GODBE RESEARCH
Gain Insight

2009 COMMUNITY SURVEY

Conducted for Kern Council of Governments

April 2009

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EXECUTIVE SUMMARY

Introduction to the Study

The Kern Council of Governments commissioned Godbe Research to conduct a telephone survey of residents of Kern County with the following research objectives: (a) assess residents' overall opinion of the quality of life in their city or town; (b) survey the importance of issues related to the future quality of life in the county; (d) identify their housing preferences; (c) evaluate residents' likelihood of using information related to energy efficiency; and (e) to understand the daily commute of the average resident and attitudes toward transportation related issues. The survey was also designed to track the results of telephone surveys conducted in March/April 2008 and February 2007, and comparisons of the results are presented throughout the report.

Key Findings

Based on the analyses of the survey data, Godbe Research offers the following key findings:

Quality of Life:

- On the whole, Kern County residents have a positive opinion of the quality of life in their city or town. Close to 4 out of 5 residents indicated that they are at least "somewhat satisfied" with the quality of life.
- Overall satisfaction with the quality of life in the 2009 survey (78%) is consistent with the results of the 2008 survey (79%). However, there was a 7 percent decline in the residents who reported being "very satisfied." An increase in the "somewhat satisfied" responses largely accounts for this change, so the results suggest that residents' attitudes toward the quality of life in their city or town are quite resilient given the economic downturn.
- The results reveal that the residents of the Mountains region are more satisfied with the quality of life in their city or town (91%), than the residents of West Kern (76%), Central Valley (78%), and East Kern (80%). It is important to note that at least 3 out of 4 residents are satisfied with the quality of life across these regions.
- Looking ahead to the next 20 years, 38 percent of the residents surveyed think the quality of life in their city or town will be "better," 24 percent think it will "stay about the same," and 33 percent think it will be "worse." Further, a majority of the "stay about the same" responses came from the residents who are satisfied with the current quality of life, and, as such, these can be interpreted as a fairly positive outlook of the future.
- The current results suggest that residents are slightly less pessimistic about the future than when surveyed in 2008 – there was an 8 percent decline in the residents who reported that quality of life will be worse. Additionally, attitudes toward the future have returned to levels observed in the 2007 survey.
- Attitudes toward the future quality of life were fairly consistent across regions of the county, and roughly two-thirds of the residents in each region reported that the quality of life will be "better" or "stay about the same" in the next 20 years.

Issues in Improving the Future Quality of Life in Kern County:

- Similar to the results of the 2008 survey, the residents indicated that creating more high paying jobs; maintaining and improving basic local services, such as education, public safety, and road maintenance; and improving air and water quality are the most important issues facing the future of Kern County.

- The survey assessed the importance of 26 issues in improving the future quality of life in Kern County, and these were grouped into 4 topic areas: (a) Services, Safety and Equity; (b) Natural Resources; (c) Growth and Development; and (d) Mobility. Each topic area was represented among the top issues of importance which suggests that Kern County residents recognize a diverse set of priorities moving forward.
- All four issues related to Services, Safety and Equity scored above average in importance. The importance scores within this topic area were consistent with the results of the 2008 survey, and public safety and education again emerged as priorities.
- Of the issues related to Natural Resources, 6 of the 9 earned average or above average importance scores. However, issues related to air quality and open spaces were rated as less important than they were in the 2008 survey. Although this topic area remains a priority, current economic conditions could be slightly redirecting residents' concerns.
- Similar to the results of the 2008 survey, the importance of issues related to Growth and Development varied according to the specific issue. Although creating more high paying jobs and diversifying the local economy were among the relatively most important issues to residents, the issues related to housing development were less important. Additionally, diversifying the local economy was the only issue of the 26 tested in the survey to increase in importance from the 2008 survey.
- Residents rated maintaining local streets and roads as among the relatively most important issues; however, other issues in the Mobility topic area were among the relatively less important issues, including improving public transportation to other cities and expanding local bus services. Further, of the 6 issues related to Mobility that were included in the previous survey, 5 declined in importance from 2008.
- A follow-up question on important issues was included in the survey, and the results are consistent with the survey conducted in 2008. When considering the increase in population that is expected to occur within the next 20 years, two-thirds of the residents mentioned one of the following as the single, most important issue for the future of Kern County: quality of jobs; crime rate or gang violence; environmental issues, such as air pollution and water contamination; education; and streets, roads, and freeways.

Consideration of Housing Options:

- As in the 2008 survey, the results of the current survey indicate that residents are most likely to consider single-family housing if they were to relocate within Kern County within the next 10 years. According to current US Census estimates, 71 percent of the housing units in Kern County are 1-unit, detached. As such, these survey results could reflect both current housing preferences and current availability of housing types.
- Approximately 84 percent of the residents would consider a single-family home with a large yard and 67 percent would consider one with a small yard. In contrast, 44 percent of the residents would consider a townhouse or condominium, and only 27 percent and 21 percent would consider an apartment or housing in a mixed-use building, respectively.

- Although the preference for single-family homes was consistent across the four regions of the county, the results suggest that the Central Valley residents would be more open to high-density housing than their counterparts who reside in other regions.
- The preference for single-family homes also was consistent across demographic groups; however, the younger residents, the residents with lower household income, and those who rent would be more likely to consider high-density housing than their respective counterparts.
- Overall, the results suggest that residents will be most likely to consider low-density housing as long as these options are affordable to their price range. Changing residents' housing preferences may require more information on the benefits of high-density housing and exposure to successful high-density housing developments.

Information on Energy Conservation:

- The results of the study indicate that there is great potential for local agencies to communicate with residents regarding conservation of electricity and natural gas and the availability of related rebates.
- The residents surveyed were read a list of nine categories of information on energy conservation. On average, the residents reported that they would be at least "somewhat likely" to use each category of information. Further, the residents showed higher likelihood of using general information and information on more accessible conservation projects, and relatively lower likelihood of using information on conservation projects that would require major construction.
- The results also revealed that likelihood of using information on energy conservation was higher among the younger residents, those with lower household income and those who rent their place of residence. Regional comparisons indicate that the likelihood of using this information is also higher among the Central Valley residents and lower among the Mountains residents.
- Follow-up questions show that messages geared toward utility bill savings would be most effecting in marketing information on conservation of electricity and natural gas to residents, and this finding was consistent across demographic groups and regions of the county.

Traffic Flow and Current Transportation Behavior:

- Similar to the results of the 2008 survey, residents' opinions of traffic flow in their city or town were largely determined by region. Less than one-third of the West Kern, Mountains, and East Kern residents rated traffic flow negatively as either "fair" or poor." In comparison, two-thirds of the Central Valley residents rated traffic flow negatively.
- Supporting these results, the Central Valley residents rated reducing traffic congestion and other issues related to Mobility as more important than their counterparts who reside in other regions of the county.
- Consistent with the results of studies conducted in 2007 and 2008, close to 3 out of 4 residents usually drive alone to go to work or school, and these results generally were consistent across regions of the county. As in the 2008 survey, public transit usage was largely related to household income.

- The percentage of residents with a round-trip commute to work or school of more than 60 minutes increased from 7 percent to 13 percent from the 2008 to the 2009 survey. Otherwise, the findings on average commute time are similar to the 2008 results – 43 percent of the respondents spend 20 minutes or less in their commute and 45 percent spend 21 to 60 minutes. Overall, the Central Valley and the Mountains residents have the longest commute.
- There were no differences in average commute miles from the 2008 to the 2009 survey. Approximately 45 percent of the residents who participated in the 2009 survey reported that they travel 10 miles or less to and from work or school, 38 percent travel 11 to 40 miles, and 16 percent travel more than 40 miles. Additionally, the Mountains residents tend to have the farthest commute, and one-third reported traveling more than 40 miles.

Attitudes toward Alternative Transportation:

- Approximately 30 percent of the residents indicated that they would be most likely to carpool or vanpool to and from work or school if the option were available in their area, followed by express bus service (18%) and traditional bus service (11%). Given that a majority of residents drive alone to and from work or school, rideshare programs may be the most successful in introducing residents to alternative transportation.
- Otherwise, the survey results suggest that it will be challenging to encourage many residents to use alternative transportation, as 1 out of 5 residents reported that they would not be likely to use any of the alternative transportation modes listed. Further, only roughly one-third of the residents rated issues related to alternative transportation as "extremely important" in a previous section of the survey.
- The survey also tested the influence of transit messages on residents' attitudes toward alternative transportation. Following each of the four transit messages that were tested in the survey, approximately 3 out of 4 residents indicated that they would be at least "somewhat more likely" to support funding public transportation systems and alternatives to driving alone.
- Consistent with other results of the survey, the transit messages resonated the strongest with the women, the younger residents, the Hispanic residents, and those with lower household income. Further, the Central Valley and West Kern residents were more likely to support funding alternative transportation than the Mountains and the East Kern residents.
- Following the transit messages, there was a 12 point increase in "extremely important" ratings of the issue related to alternative transportation, "Providing public transportation, carpooling, and other alternatives to driving alone." At this point in the survey, fully half of the residents rated the issue as "extremely important."
- The residents were then told that there are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. When asked what percent should be spent on improving bus service, creating light rail service, and offering carpooling programs and incentives, close to 3 out of 5 residents indicated 40 percent or more.
- Here as well, support for funding alternative transportation was higher among the younger residents, the Hispanic residents, and those with lower household income. Support for funding alternative transportation also was stronger in the West Kern, Central Valley, and East Kern regions.

SURVEY METHODOLOGY

The table below briefly outlines the methodology used in the study. The respondents to this survey were selected using random digit dialing (RDD), which randomly selects phone numbers from the active residential phone exchanges within the area of a study. Interviewers first asked potential respondents a series of questions that were used to ensure that the person lived in Kern County and was at least 18 years of age. In order to ensure that the sample was representative of the demographics of the County population, a listed sample of Hispanic residents was used to supplement the RDD methodology.

Overall, 1,200 residents in Kern County completed the telephone survey, representing a total universe of approximately 538,665 adult residents of the County. The study parameters resulted in a margin of error of plus or minus 2.8 percent. Interviews were conducted from February 26 through March 9, 2009, and the average interview time was approximately 18 minutes. Interviews were conducted in either Spanish (n = 19) or English (n = 1,181), depending on the preference of the resident who was surveyed.

Data Collection	Telephone Interviewing
Sample Size	1,200 Respondents
Universe	538,665 Adult Residents in Kern County
Margin of Error	± 2.8%
Field Dates	February 26 through March 9, 2009
Interview Length	18 Minutes
Interview Languages	English and Spanish

Sample and Weighting

In order to allow segmentation of the results by region of Kern County, three areas of the County were over-sampled. During the study, 200 interviews were completed in each of the following regions – West Kern, Mountains, and East Kern, and the remaining 600 interviews were completed in the Central Valley region. For the overall results presented in this report, the over-sampling was corrected by statistically weighting the data by region. The following table illustrates the assigned quotas for each region of the County and their weighted proportions in the overall results.

