median Hr Wage
Office & Admin Support	123,899	\$22.71
Food Prep & Serving	88,114	\$16.49
Sales	83,209	\$17.97
Transportation & Material Moving	81,787	\$18.17
Healthcare Support	74,964	\$15.99
Business & Finance Operations	68,351	\$37.89
Education	55,930	\$30.75
Healthcare Practitioners	53,824	\$49.66
Production	50,169	\$18.90
Arts & Entertainment	35,512	\$39.23
Construction	31,361	\$29.45
Computer & Mathematical	28,084	\$51.14
Community & Social Services	20,913	\$28.06
Architecture & Engineering	16,158	\$47.51
Legal	10,330	\$61.43
Farm, Fish, & Forestry	1,246	\$18.62



Jobs and Wages: SD Carlsbad, MSA (2022)

Major Industry	# of Jobs	Median Hr Wage
Office & Admin Support	111,192	\$22.28
Food Prep & Serving	98,321	\$16.49
Sales	82,922	\$17.75
Business & Finance Operations	72,741	\$38.10
Transportation & Material Moving	65,153	\$18.42
Education	57,283	\$29.22
Healthcare Practitioners	55,850	\$50.38
Healthcare Support	51,312	\$16.95
Production	45,545	\$20.20
Construction	43,659	\$29.61
Computer & Mathematical	37,743	\$53.96
Architecture & Engineering	28,277	\$48.50
Community & Social Services	19,086	\$24.47
Arts & Entertainment	14,619	\$29.28
Legal	9,201	\$51.77
Farm, Fish, & Forestry	2,021	\$16.85



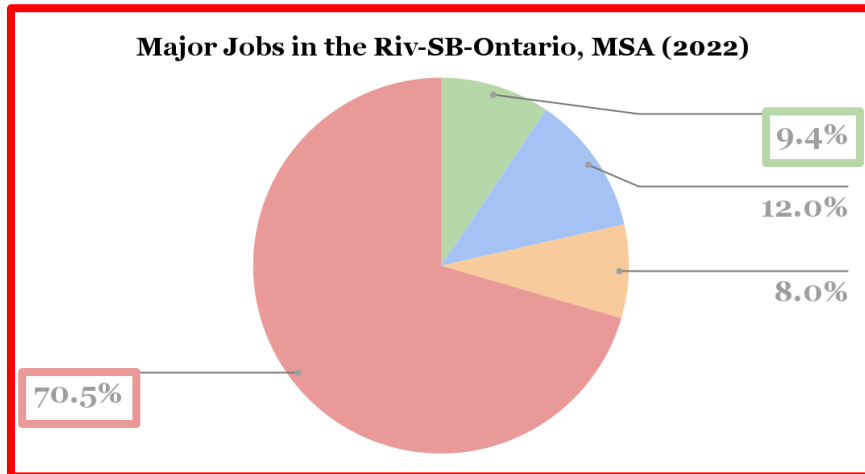
Legend:

- Meets Income Needed (\$34+ an hour)
- Almost Meets Income Needed (\$29+ an hour)
- Close BUT Not Close Enough to Meet Income Needed (\$25+ an hour)
- Far From Income Needed (Less than \$25 an hour)



Jobs and Wages: RivSB- Ontario, MSA (2022)

Major Industry	# of Jobs	Median Hr Wage
Transportation & Material Moving	166,283	\$21.13
Office & Admin Support	111,110	\$21.48
Food Prep & Serving	95,363	\$15.82
Sales	83,280	\$16.89
Healthcare Support	66,849	\$14.49
Education	58,073	\$31.32
Healthcare Practitioners	53,272	\$47.94
Construction	50,260	\$28.53
Production	48,367	\$18.45
Business & Finance Operations	41,762	\$33.94
Community & Social Services	16,432	\$27.76
Computer & Mathematical	12,327	\$43.18
Architecture & Engineering	9,301	\$40.64
Arts & Entertainment	8,186	\$23.54
Farm, Fish, & Forestry	4,819	\$16.32
Legal	3,253	\$49.72



Legend:

Meets Income Needed (\$34+ an hour)
Almost Meets Income Needed (\$29+ an hour)
Close BUT Not Close Enough to Meet Income Needed (\$25+ an hour)
Far From Income Needed (Less than \$25 an hour)