	Quota Assigned	Raw Data	Weighted Percentage
West Kern	200	17%	3%
Central Valley	600	50%	77%
Mountains	200	17%	7%
East Kern	200	17%	13%

Once collected, the sample of respondents was compared with the actual adult population of Kern County, based on current US Census estimates[i], to examine possible differences between the demographics of the sample of respondents and the actual County population. The data were weighted to correct differences, and the results presented are representative of the adult population of Kern County in terms of gender, age, ethnicity and region of residence.

Questionnaire Design

To avoid the problem of systematic position bias, where the order in which a series of questions is asked systematically influences the answers, several questions in the survey were randomized such that the respondents were not consistently asked the questions in the same order. The series of items in Questions 3, 5, 6, and 14 were randomized to avoid such position bias.

Questions 4 and 8 allowed the residents surveyed to mention multiple responses. For this reason, the response percentages sum to more than 100, and these represent the percent of the residents that mentioned a particular response, rather than the percent of total responses.

Segmentation Analyses

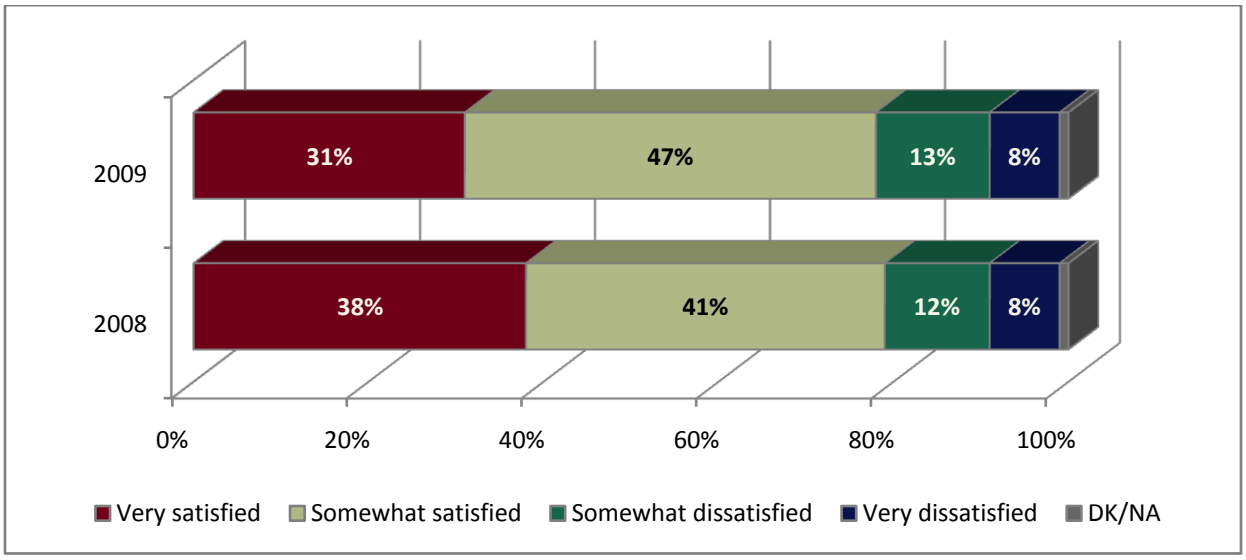
The results of the survey were analyzed by demographic and attitudinal subgroups in order to better understand the opinions of Kern County residents. Regional differences are presented throughout the report, and general opinion questions are also segmented by gender, ethnicity, age, homeownership status and household income. Complete segmentation analyses are presented in Appendix D, and these also include length of residence, children or seniors in the household, satisfaction with quality of life (Q1), and opinion of future quality of life (Q2).

[i] 2005-2007 American Community Survey 3-Year Estimates available at http://factfinder.census.gov

OVERALL QUALITY OF LIFE

The results of the 2009 survey indicate that a majority of County residents are satisfied with the quality of life in their city or town. Close to 4 out of 5 residents reported being satisfied with the quality of life, with 31 percent “very satisfied” and 47 percent “somewhat satisfied.” In comparison, approximately 1 out of 5 residents indicated dissatisfaction, and the remaining 2 percent either did not have an opinion or declined to answer the question (DK/NA).

Although overall satisfaction with quality of life in the 2009 survey (78%) is consistent with the results of the 2008 survey (79%), there was a 7 percent decline in “very satisfied” responses. Further, 87 percent of the residents surveyed in 2007 reported that their community is either “very” or “somewhat desirable.” These differences could reflect the continued downturn of the economy in recent years.



Differences Between Key Demographic Subgroups

The following tables highlight the key subgroup differences that were observed in residents' satisfaction with the quality of life in their city or town[ii]. Although overall satisfaction was comparable between the men and the women, a higher percentage of the women than the men were "somewhat satisfied." Across age groups, close to 3 out of 4 residents or more were satisfied with the quality of life. At the same time, the residents ages 55 and over were more likely to report being "very satisfied" than their counterparts ages 18 to 34.

	Gender		Age					
	Male	Female	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
Very satisfied	33%	28%	22%	22%	33%	32%	38%	47%
Somewhat satisfied	44%	51%	58%	51%	44%	47%	42%	35%
Somewhat dissatisfied	13%	12%	15%	15%	13%	12%	10%	8%
Very dissatisfied	8%	7%	4%	10%	9%	7%	7%	7%
DK/NA	2%	2%	0%	2%	2%	2%	3%	3%

As shown in the table below, satisfaction with the quality of life was higher among the Caucasian and the Hispanic residents than the residents of other ethnic groups. Similar to the results of the 2008 survey, a higher percentage of the homeowners than the renters reported being "very satisfied." Conversely, a higher percentage of the renters than the homeowners reported being "very dissatisfied."

	Ethnicity			Homeownership	
	Caucasian	Hispanic	Other	Rent	Own
Very satisfied	32%	31%	17%	25%	33%
Somewhat satisfied	43%	49%	59%	50%	46%
Somewhat dissatisfied	13%	13%	8%	13%	12%
Very dissatisfied	7%	6%	15%	11%	6%
DK/NA	4%	1%	0%	1%	2%

[ii] Significant differences at the 95% confidence level between subgroups on any given survey item are denoted by colors: a blue mean score or percentage is statistically higher than a red mean score or percentage between demographic subgroups, e.g., male versus female.

Regional Differences

Several regional differences emerged in residents' satisfaction with the overall quality of life in their city or town, and these are similar to the differences observed in the 2008 survey. Specifically, significantly more of the Mountains residents stated that they are "very satisfied" with the quality of life than their counterparts in other regions. Overall satisfaction, obtained by summing the "very" and "somewhat satisfied" responses, was also significantly higher among the Mountains residents (91%) than the residents of West Kern (76%), Central Valley (78%), and East Kern (80%).

In contrast, the proportion of "somewhat dissatisfied" residents was significantly higher in the Central Valley region. Finally, significantly more of the West Kern and East Kern residents reported that they are "very dissatisfied" with the quality of life than their counterparts in the Mountains.

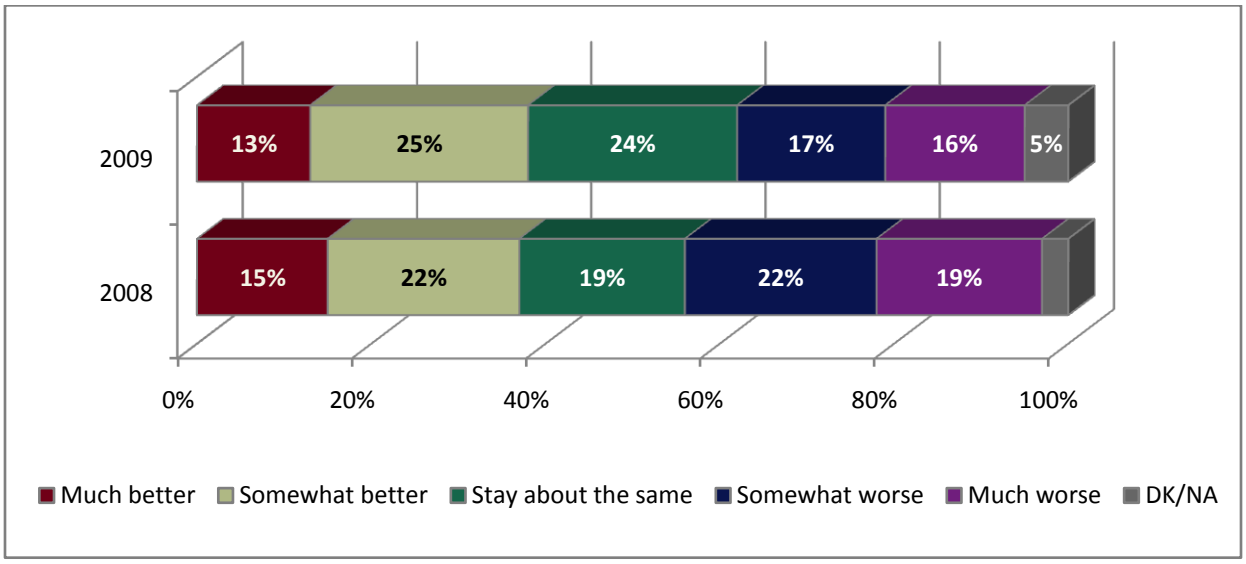
	West Kern	Central Valley	Mountains	East Kern
Very satisfied	**37%**	**28%**	**53%**	**38%**
Somewhat satisfied	**39%**	**50%**	**38%**	42%
Somewhat dissatisfied	11%	**13%**	**6%**	9%
Very dissatisfied	**10%**	7%	**3%**	**10%**
DK/NA	3%	1%	0%	1%

FUTURE QUALITY OF LIFE

Respondents were asked whether they think the quality of life in their city or town will stay about the same as today, or will it be better or worse in the next 20 years. As shown in the following chart, 38 percent of the residents think the quality of life will be “much” or “somewhat better.” Approximately 24 percent think the quality of life will “stay about the same,” and 33 percent reported that it will be “much” or “somewhat worse.”

The current results suggest that residents are slightly less pessimistic about future quality of life. Specifically, there was an 8 percent decline in the residents who think quality of life will be “much” or “somewhat worse” from the 2008 survey to the 2009 survey.

In the 2007 survey, 40 percent of the residents indicated that the quality of life in their community would “improve,” 25 percent reported that it would “stay about the same,” and 28 percent indicated that it would “become worse.” Although the 2008 survey results showed an increase in pessimism, the results of the 2009 survey are more consistent with the survey conducted in 2007.



FUTURE QUALITY OF LIFE

Differences Between Key Demographic Subgroups

The residents who reported being satisfied with the quality of life in their city or town tended to be more optimistic about the quality of life in the next 20 years. Specifically, the residents who are dissatisfied with the current quality of life were more likely to report that the quality of life in the future will be "much worse," and they were less likely to report that it will "stay about the same." Further, a majority of the "stay about the same" responses came from the residents who are satisfied with the current quality of life, and, as such, these can be interpreted as fairly positive responses.

	Satisfaction with Quality of Life		
	Very Satisfied	Somewhat Satisfied	Dissatisfied
Much better	16%	14%	10%
Somewhat better	30%	23%	22%
Stay about the same	23%	**28%**	**17%**
Somewhat worse	17%	18%	17%
Much worse	**10%**	**13%**	**31%**
DK/NA	6%	4%	3%

A higher percentage of the women than the men reported that the quality of life will be "somewhat better." Although older residents tended to be more satisfied with the current quality of life (see page 10), the younger residents tended to be more optimistic about the quality of life in the future. Specifically, a higher percentage of the residents ages 18 to 24 reported "much better," and a higher percentage of the residents ages 35 to 44 reported "somewhat better."

	Gender		Age					
	Male	Female	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
Much better	14%	13%	**20%**	14%	11%	16%	8%	**9%**
Somewhat better	**21%**	**28%**	29%	24%	**34%**	**19%**	**18%**	**19%**
Stay about the same	27%	22%	24%	27%	18%	26%	27%	27%
Somewhat worse	16%	18%	15%	18%	15%	17%	20%	16%
Much worse	17%	15%	9%	15%	18%	18%	18%	17%
DK/NA	5%	4%	2%	2%	4%	4%	8%	12%

Differences Between Key Demographic Subgroups

Overall, the Hispanic residents were the most optimistic about the quality of life in the future, followed by the residents of other ethnic groups and then the Caucasian residents. Regarding homeownership status, the renters were more likely to report that the quality of life will be better in the future, whereas the owners were more likely to report that it will "stay about the same" or be "much worse."

	Ethnicity			Homeownership	
	Caucasian	Hispanic	Other	Rent	Own
Much better	9%	15%	22%	18%	12%
Somewhat better	21%	30%	20%	31%	22%
Stay about the same	27%	21%	24%	18%	26%
Somewhat worse	18%	19%	7%	15%	18%
Much worse	19%	11%	23%	12%	17%
DK/NA	7%	3%	4%	6%	5%

Regional Differences

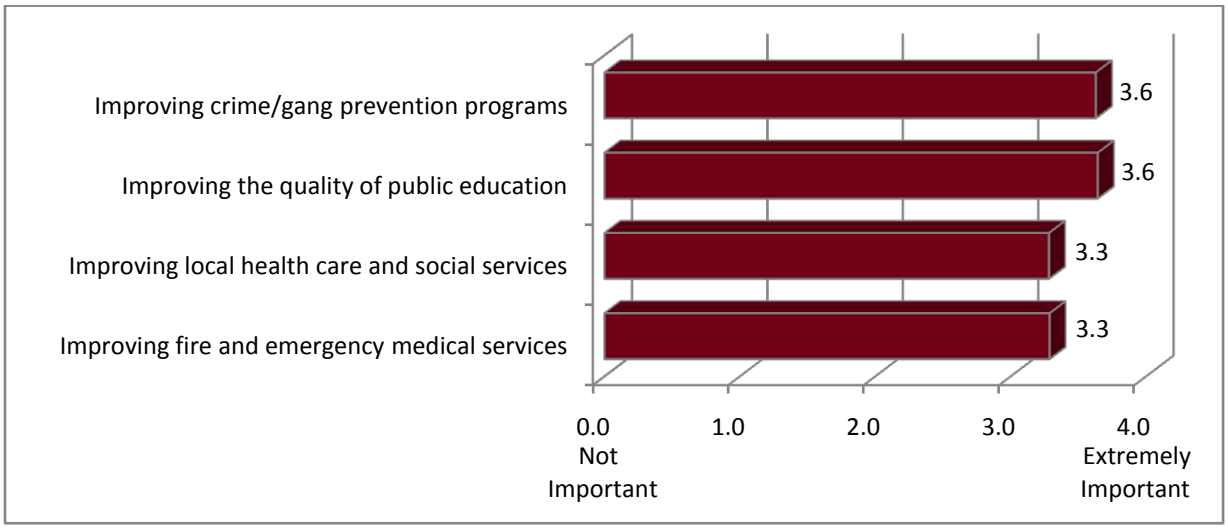
Attitudes toward the quality of life in the future were fairly consistent across regions of the county; however, a higher percentage of the West Kern residents than the Central Valley residents reported that it will "stay about the same."

	West Kern	Central Valley	Mountains	East Kern
Much better	11%	14%	11%	18%
Somewhat better	23%	27%	24%	20%
Stay about the same	32%	22%	30%	29%
Somewhat worse	13%	18%	18%	14%
Much worse	11%	15%	13%	12%
DK/NA	9%	4%	5%	6%

SERVICES, SAFETY AND EQUITY

The residents were then read a list of 26 issues facing Kern County, and they were asked to rate the importance of each issue in improving the future quality of life. Responses were made on a scale of 0 to 4, 0 being "not important" to 4 being "extremely important." These numeric responses were averaged to create an overall score of importance, where a higher score indicates a relatively more important issue. On average, all 26 issues were rated as important and scores ranged from 2.4 to 3.6 on a scale of 4.0.

To facilitate reporting, the 26 issues have been grouped into 4 topic areas: (a) Services, Safety and Equity; (b) Natural Resources; (c) Growth and Development; and (d) Mobility. Shown in the following chart are the four issues related to Services, Safety, and Equity, and this topic area received the relatively highest importance ratings. On average, "Improving crime prevention and gang prevention programs" and "Improving the quality of public education" earned importance scores of 3.6 out of 4.0. To provide some context for these scores, 75 percent and 78 percent of the respondents, respectively, rated these issues as "extremely important." "Improving local health care and social services" and "Improving fire and emergency medical services" were slightly lower in relative importance, and 59 percent and 55 percent of the residents surveyed rated these issues as "extremely important," respectively.



Trended Results

Overall, the importance of issues related to Services, Safety and Equity did not change from the 2008 survey to the 2009 survey. As shown in the following table, no differences in ratings reached a statistically significant level.

In the 2007 survey, 82 percent of the residents surveyed agreed that the County has a major gang violence problem. The results of the 2008 and 2009 surveys suggest that residents' attitudes toward gang violence have not changed, given the high importance ratings of "Improving crime prevention and gang prevention programs."

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving crime prevention and gang prevention programs	**2009**	3.6	1%	2%	6%	15%	75%	0%
	2008	3.6	3%	1%	5%	17%	74%	0%
Improving the quality of public education	**2009**	3.6	1%	3%	4%	13%	78%	1%
	2008	3.6	3%	2%	5%	14%	75%	0%
Improving local health care and social services	**2009**	3.3	3%	5%	14%	20%	59%	0%
	2008	3.4	2%	2%	10%	22%	62%	1%
Improving fire and emergency medical services	**2009**	3.3	2%	4%	14%	26%	55%	0%
	2008	3.3	2%	4%	12%	24%	58%	0%

Regional Differences

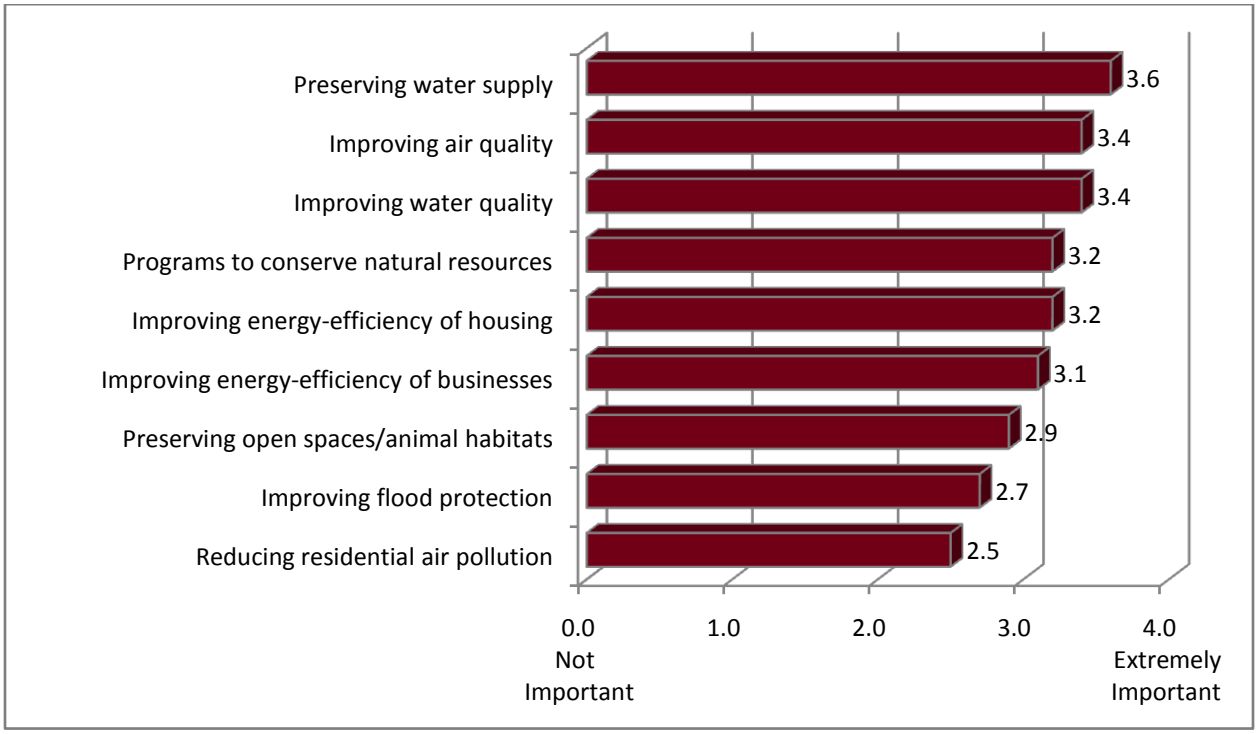
On average, the Central Valley residents attributed significantly higher importance to the four issues related to services, safety, and equity than their counterparts in other regions of the County. Additionally, the residents of West Kern rated "Improving crime prevention and gang prevention programs" as significantly more important that the Mountains and East Kern residents. Finally, the importance of "Improving local health care and social services" was significantly lower among the Mountains residents.

When interpreting regional differences, it is also helpful to consider the relative importance of issues within each area. Overall, the residents of the Mountains and East Kern regions indicated lower importance ratings than their counterparts in the West Kern and Central Valley regions. As a result, an issue can be among the relatively most important to the residents of the Mountains and East Kern regions, but still have earned a lower importance score when compared to the results of the West Kern and Central Valley regions. For example, "Improving crime prevention and gang prevention programs" and "Improving the quality of public education" were among the relatively most important issues for the Mountains and the East Kern residents. Similarly, "Improving the quality of public education" was among the relatively most important issues for the West Kern residents. Although the importance scores are lower, the position relative to the other issues tested in the survey suggests that these are still a priority for residents of these areas. For the top scoring issues within each region, see page 28.

	West Kern	Central Valley	Mountains	East Kern
Improving crime prevention and gang prevention programs	3.6	3.7	3.3	3.4
Improving the quality of public education	3.5	3.8	3.3	3.5
Improving local health care and social services	3.3	3.4	2.9	3.2
Improving fire and emergency medical services	3.3	3.4	3.0	3.1

NATURAL RESOURCES

Three of the issues related to natural resources were among the relatively most important of the 26 issues tested. “Preserving water supply,” “Improving air quality,” and “Improving water quality” were rated as “extremely important” by 73 percent, 66 percent, and 62 percent of the residents surveyed, respectively. In comparison, “Improving flood protection” and “Reducing residential air pollution, such as wood-burning fire places” were rated as “extremely important” by 36 percent and 33 percent of the respondents, respectively.