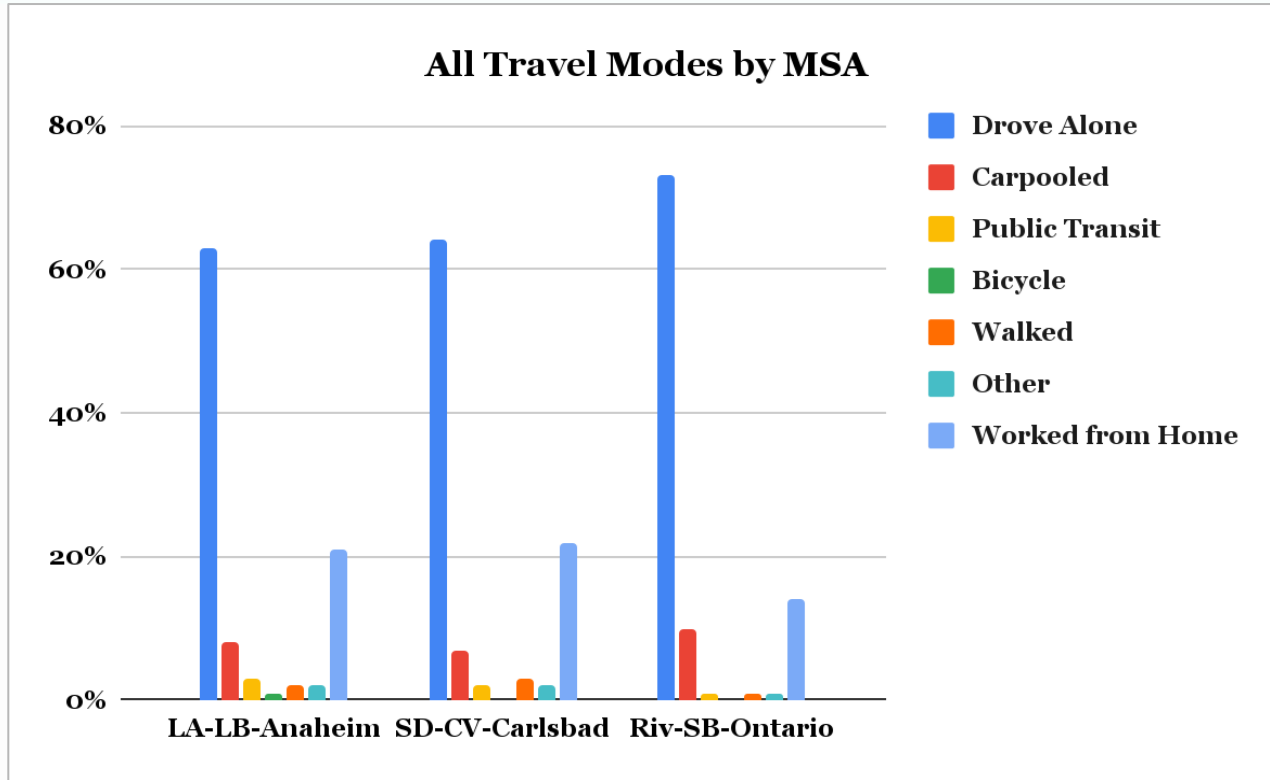


Southern CA: All Travel Modes by MSA (2021)

Travel Modes	MSA		
	Los Angeles-Long Beach-Anaheim	San Diego-Chula Vista-Carlsbad	Riverside-San Bernardino-Ontario
Drove Alone	63%	64%	73%
Carpooled	8%	7%	10%
Public Transit	3%	2%	1%
Bicycle	1%	0%	0%
Walked	2%	3%	1%
Other	2%	2%	1%
Worked from Home	21%	22%	14%