NATURAL RESOURCES

Trended Results

Several of the issues related to Natural Resources were rated as less important by the residents who participated in the 2009 survey than those who participated in the 2008 survey. Specifically, the following issues decreased in importance from the previous survey: “Improving air quality”; “Preserving open spaces and native animal habitats”; and “Reducing residential air pollution, such as wood-burning fireplaces.”

In the 2007 survey, 78 percent of the residents surveyed agreed that the County has a serious air pollution problem. However, when the 2007 respondents were asked whether wood-burning residential fireplaces should be forbidden, 70 percent of them disagreed. The results of the 2008 and 2009 surveys are similar in that improving air quality was of higher relative importance than reducing residential air pollution caused by wood-burning fireplaces. Overall, these results also suggest that County residents may be more receptive to limiting the use of wood-burning fireplaces than restricting the use altogether.

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Preserving water supply	2009	3.6	1%	2%	5%	19%	73%	0%
	2008	3.6	1%	2%	6%	14%	75%	0%
Improving air quality	2009	3.4	3%	4%	11%	16%	66%	0%
	2008	3.5	4%	3%	7%	11%	74%	0%
Improving water quality	2009	3.4	2%	3%	11%	21%	62%	0%
	2008	3.4	3%	3%	10%	20%	64%	0%
Providing programs to reduce energy consumption and conserve natural resources	2009	3.2	3%	4%	11%	29%	52%	0%
	2008	NA[iii]						
Improving the energy-efficiency of existing housing	2009	3.2	2%	5%	14%	30%	49%	0%
	2008	NA						
Improving the energy-efficiency of existing businesses	2009	3.1	3%	5%	16%	29%	45%	1%
	2008	NA						
Preserving open spaces and native animal habitats	2009	2.9	5%	7%	19%	28%	40%	0%
	2008	3.1	5%	4%	17%	24%	48%	1%
Improving flood protection	2009	2.7	7%	10%	22%	24%	36%	1%
	2008	2.8	6%	8%	20%	23%	40%	2%
Reducing residential air pollution, such as wood-burning fireplaces	2009	2.5	12%	11%	22%	21%	33%	1%
	2008	2.8	9%	10%	18%	19%	43%	1%

[iii] Three issues related to Natural Resources were not included in the 2008 survey, so comparison data are not available (NA).

Regional Differences

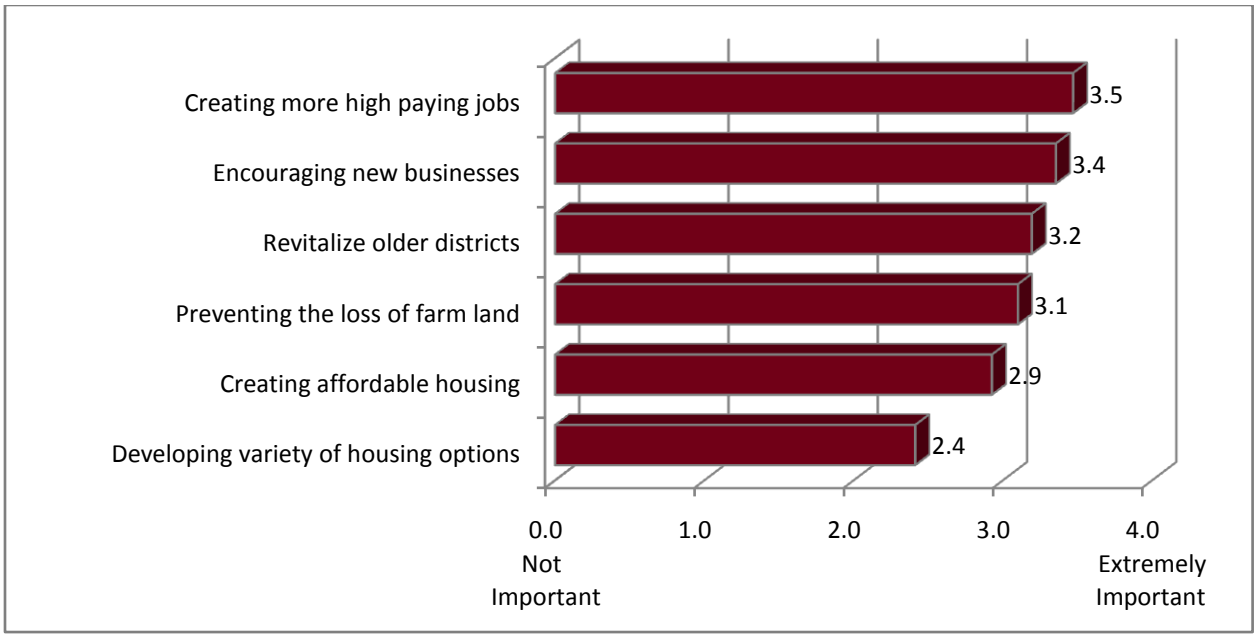
The Central Valley residents consistently rated the issues related to natural resources as significantly more important than their counterparts in other regions of the County. Additionally, three issues in this category were more important to the residents of West Kern than the residents of the Mountains and East Kern: “Improving air quality”; “Improving the energy-efficiency of existing housing”; and “Reducing residential air pollution, such as wood-burning fireplaces.”

Although the Mountains and East Kern residents rated “Preserving water supply” as relatively less important than the Central Valley residents, this issue actually was among the relatively most important to the residents of these two regions. Further, “Preserving open spaces and native animal habitats earned an above average importance score among the residents of the Mountains region, and a below average importance score among the residents of the Central Valley. Although the mean score is higher among the Central Valley residents, the overall results suggest that the issue is of greater *relative-importance* to the Mountains residents.

	West Kern	Central Valley	Mountains	East Kern
Preserving water supply	3.5	**3.7**	**3.5**	**3.4**
Improving air quality	**3.5**	**3.6**	**2.8**	**2.6**
Improving water quality	**3.3**	**3.5**	**3.1**	**3.1**
Providing programs to reduce energy consumption and conserve natural resources	**3.1**	**3.4**	**3.0**	3.2
Improving the energy-efficiency of existing housing	**3.1**	**3.3**	**2.7**	**2.9**
Improving the energy-efficiency of existing businesses	**2.9**	**3.3**	**2.7**	**2.8**
Preserving open spaces and native animal habitats	**2.6**	**3.1**	2.9	**2.8**
Improving flood protection	**2.4**	**3.0**	**2.2**	**2.3**
Reducing residential air pollution, such as wood-burning fireplaces	**2.5**	**2.9**	**1.7**	**1.8**

GROWTH AND DEVELOPMENT

Of the 26 issues tested, 6 related to growth and development. Of these issues, the following three were rated as above average in importance: “Creating more high paying jobs”; “Encouraging new businesses to relocate to the County in order to diversify the local economy”; and “Revitalizing older neighborhoods and business districts that are becoming rundown.” In contrast to these, the issues related to housing were rated as below average in importance: “Creating more affordable housing” and “Developing a variety of housing options, including apartments, townhomes and condominiums.”



Trended Results

As might be expected given the recent changes in the economy and housing market, several Growth and Development issues changed in importance from the 2008 survey to the 2009 survey. The residents who participated in the 2009 survey rated "Encouraging new businesses to relocate to the County in order to diversity the local economy" as significantly more important that those who participated in the 2008 survey. In contrast, the issues related to housing declined in importance across the two surveys. Proportionately less of the 2009 respondents than the 2008 respondents indicated a rating of "extremely important" for the following two issues: "Creating more affordable housing" and "Developing a variety of housing options, including apartments, townhomes, and condominiums." Overall, the results suggest that residents currently are more concerned with the state of the local economy and less concerned with developing additional housing.

When compared to the results of the 2007 survey, the findings of the 2008 and 2009 surveys suggest that residents of Kern County may be more concerned about the economy than they were previously. Specifically, only 51 percent of the 2007 respondents agreed with the statement, "Kern County lacks opportunities for well-paying jobs." In comparison, the respondents of the current survey rated "Creating more high paying jobs" as one of the relatively most important issues. Similar to the results of the current survey, the 2007 survey found that affordable housing was rated relatively lower than other issues. Only 57 percent of the respondents to the 2007 survey agreed with the statement, "We should require local governments to provide new housing that is affordable for the workforce in the area." In the current survey, only 46 percent of the respondents rated "Creating more affordable housing" as "extremely important."

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Creating more high paying jobs	2009	3.5	2%	3%	8%	22%	65%	0%
	2008	3.4	3%	1%	8%	22%	65%	1%
Encouraging new businesses to relocate to the County in order to diversify the local economy	2009	3.4	2%	3%	10%	26%	58%	0%
	2008	3.2	3%	2%	15%	31%	49%	0%
Revitalizing older neighborhoods and business districts that are becoming rundown	2009	3.2	2%	4%	16%	30%	48%	0%
	2008	3.3	3%	2%	12%	31%	52%	0%
Preventing the loss of farm land to residential and commercial development	2009	3.1	3%	5%	16%	26%	50%	1%
	2008	3.2	4%	4%	13%	28%	50%	1%
Creating more affordable housing	2009	2.9	6%	8%	18%	21%	46%	0%
	2008	3.1	6%	6%	14%	21%	52%	0%
Developing a variety of housing options, including apartments, townhomes and condominiums	2009	2.4	9%	12%	29%	26%	22%	1%
	2008	2.5	8%	12%	27%	23%	29%	0%