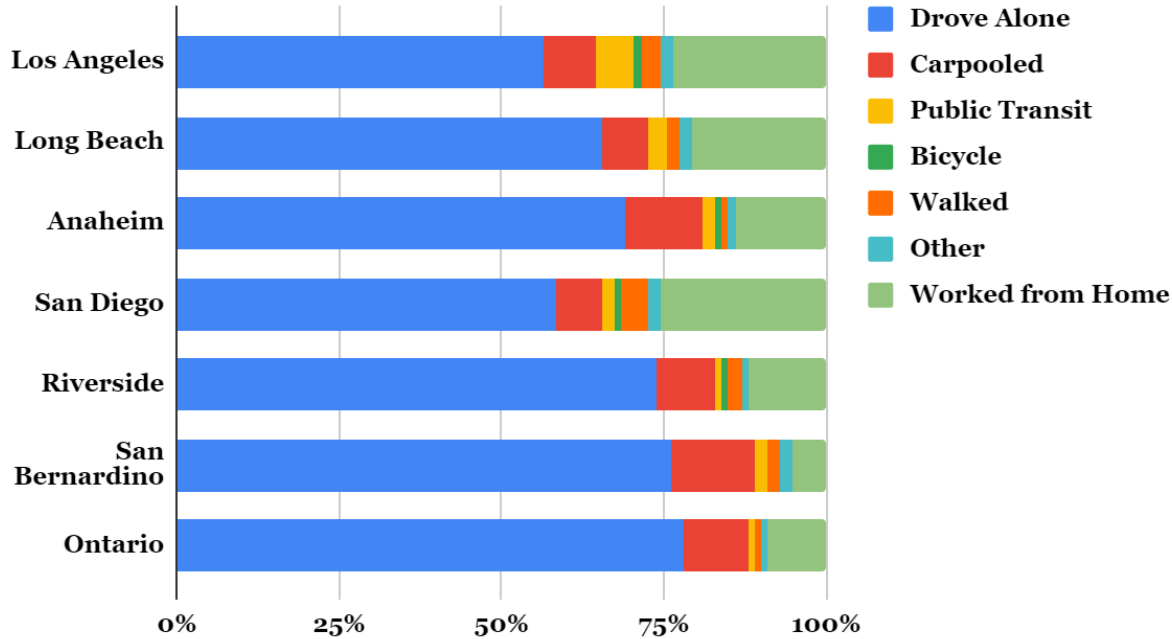


Southern CA: All Travel Modes by MSA (2021)

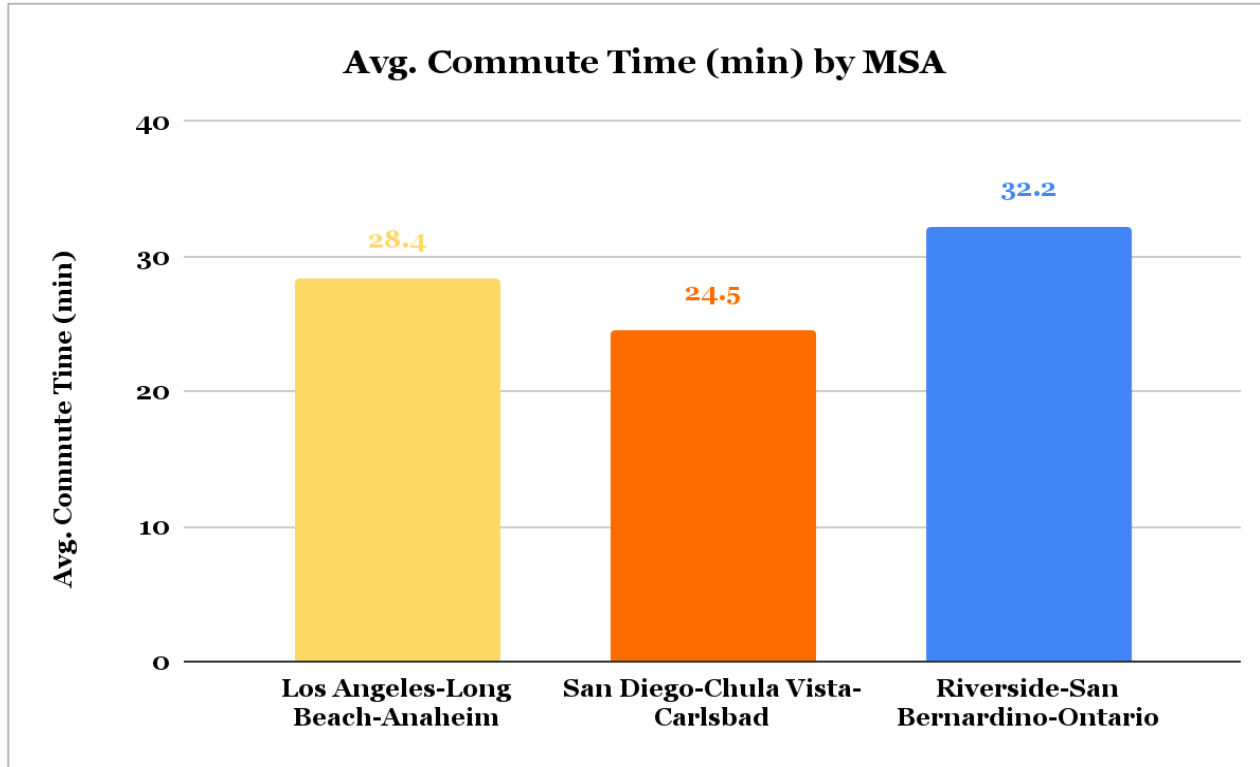


Southern CA: All Travel Modes by City (2021)

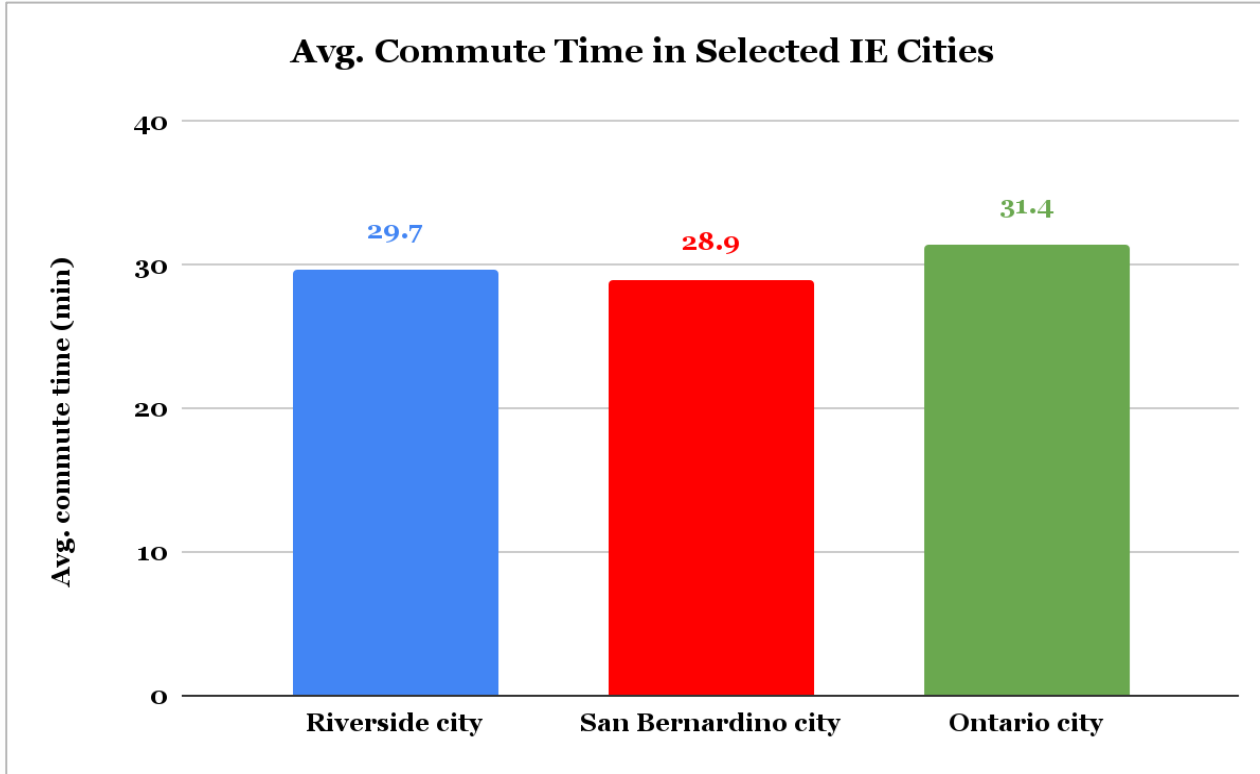
Travel modes in cities



Southern CA: Travel Data By MSA (2021)



Inland Empire: Travel Data in Select Cities (2021)