Regional Differences

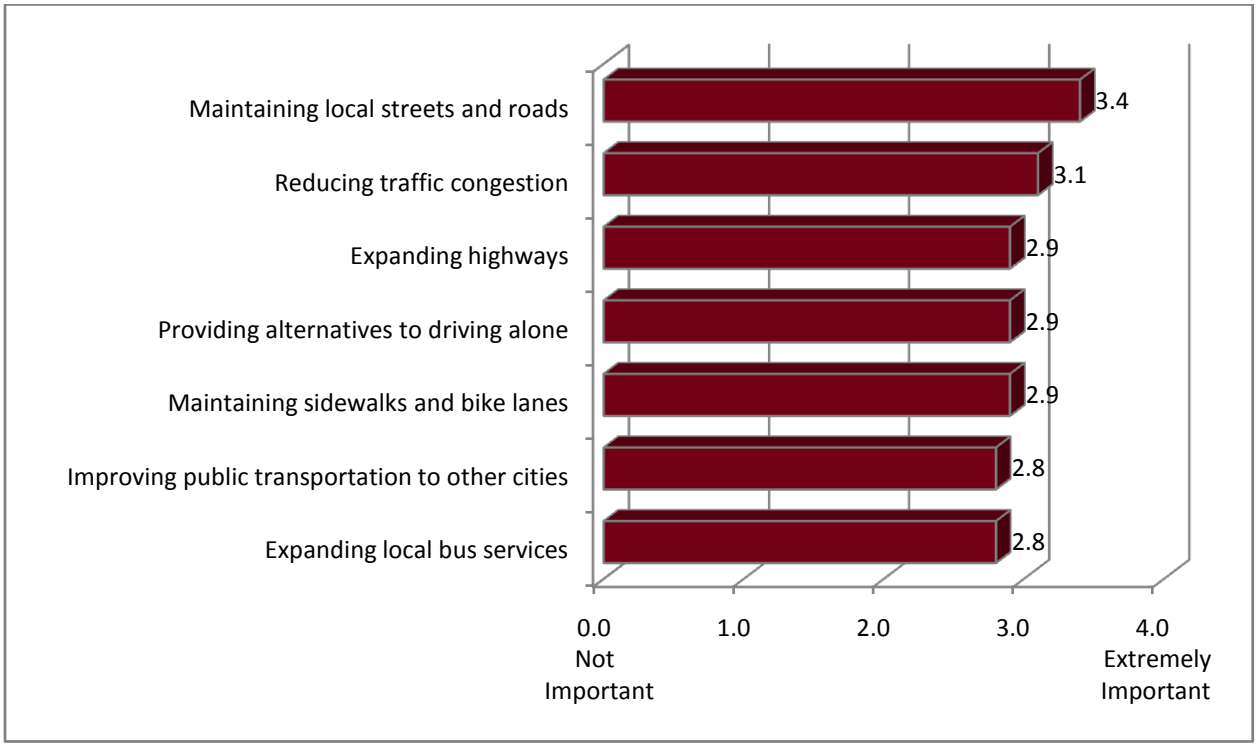
Several regional differences emerged in the residents' responses to the issues related to growth and development. Overall, the residents of the Mountains region tended to rate these issues as less important than the residents of other regions. However, the importance of "Preventing the loss of farm land to residential and commercial development" was significantly higher among the Mountains residents than the East Kern residents. Additionally, "Creating more affordable housing" was less important to both the Mountains and the East Kern residents than those who reside in the West Kern and Central Valley regions.

Although there were differences in the average importance ratings for "Creating more high paying jobs," this issue was among the relatively most important across the four regions of the County. This finding reinforces the results on the most important issue for the future of the County, presented on page 29 of this report.

	West Kern	Central Valley	Mountains	East Kern
Creating more high paying jobs	3.4	3.6	3.2	3.5
Encouraging new businesses to relocate to the County in order to diversify the local economy	3.5	3.4	3.1	3.4
Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.3	2.7	3.0
Preventing the loss of farm land to residential and commercial development	3.1	3.3	3.1	2.6
Creating more affordable housing	3.2	3.1	2.4	2.7
Developing a variety of housing options, including apartments, townhomes and condominiums	2.6	2.6	1.8	2.3

MOBILITY

Although the residents surveyed rated the issues related to mobility as highly important, 5 of these issues earned scores that indicate they are below average in importance. Just one issue earned an above average importance rating: “Maintaining local streets and roads.” Although 48 percent of the residents rated “Reducing traffic congestion” as “extremely important,” this issue earned an average importance rating relative to the other 26 issues that were tested. Interestingly, the specific projects that could be used to reduce traffic congestion were rated relatively lower in importance: “Expanding highways”; “Providing public transportation, carpooling, and other alternatives to driving alone”; “Maintaining and improving sidewalks and bike lanes”; “Improving public transportation to other cities”; and “Expanding local bus service.”



Trended Results

Of the 6 issues related to Mobility that were included in the previous survey, 5 declined in importance. As shown in the following table, proportionately less of the 2009 respondents than the 2008 respondents indicated a rating of "extremely important" for the following issues: "Maintaining local streets and roads"; "Reducing traffic congestion"; "Expanding highways"; "Improving public transportation to other cities"; and "Expanding local bus services."

Similar to the results of the current survey, road maintenance also emerged as a priority among the respondents to the 2007 survey. Only 66 percent of those respondents agreed that the roads throughout Kern County are safe and adequate to handle the current population, and 50 percent disagreed that local governments have adequate funding to provide the roads and public transportation projects needed to accommodate future population growth.

Approximately 76 percent of the residents surveyed in 2007 agreed with the statement "We should expand bus and public transit systems." However, improving public transit was among the relatively lowest issues in importance to the residents who participated in the 2009 survey. "Providing public transportation, carpooling, and other alternatives to driving alone" and "Expanding local bus service" were rated as "extremely important" by only 38 percent and 32 percent of the residents, respectively. The high agreement observed in 2007 was most likely due to the less controversial nature of expanding bus and public transit systems.

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Maintaining local streets and roads	2009	3.4	1%	2%	7%	34%	56%	0%
	2008	3.5	1%	1%	8%	27%	62%	0%
Reducing traffic congestion	2009	3.1	4%	6%	15%	26%	48%	1%
	2008	3.2	4%	5%	14%	20%	57%	0%
Expanding highways	2009	2.9	4%	7%	18%	31%	39%	1%
	2008	3.0	5%	5%	18%	25%	47%	0%
Providing public transportation, carpooling, and other alternatives to driving alone	2009	2.9	4%	7%	21%	30%	38%	0%
	2008	NA[iv]						
Maintaining and improving sidewalks and bike lanes	2009	2.9	4%	7%	22%	29%	38%	0%
	2008	3.0	5%	5%	20%	27%	43%	0%
Improving public transportation to other cities	2009	2.8	6%	7%	21%	29%	36%	0%
	2008	3.0	5%	8%	17%	27%	43%	1%
Expanding local bus services	2009	2.8	4%	7%	23%	32%	32%	2%
	2008	2.9	6%	5%	20%	28%	39%	1%

[iv] One issue related to Mobility was not included in the 2008 survey, so comparison data are not available (NA).

Regional Differences

The issues related to Mobility tended to be more important to the residents of the Central Valley region, particularly the following: “Reducing traffic congestion”; “Expanding highways”; and “Providing public transportation, carpooling, and other alternatives to driving alone.” Additionally, 3 of the 7 issues in this category were less important to the Mountains residents than the residents of other areas: “Maintaining local streets and roads”; “Maintaining and improving sidewalks and bike lanes”; and “Improving public transportation to other cities.”

Here as well, the Mountains residents rated “Maintaining local streets and road” as relatively less important; however, the issue was among the relatively most important to these residents. The importance of this issue, relative to the other 25 issues that were tested, suggests that it is still a priority for residents of this region.

	West Kern	Central Valley	Mountains	East Kern
Maintaining local streets and roads	3.4	3.5	3.2	3.4
Reducing traffic congestion	2.8	3.3	2.5	2.1
Expanding highways	2.8	3.1	2.4	2.5
Providing public transportation, carpooling, and other alternatives to driving alone	2.8	3.1	2.6	2.8
Maintaining and improving sidewalks and bike lanes	2.9	3.1	2.3	2.7
Improving public transportation to other cities	2.8	3.0	2.5	2.8
Expanding local bus services	2.7	3.0	2.5	2.7

ISSUES FOR THE FUTURE – OVERALL RATINGS

The table below shows the mean score and percentage breakdown of responses for each of the 26 issues tested, ordered from the relatively most important to least important. Mean scores have been highlighted according to their relative importance: above average importance scores, average importance scores, and below average importance score (please see the key at the bottom of the page).

	Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving the quality of public education	3.6	1%	3%	4%	13%	78%	1%
Improving crime prevention and gang prevention programs	3.6	1%	2%	6%	15%	75%	0%
Preserving water supply	3.6	1%	2%	5%	19%	73%	0%
Creating more high paying jobs	3.5	2%	3%	8%	22%	65%	0%
Maintaining local streets and roads	3.4	1%	2%	7%	34%	56%	0%
Improving air quality	3.4	3%	4%	11%	16%	66%	0%
Improving water quality	3.4	2%	3%	11%	21%	62%	0%
Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	2%	3%	10%	26%	58%	0%
Improving fire and emergency medical services	3.3	2%	4%	14%	26%	55%	0%
Improving local health care and social services	3.3	3%	5%	14%	20%	59%	0%
Providing programs to reduce energy consumption and conserve natural resources	3.2	3%	4%	11%	29%	52%	0%
Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	2%	4%	16%	30%	48%	0%
Improving the energy-efficiency of existing housing	3.2	2%	5%	14%	30%	49%	0%
Preventing the loss of farm land to residential and commercial development	3.1	3%	5%	16%	26%	50%	1%
Improving the energy-efficiency of existing businesses	3.1	3%	5%	16%	29%	45%	1%
Reducing traffic congestion	3.1	4%	6%	15%	26%	48%	1%
Expanding highways	2.9	4%	7%	18%	31%	39%	1%
Creating more affordable housing	2.9	6%	8%	18%	21%	46%	0%
Providing public transportation, carpooling, and other alternatives to driving alone	2.9	4%	7%	21%	30%	38%	0%
Preserving open spaces and native animal habitats	2.9	5%	7%	19%	28%	40%	0%
Maintaining and improving sidewalks and bike lanes	2.9	4%	7%	22%	29%	38%	0%
Improving public transportation to other cities	2.8	6%	7%	21%	29%	36%	0%
Expanding local bus services	2.8	4%	7%	23%	32%	32%	2%
Improving flood protection	2.7	7%	10%	22%	24%	36%	1%
Reducing residential air pollution, such as wood-burning fireplaces	2.5	12%	11%	22%	21%	33%	1%
Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	9%	12%	29%	26%	22%	1%

Above average importance scores:
Average importance scores:
Below average importance scores:

ISSUES FOR THE FUTURE – OVERALL REGIONAL RATINGS

The table below shows the mean scores of the 26 issues tested for each of the four regions of Kern County. Significant regional differences were highlighted in the previous tables. This table presents the relative importance of issues within each region. “Improving the quality of public education”; “Improving crime prevention and gang prevention programs”; “Preserving water supply” and “Creating more high paying jobs” were among the relatively most important issues across regions. However, several issues were particularly important to the residents of the individual regions, such as “Preventing the loss of farm land to residential and commercial development” and “Preserving open spaces and native animal habitats” to the Mountains residents.