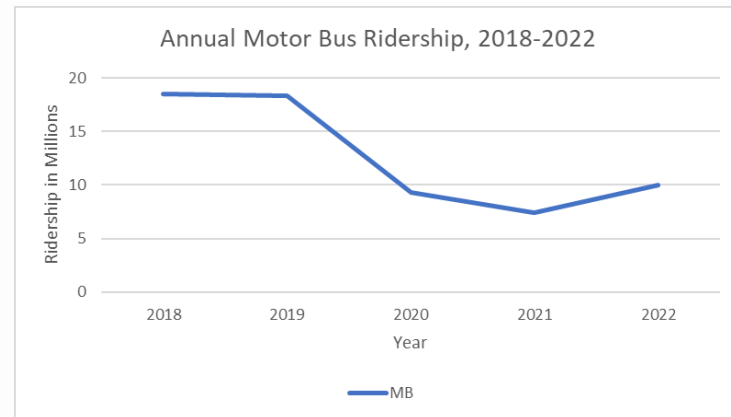
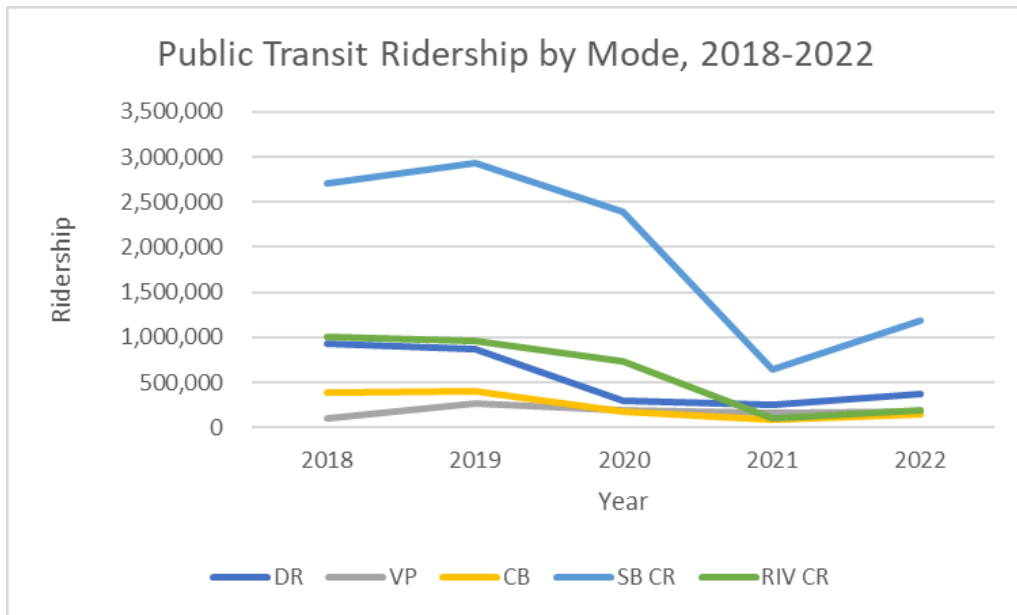


Inland Empire: Shared Commuting and Definitions

- VP = Van Pool
 - A method of transportation for a group of people traveling in a single vehicle to a common destination
 - Usually consisting of 5+ passengers
- DR = Demand Response
 - Flexible schedule based on user's needs
 - Scheduled in advance, usually, curb to curb
- MB = Motor Bus
 - Fixed-route bus service, powered by a motor and fuel contained within a vehicle
 - Deviated fixed-route service is also reported as MB.
- CR = Commuter Rail
 - Rail on tracks that are (or used to be) shared with freight railways, Amtrak, or both. Long distances between stops, connecting to a central city.
- CB = Commuter Bus
 - Bus used for long haul commutes, usually operating on freeways

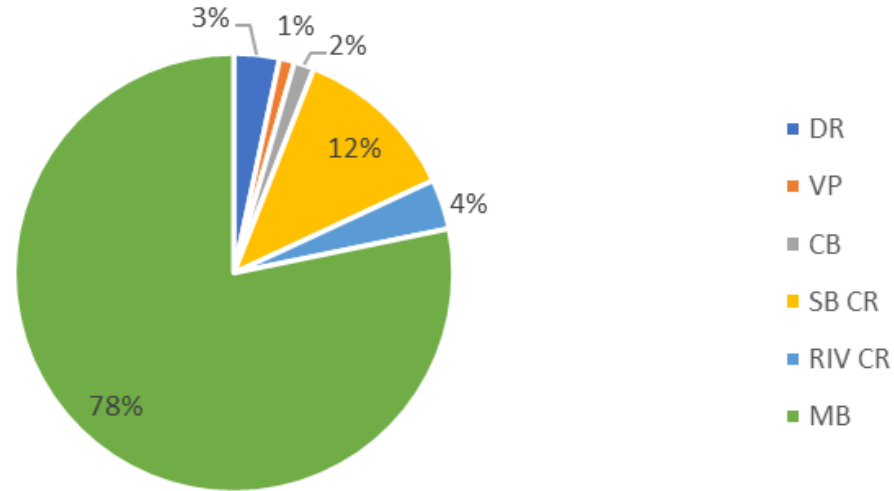


Inland Empire: Shared Commuting Trends



Inland Empire: Shared Commuting by Popularity

Percent Breakdown of Public Transportation,
Total 2018 - 2022



Southern CA: H+T Cost Burdens by MSA (2019)

Southern California (SCAG)	
Housing Cost % Income	34%
Transportation Cost % Income	21%
Housing and Transportation Cost % Income	55%

Metropolitan Statistical Area (MSA)			
	San Diego-Chula Vista-Carlsbad	Los Angeles-Long Beach-Anaheim	Riverside-San Bernardino-Ontario
Housing Cost % Income	33%	35%	
Transportation Cost % Income	20%	20%	
Housing and Transportation Cost % Income	53%	57%	



26% of Riverside-San Bernardino-Ontario MSA household income is spent on Transportation Costs



H+T Total Costs %

57% of Riverside-San Bernardino-Ontario MSA household income is spent on housing and transportation costs



Inland Empire: Recap

- The population in the IE is relatively **young** and the majority of the population is **Hispanic/Latino**.
- As projected, **305,461 more housing units** are needed to meet the region's future population.
- People are moving to the Inland Empire from different counties at a higher rate of 4% versus the others at 2%.
- The IE is affordable, **if** the hourly wage is 2.3x more than CA minimum wage.
- In 2022, the IE had 750,784 jobs from major industries that **did not** meet the hourly income needed to afford to live in this region.
- Due to the need for more quality jobs in the region, residents are commuting **further and longer** to other metropolitan areas and cities.
- One of the consequences of commuting from further distances is that residents become **car-dependent** and choose to drive alone instead of carpooling or using public transit.
- Because the IE residents are car-dependent, public-transit ridership has **decreased** in the last few years.
- IE residents **spend on average 26% of their income on transportation costs** more than any other metropolitan area in Southern CA.
- Overall, IE residents **spend on average 57% of their income on housing and transportation costs**, making the region **unaffordable**.



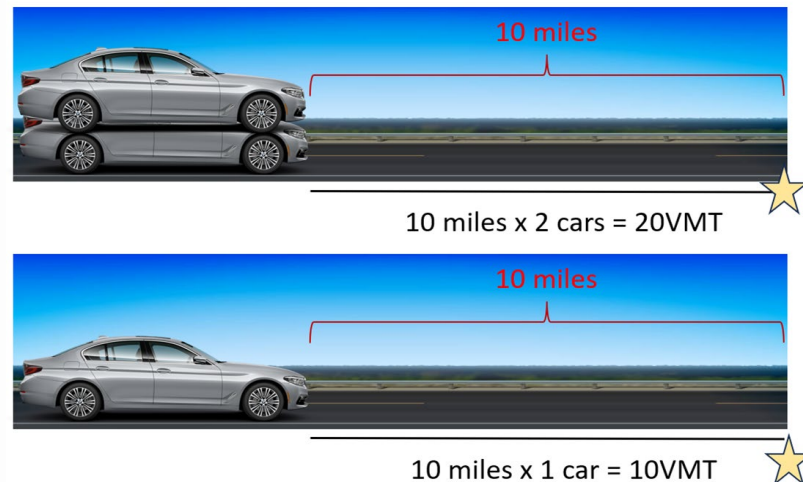
SB 375

- Expected Outcomes:
 - Improve public health through means of GHG reduction
 - Integration between housing, transportation and land use
- Sustainable Communities Strategies (SCS)
 - Bill orders each of 18 CA regions to generate a plan in accordance with:
 - Regional Transportation Plan (RTP) - Regulating Transportation Financing
 - Regional Housing Needs Allocation (RHNA) - Housing Goals
- Setback specific to our area
 - Development still spread out
 - Not bringing quality jobs



SB 743 - From Driving More to Driving Less !