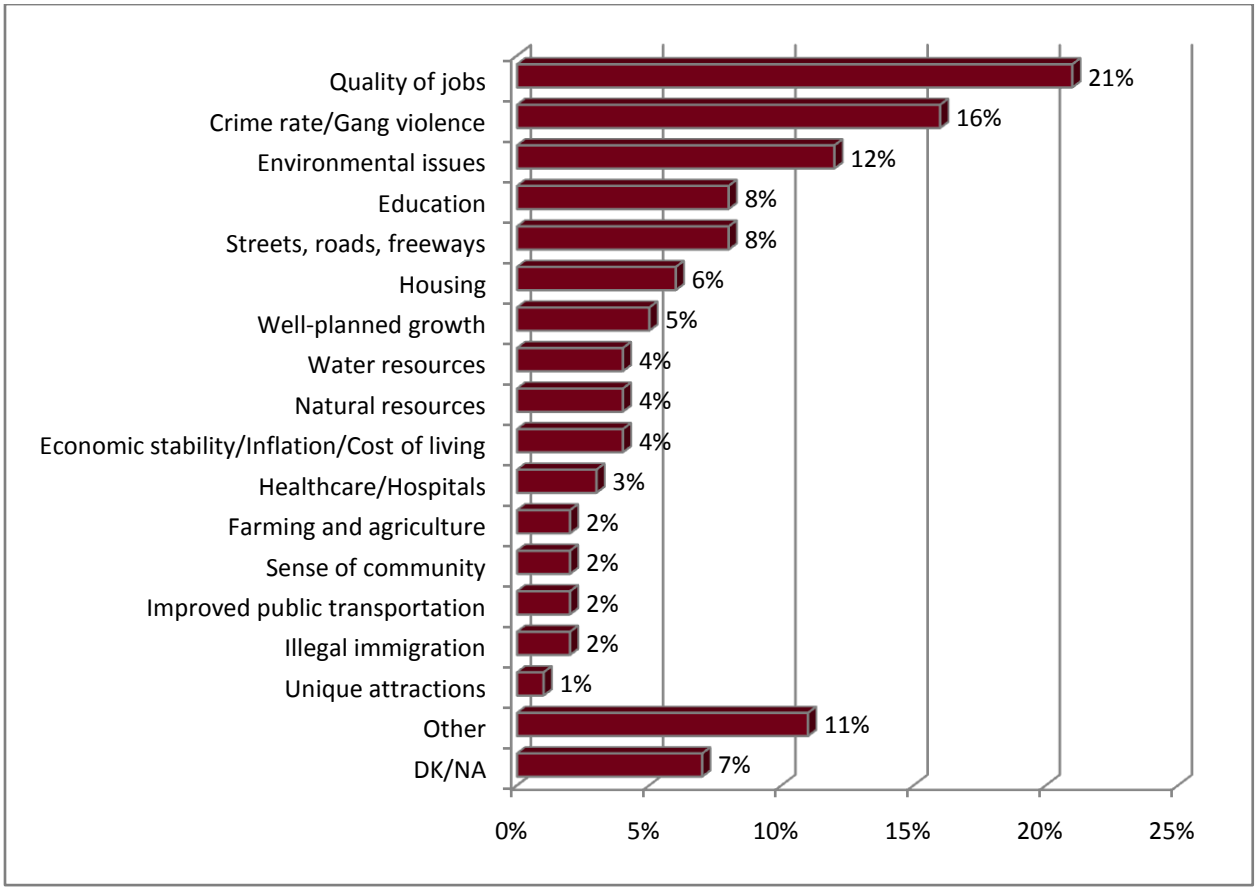
	West Kern	Central Valley	Mountains	East Kern
Average Importance Score within Region	3.1	3.3	2.7	2.9
Improving the quality of public education	3.5	3.8	3.3	3.5
Improving crime prevention and gang prevention programs	3.6	3.7	3.3	3.4
Preserving water supply	3.5	3.7	3.5	3.4
Creating more high paying jobs	3.4	3.6	3.2	3.5
Maintaining local streets and roads	3.4	3.5	3.2	3.4
Improving air quality	3.5	3.6	2.8	2.6
Improving water quality	3.3	3.5	3.1	3.1
Encouraging new businesses to relocate to the County in order to diversify the local economy	3.5	3.4	3.1	3.4
Improving fire and emergency medical services	3.3	3.4	3.0	3.1
Improving local health care and social services	3.3	3.4	2.9	3.2
Providing programs to reduce energy consumption and conserve natural resources	3.1	3.4	3.0	3.2
Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.3	2.7	3.0
Improving the energy-efficiency of existing housing	3.1	3.3	2.7	2.9
Preventing the loss of farm land to residential and commercial development	3.1	3.3	3.1	2.6
Improving the energy-efficiency of existing businesses	2.9	3.3	2.7	2.8
Reducing traffic congestion	2.8	3.3	2.5	2.1
Expanding highways	2.8	3.1	2.4	2.5
Creating more affordable housing	3.2	3.1	2.4	2.7
Providing public transportation, carpooling, and other alternatives to driving alone	2.8	3.1	2.6	2.8
Preserving open spaces and native animal habitats	2.6	3.1	2.9	2.8
Maintaining and improving sidewalks and bike lanes	2.9	3.1	2.3	2.7
Improving public transportation to other cities	2.8	3.0	2.5	2.8
Expanding local bus services	2.7	3.0	2.5	2.7
Improving flood protection	2.4	3.0	2.2	2.3
Reducing residential air pollution, such as wood-burning fireplaces	2.5	2.9	1.7	1.8
Developing a variety of housing options, including apartments, townhomes and condominiums	2.6	2.6	1.8	2.3

Above average importance scores:
Average importance scores:
Below average importance scores:

MOST IMPORTANT ISSUE

The residents surveyed were told that the population of Kern County is expected to grow significantly within the next 20 years, and they were asked to name the single, most important issue for the future of the County. The respondents were free to say anything that came to mind, and they were not prompted by the interviewer with any list or categories. In response, the residents surveyed most frequently mentioned the quality of jobs available in the area, at 21 percent. Issues related to crime rate and gang violence were the next most frequently mentioned, at 16 percent. Rounding out a third tier of responses were issues related to the environment, education, and streets, roads, and freeways. Each of these categories were mentioned by 8 percent to 12 percent of the residents surveyed.

These results parallel the findings of the previous questions in the current survey that asked the respondents to rate the importance of issues. Additionally, the 26 issues that were tested in the previous questions encompassed all major categories that the residents raised when they were free to mention anything that came to mind. These results suggest that the 26 issues that were tested are a comprehensive list of issues that residents consider to be important to the future.



MOST IMPORTANT ISSUE

Trended Results

Although a slightly lower percentage of the 2009 respondents than the 2008 respondents mentioned issues related to streets, roads, and freeways and well-planned growth, neither of these differences reached a statistically significant level. Overall, the results suggest that residents continue to consider the quality of jobs and crime prevention as the most important issues for the future of Kern County.

The 2007 survey presented a list of important issues and asked the respondents to rank the three most important. Only 5 percent of the 2007 respondents indicated that the economy was the most serious problem currently facing their community, whereas roughly 1 out of 5 residents who participated in the 2008 and 2009 surveys indicated that the quality of jobs is the most important issue. As might be expected, County residents appear to be more concerned with the economy than when surveyed in February 2007.

	2009	2008
Quality of jobs	21%	20%
Crime rate/Gang violence	16%	17%
Environmental issues (air pollution, water contamination)	12%	11%
Education	8%	11%
Streets, roads, freeways	8%	13%
Housing	6%	5%
Well-planned growth	5%	10%
Water resources	4%	4%
Natural resources (outdoor recreation, rivers, trees, wildlife)	4%	4%
Economic stability/Inflation/Cost of living	4%	4%
Healthcare/Hospitals	3%	5%
Farming and agriculture	2%	1%
Sense of community	2%	3%
Improved public transportation	2%	5%
Illegal immigration	2%	1%
Unique attractions (parks, restaurants, shopping, and museums)	1%	3%
Open space between cities (NOT PARKS)	<1%	-
Other	11%	2%
DK/NA	7%	10%

Differences Between Key Demographic Subgroups

There were no significant differences between the men and the women in the three most frequently mentioned issues. However, the women mentioned education and housing more frequently than the men. Conversely, the men mentioned water resources and sense of community more often than the women.

	Gender	
	Male	Female
Quality of jobs	21%	22%
Crime rate/Gang violence	15%	18%
Environmental issues (air pollution, water contamination)	10%	13%
Education	6%	11%
Streets, roads, freeways	9%	7%
Housing	4%	8%
Well-planned growth	5%	5%
Water resources	5%	3%
Natural resources (outdoor recreation, rivers, trees, wildlife)	4%	3%
Economic stability/Inflation/Cost of living	4%	2%
Healthcare/Hospitals	3%	4%
Farming and agriculture	3%	2%
Sense of community	3%	1%
Improved public transportation	2%	2%
Illegal Immigration	2%	1%
Unique attractions (parks, restaurants, shopping, and museums)	1%	0%
Other	13%	9%
DK/NA	8%	6%

Differences Between Key Demographic Subgroups

The older residents, ages 45 and older, tended to mention the following issues more frequently than their younger counterparts: streets, roads, and freeways; water resources; sense of community; and illegal immigration. In comparison, the younger residents, ages 18 to 44, tended to mention the following issues more frequently than their older counterparts: education and housing.

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
Quality of jobs	22%	20%	25%	21%	20%	18%
Crime rate/Gang violence	20%	21%	14%	13%	12%	14%
Environmental issues (air pollution, water contamination)	13%	15%	12%	13%	6%	5%
Education	6%	**13%**	**10%**	9%	**2%**	**2%**
Streets, roads, freeways	**4%**	**5%**	9%	**13%**	9%	12%
Housing	**10%**	8%	5%	5%	5%	**2%**
Well-planned growth	5%	3%	7%	3%	9%	6%
Water resources	**1%**	2%	4%	6%	**7%**	5%
Natural resources (outdoor recreation, rivers, trees, wildlife)	3%	5%	3%	4%	5%	3%
Economic stability/Inflation/Cost of living	2%	2%	4%	3%	6%	4%
Healthcare/Hospitals	5%	2%	1%	4%	3%	4%
Farming and agriculture	4%	2%	1%	2%	3%	2%
Sense of community	**0%**	4%	**1%**	**6%**	0%	1%
Improved public transportation	3%	1%	0%	3%	3%	2%
Illegal Immigration	1%	0%	**1%**	1%	4%	**6%**
Unique attractions (parks, restaurants, shopping, and museums)	0%	1%	0%	1%	0%	0%
Open space between cities (NOT PARKS)	0%	0%	0%	0%	1%	1%
Other	5%	12%	10%	14%	13%	17%
DK/NA	9%	9%	6%	7%	3%	10%

MOST IMPORTANT ISSUE

Differences Between Key Demographic Subgroups

Several differences emerged between ethnic groups in the reports of the most important issue for the future of Kern County. Specifically, proportionately more of the Caucasian residents mentioned water resources and illegal immigration, whereas proportionately more of the Hispanic residents mentioned education. Finally, the residents of other ethnic groups mentioned the following issues more frequently: quality of jobs; housing; and sense of community.

	Ethnicity		
	Caucasian	Hispanic	Other
Quality of jobs	20%	20%	34%
Crime rate/Gang violence	14%	20%	12%
Environmental issues (air pollution, water contamination)	11%	13%	11%
Education	6%	11%	2%
Streets, roads, freeways	10%	6%	7%
Housing	4%	7%	12%
Well-planned growth	6%	4%	8%
Water resources	5%	2%	6%
Natural resources (outdoor recreation, rivers, trees, wildlife)	4%	4%	4%
Economic stability/Inflation/Cost of living	4%	3%	3%
Healthcare/Hospitals	3%	3%	4%
Farming and agriculture	3%	2%	1%
Sense of community	2%	2%	7%
Improved public transportation	3%	2%	1%
Illegal Immigration	3%	1%	1%
Unique attractions (parks, restaurants, shopping, and museums)	1%	0%	1%
Open space between cities (NOT PARKS)	1%	0%	0%
Other	15%	8%	9%
DK/NA	7%	8%	4%

Differences Between Key Demographic Subgroups

A higher percentage of the residents with household income less than $30,000 mentioned issues related to quality of jobs and housing, whereas a higher percentage of the residents with household income of $80,000 or more mentioned issues related to water resources and economic stability.

	Annual Household Income			
	Less than $30,000	$30,000 to $60,000	$60,000 to $80,000	$80,000 or more
Quality of jobs	26%	22%	21%	16%
Crime rate/Gang violence	17%	19%	13%	14%
Environmental issues (air pollution, water contamination)	11%	11%	16%	13%
Education	6%	9%	9%	12%
Streets, roads, freeways	8%	6%	12%	9%
Housing	10%	6%	6%	3%
Well-planned growth	4%	4%	2%	7%
Water resources	2%	4%	4%	7%
Natural resources (outdoor recreation, rivers, trees, wildlife)	5%	4%	4%	2%
Economic stability/Inflation/Cost of living	3%	2%	2%	7%
Healthcare/Hospitals	5%	3%	2%	2%
Farming and agriculture	2%	4%	2%	1%
Sense of community	3%	3%	1%	2%
Improved public transportation	1%	3%	2%	2%
Illegal Immigration	1%	3%	1%	2%
Unique attractions (parks, restaurants, shopping, and museums)	1%	0%	1%	0%
Open space between cities (NOT PARKS)	0%	1%	0%	1%
Other	10%	9%	13%	14%
DK/NA	7%	10%	6%	4%

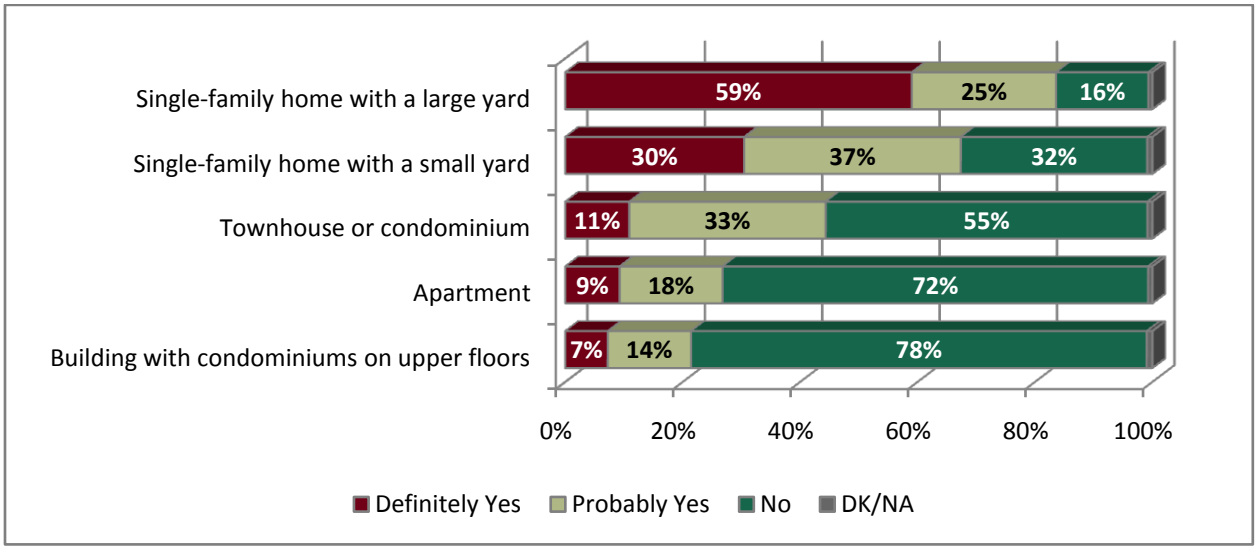
Regional Differences

As shown in the table below, proportionately less of the East Kern residents mentioned issues related to the following: environmental issues; well-planned growth; and illegal immigration. Additionally, the Central Valley residents mentioned issues related to water resources and healthcare less often than their counterparts who reside in other regions of the county.

	West Kern	Central Valley	Mountains	East Kern
Quality of jobs	23%	22%	21%	20%
Crime rate/Gang violence	13%	18%	19%	16%
Environmental issues (air pollution, water contamination)	**10%**	**13%**	**10%**	**3%**
Education	5%	9%	6%	11%
Streets, roads, freeways	9%	8%	6%	4%
Well-planned growth	**9%**	5%	**10%**	**2%**
Housing	5%	7%	2%	3%
Water resources	**7%**	**3%**	5%	6%
Healthcare/Hospitals	4%	**3%**	**7%**	4%
Natural resources (outdoor recreation, rivers, trees, wildlife)	4%	4%	1%	4%
Economic stability/Inflation/Cost of living	2%	3%	5%	6%
Sense of community	3%	2%	0%	4%
Farming and agriculture	2%	2%	2%	1%
Illegal Immigration	**6%**	**1%**	2%	**1%**
Improved public transportation	2%	1%	3%	2%
Unique attractions (parks, restaurants, shopping, and museums)	1%	1%	0%	1%
Other	7%	10%	9%	15%
DK/NA	9%	7%	7%	11%

CONSIDERATION OF HOUSING OPTIONS

Residents were read a list of housing options and asked whether they would consider that type of housing if they were to relocate within Kern County in the next 10 years. The results indicate that the residents surveyed have a greater preference for low-density, more traditional housing than high-density housing. Specifically, 84 percent of the respondents would either probably or definitely consider a single-family home with a large yard, and 67 percent would either probably or definitely consider a single-family home with a small yard. In comparison, only 27 percent of the respondents would consider an apartment and only 21 percent would consider a building with offices and stores on the first floor and condominiums on the upper floors. According to current US Census estimates, 71 percent of the housing units in Kern County are 1-unit, detached. As such, these survey results could reflect both current housing preferences and current availability of housing types.



Trended Results

Housing preferences tend to be more resistant to change than attitudes and opinions on community issues. Therefore, it is not surprising that the results of the 2009 survey are consistent with the findings of the 2008 survey.

		Definitely Yes	Probably Yes	No	DK/NA
A single-family home with a large yard	2009	59%	25%	16%	1%
	2008	57%	27%	15%	0%
A single-family home with a small yard	2009	30%	37%	32%	1%
	2008	28%	37%	34%	0%
A townhouse or condominium	2009	11%	33%	55%	1%
	2008	13%	27%	58%	1%
An apartment	2009	9%	18%	72%	1%
	2008	10%	19%	71%	1%
A building with offices and stores on the first floor and condominiums on the upper floors	2009	7%	14%	78%	1%
	2008	8%	13%	78%	1%

Differences Between Key Demographic Subgroups

For the purpose of these subgroup comparisons, the responses to these items were coded such that mean scores could be calculated, where “definitely yes” = 2, “probably yes” = 1, and “no” = 0. To facilitate the interpretation of these results, a score of 1.0 would indicate that a demographic subgroup, on average, would probably consider the housing option.

Across age groups, the order of preference for housing options tended to be similar – residents showed the greatest preference for single family homes. However, the residents ages 18 to 54 showed a stronger preference for a single family home with a large yard than their counterparts ages 55 and older. At the same time, the younger residents tended to be more receptive to the high-density housing options. When compared to the residents ages 25 and older, the residents ages 18 to 24 were more likely to consider a townhouse or condominium, an apartment, or a mixed-use building.

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
A single-family home with a large yard	1.5	1.6	1.6	1.5	1.1	1.0
A single-family home with a small yard	1.0	1.0	.9	1.0	1.1	1.1
A townhouse or condominium	.9	.5	.4	.5	.6	.5
An apartment	.9	.4	.1	.2	.3	.2
A building with offices and stores on the first floor and condominiums on the upper floors	.5	.3	.2	.3	.2	.2

The residents who have children age 18 or under living in their household were significantly more likely to consider a single-family home with a large yard than the residents who have a household member age 65 or older and the residents who have neither children nor seniors in their household. Additionally, the residents who have neither children nor seniors in their household were more likely to consider a single-family home with a small yard than their counterparts.

	Household Composition		
	Children	Seniors	Neither
A single-family home with a large yard	1.6	1.3	1.4
A single-family home with a small yard	.9	1.0	1.1
A townhouse or condominium	.5	.6	.6
An apartment	.4	.4	.4
A building with offices and stores on the first floor and condominiums on the upper floors	.3	.3	.3

Differences Between Key Demographic Subgroups

The order of preference for housing options also tended to be similar regardless of annual household income – residents showed the greatest preference for a single-family home with a large yard, followed by a single-family home with a small yard. These results suggest that residents will purchase low-density housing as long as these options are affordable to their price range. At the same time, the residents with lower annual household income were more receptive to the high-density housing options than their counterparts with household income of $60,000 or more.

	Annual Household Income			
	Less than $30,000	$30,000 to $60,000	$60,000 to $80,000	$80,000 or more
A single-family home with a large yard	1.4	1.4	1.6	1.5
A single-family home with a small yard	1.1	1.0	.8	.8
A townhouse or condominium	.7	.6	.4	.4
An apartment	.6	.5	.2	.1
A building with offices and stores on the first floor and condominiums on the upper floors	.5	.3	.2	.2

Significantly more of the respondents who rent their place of residence would consider each of the five housing options tested in the survey than the respondents who own their place of residence. However, regardless of homeownership status, the respondents showed a preference for a single-family home with a large yard followed by a single-family home with a small yard.