- Expected Outcomes:
 - Transition from suburban sprawl to infill development
 - Allow for multimodal methods of transportation
 - Improve public health w/less GHG
- LOS vs VMT
 - LOS = Level of Service, measures demand in relation to capacity
 - VMT = Vehicle Miles Traveled
- Nexus
 - Changes to patterns in development & commute
- Issues for the IE
 - Development patterns have created a necessity to drive more. This will be difficult to overcome without a large financial investment and reconceptualization of the region.



AB 1111

Establishes the Breaking Barriers to Employment initiative for the purpose of:

- Assisting individuals who have multiple barriers to employment
- Providing the remedial education and work-readiness skills
- Helping the “grantees” to successfully participate in training, apprenticeship, or employment opportunities that will lead to self-sufficiency and economic stability.

As of 2022, the initiative has enrolled 2,510 individuals:

- $\frac{1}{3}$ accomplished measurable skill gain
- $\frac{1}{2}$ were employed

By 2027, California is committed to one million “middle-skill” industry valued and recognized postsecondary credentials.



SB 686

Creates new requirements for housing elements due to be revised on or after January 1st, 2021.

- Conduct **Outreach** as a effort to include all community stakeholders in the housing element public participation process.
- Conduct an **Assessment of Fair Housing** including existing segregation and inclusion trends
- Provide a **Sites Analysis** that evaluates and addresses how particular sites available will meet the needs of households at all income levels and transform areas of poverty into areas of opportunity.
- Address the jurisdictions' **Priorities, Goals, and Actions** based on the needs assessment and site inventory analysis; therefore, adopting policies with programs that promote fair housing.

24 out of the 57 IE jurisdictions' housing elements are currently out of compliance. (Aug 20, 2023)



EO N-06-19:

SB 561 and **AB 2233** codify and build upon the success of the Excess Land for Affordable Housing Program.

AB 2592 requires DGS to prepare a report to the Legislature on a streamlined plan to transition underutilized multistory state buildings into housing.

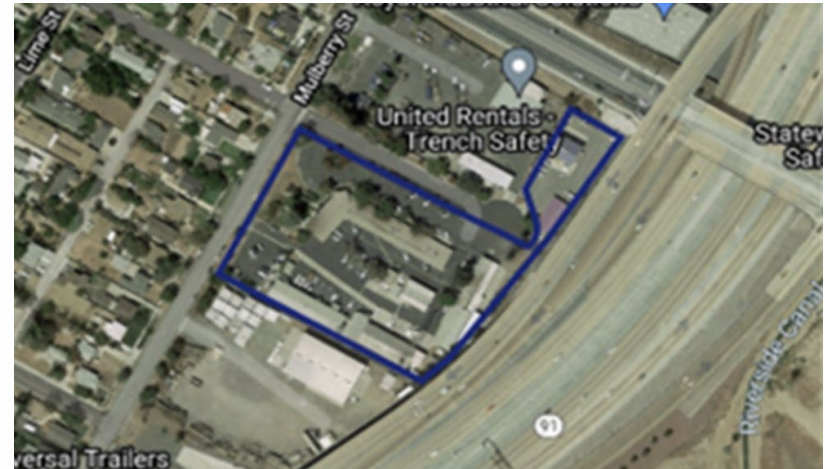
The program is deemed successful because it brought:

- 16 partnerships between the state, affordable housing developers, and local communities
- produced sustainable, innovative, and cost-effective housing on state-owned excess,
- It created a pipeline of no more than **4,400 new** homes in various stages of development.

Riverside Affordable Housing Project

Location: 2524 Mulberry Street (4.07 acres)

This site is located within an Opportunity Zone and Qualified Census Tract.



- Housing and transportation costs tend to increase the further you move away from central areas.
- The Inland Empire is falling behind in housing, jobs, and transportation services and options.
- Bringing quality jobs to where people live in the region, is just as essential, as bringing houses to jobs.
- The region needs to capture more state and federal funding/programs to address the challenges its residents face.
- Regional leaders must work together to foster alternative futures for the region.

Despite the Inland Empire's current state, the future is bright.



Next Steps for Our Research Challenge

- Develop data dashboard and GIS maps to understand the spatial development of the IE – transportation/housing/employment centers.
- Qualitative (survey) analysis of residents and aspiring professionals living in the region to better understand the trade-offs IE residents face in their transportation/housing choices and what needs to be done for them to stay in the region.
- Conference presentations and publications



Thank You!

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