	Homeownership Status	
	Rent	Own
A single-family home with a large yard	1.6	1.4
A single-family home with a small yard	1.2	.9
A townhouse or condominium	.7	.5
An apartment	.7	.2
A building with offices and stores on the first floor and condominiums on the upper floors	.4	.2

Regional Differences

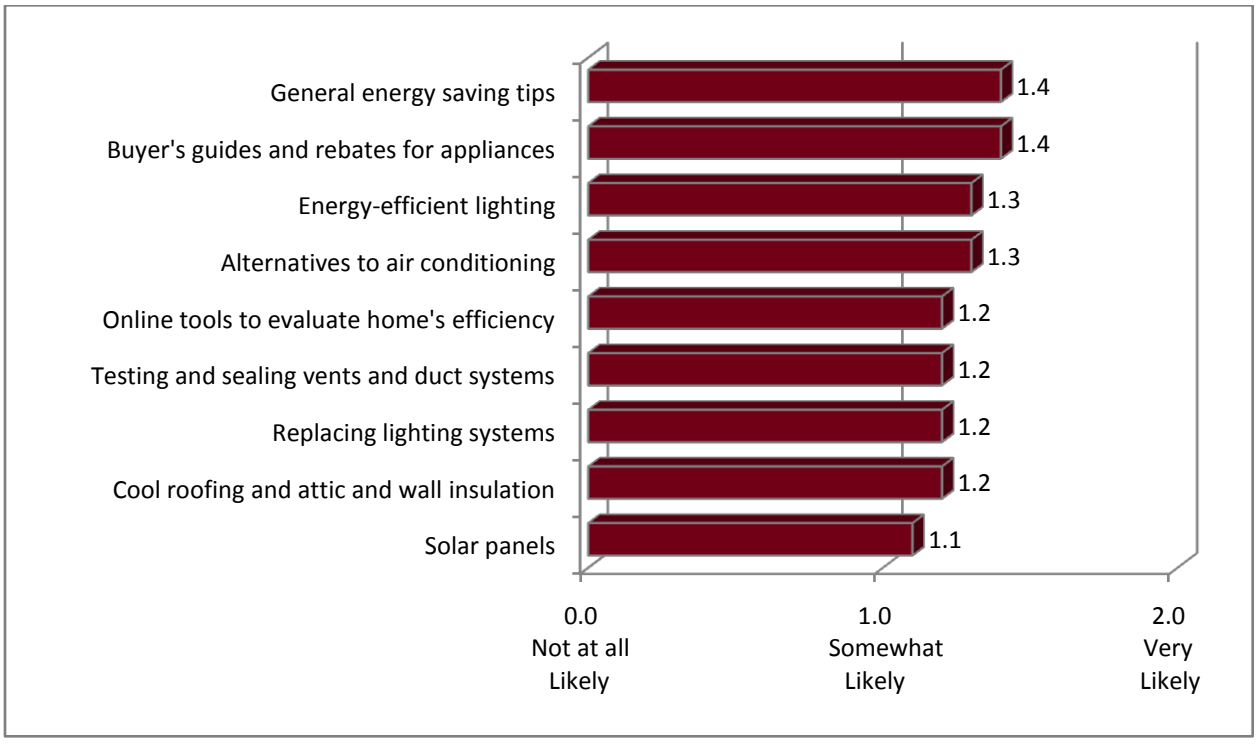
Here as well, the responses were coded such that a mean score of 1.0 would indicate that the residents of a region, on average, would probably consider a housing option. The residents of all four regions showed more willingness to consider single-family homes than the high-density housing options. However, significantly more of the Central Valley residents would consider a townhouse or condominium, an apartment, or a mixed-use building than the Mountains or the East Kern residents.

	West Kern	Central Valley	Mountains	East Kern
A single-family home with a large yard	1.3	1.5	1.3	1.6
A single-family home with a small yard	1.0	1.0	.8	1.0
A townhouse or condominium	.5	.6	.5	.4
An apartment	.3	.4	.2	.3
A building with offices and stores on the first floor and condominiums on the upper floors	.2	.3	.3	.2

USE OF INFORMATION ON ENERGY CONSERVATION

To better understand residents' opinions of energy conservation at the household level, the survey respondents were read a list of nine categories of information on conservation of electricity and natural gas and the availability of related rebates. For each, the respondents were asked to rate the likelihood that their household would use the information. The responses to this question have been recoded and averaged, such that a higher score indicates a greater likelihood of use: "very likely" = 2, "somewhat likely" = 1, and "not at all likely" = 0.

On average, the residents were at least "somewhat likely" to use each of the nine categories of information, which indicates great potential for local agencies to communicate with residents regarding energy conservation. Further, the residents showed higher likelihood of using general information and information on more accessible conservation projects, and relatively lower likelihood of using information on conservation projects that would require major construction. Specifically, the residents were most interested in "Information on general energy saving tips" and "Buyer's guides and rebates for purchasing energy-efficient appliances, air conditions, water heaters, and more." In response to these two categories, 88 percent and 84 percent of the residents, respectively, reported that they would be "very" or "somewhat likely" to use the information. In comparison, just 67 percent of the residents indicated that they would be at least somewhat likely to use "Information and rebates on solar panels."



Differences Between Key Demographic Subgroups

Here as well, the responses to these items were coded such that mean scores could be calculated, where “very likely” = 2, “somewhat likely” = 1, and “not at all likely” = 0. To facilitate the interpretation of these results, a score of 1.0 would indicate that a demographic subgroup, on average, would be somewhat likely to use the type of information.

Overall, the younger residents were more likely to report that their household would use information on conservation of electricity and natural gas than the older residents. At the same time, the residents ages 45 and older, on average, reported that their household would be at least “somewhat likely” to use the following information: “Information on general energy saving tips”; “Buyer’s guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more”; and “Information on energy-efficient lighting, such as compact fluorescent lamps and LED.”

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
Information on general energy saving tips	1.5	1.6	1.6	1.4	1.3	1.2
Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.3	1.6	1.4	1.3	1.2
Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.4	1.4	1.5	1.2	1.0	1.0
Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.3	1.4	1.3	1.1	.9
Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.3	1.4	1.3	1.0	.8
Rebates for testing and sealing air conditioning and heating vents and duct systems	1.1	1.3	1.4	1.2	1.2	.8
Rebates for replacing interior and exterior lighting systems	1.2	1.2	1.4	1.2	.9	.8
Rebates for installing cool roofing and attic and wall insulation	1.1	1.2	1.3	1.2	1.0	.9
Information and rebates on solar panels	1.1	1.1	1.2	1.1	1.0	.8

Differences Between Key Demographic Subgroups

Overall, the residents reported that their household would be at least somewhat likely to use information on conservation of electricity and natural gas regardless of household income. However, the residents with household income less than $80,000 reported higher likelihood of using “Information on energy-efficient lighting, such as compact fluorescent lamps and LED.” Additionally, the residents with income less than $30,000 were more likely to report that their household would use information on “Rebates for replacing interior and exterior lighting systems” and the residents with income of $80,000 or more were more likely to report that their household would use “Information and rebates on solar panels.”

	Annual Household Income			
	Less than $30,000	$30,000 to $60,000	$60,000 to $80,000	$80,000 or more
Information on general energy saving tips	1.5	1.5	1.5	1.4
Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.3	1.4	1.4
Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.4	1.3	1.4	1.2
Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.3	1.3	1.2
Online tools to help you evaluate your home's energy efficiency and ways to save	1.3	1.2	1.2	1.2
Rebates for testing and sealing air conditioning and heating vents and duct systems	1.3	1.2	1.2	1.3
Rebates for replacing interior and exterior lighting systems	1.3	1.1	1.2	1.1
Rebates for installing cool roofing and attic and wall insulation	1.2	1.2	1.3	1.1
Information and rebates on solar panels	1.1	1.0	1.1	1.2

Differences Between Key Demographic Subgroups

In contrast to what might be expected, the respondents who rent their place of residence tended to express higher likelihood of using information on conservation of electricity and natural gas. As shown in the table below, the likelihood scores of the renters were significantly higher than those of the homeowners for 5 of the 9 categories of information tested in the survey. Although the renters may not be able to put some of this information to use in their current place of residence, they may have an interest in energy conservation for future housing purchases.

	Homeownership	
	Rent	Own
Information on general energy saving tips	1.5	1.4
Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.3	1.4
Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.5	1.2
Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.2
Online tools to help you evaluate your home's energy efficiency and ways to save	1.3	1.2
Rebates for testing and sealing air conditioning and heating vents and duct systems	1.3	1.2
Rebates for replacing interior and exterior lighting systems	1.3	1.1
Rebates for installing cool roofing and attic and wall insulation	1.2	1.1
Information and rebates on solar panels	1.1	1.1

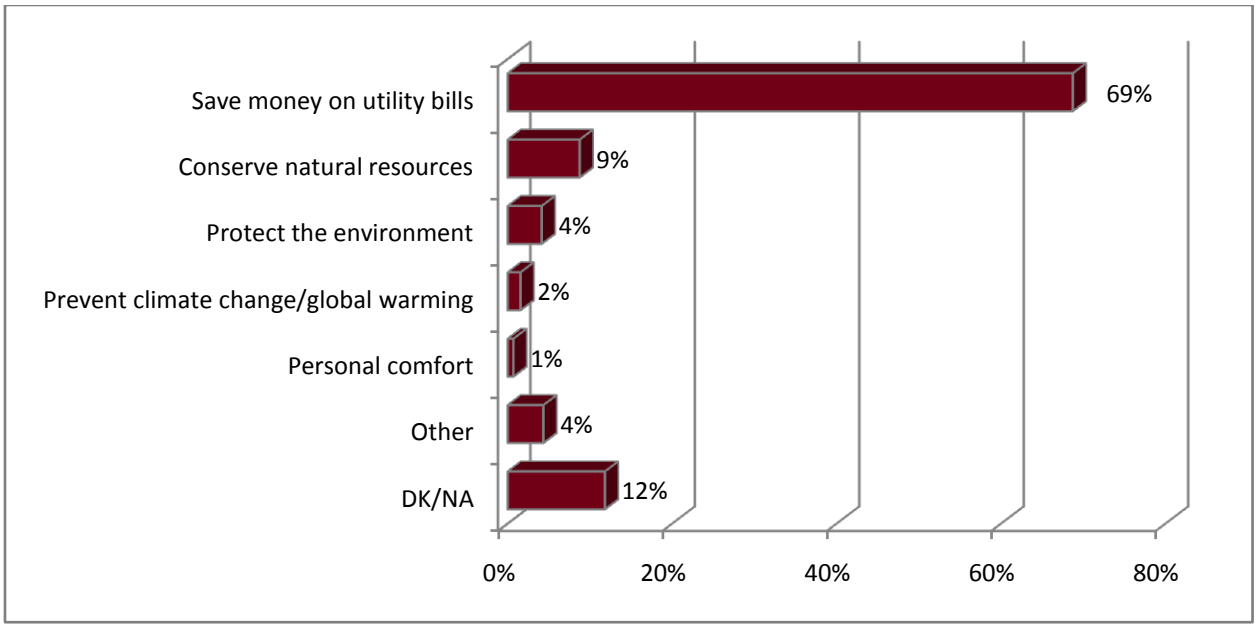
Regional Differences

On the whole, the Central Valley residents reported higher likelihood of using information on conservation of electricity and natural gas, and the Mountains residents reported lower likelihood of using such information. The residents' likelihood of using the following types of information also was higher in the East Kern region, and in some cases the West Kern region: "Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more"; "Information on energy-efficient lighting, such as compact fluorescent lamps and LED"; "Rebates for testing and sealing air conditioning and heating vents and duct systems"; "Rebates for replacing interior and exterior lighting systems"; and "Rebates for installing cool roofing and attic and wall insulation."

	West Kern	Central Valley	Mountains	East Kern
Information on general energy saving tips	1.4	**1.5**	**1.3**	1.4
Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	**1.4**	**1.4**	**1.2**	**1.4**
Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.2	**1.4**	**1.0**	**1.3**
Information and rebates on whole house fans and other alternatives to air conditioning	1.2	**1.3**	**1.0**	1.2
Online tools to help you evaluate your home's energy efficiency and ways to save	**1.1**	**1.3**	1.1	1.2
Rebates for testing and sealing air conditioning and heating vents and duct systems	1.1	**1.3**	**.9**	**1.2**
Rebates for replacing interior and exterior lighting systems	**1.1**	**1.3**	**.9**	**1.2**
Rebates for installing cool roofing and attic and wall insulation	**1.2**	**1.2**	**1.0**	**1.3**
Information and rebates on solar panels	1.0	1.1	1.0	1.1

BENEFITS OF IMPROVING ENERGY-EFFICIENCY

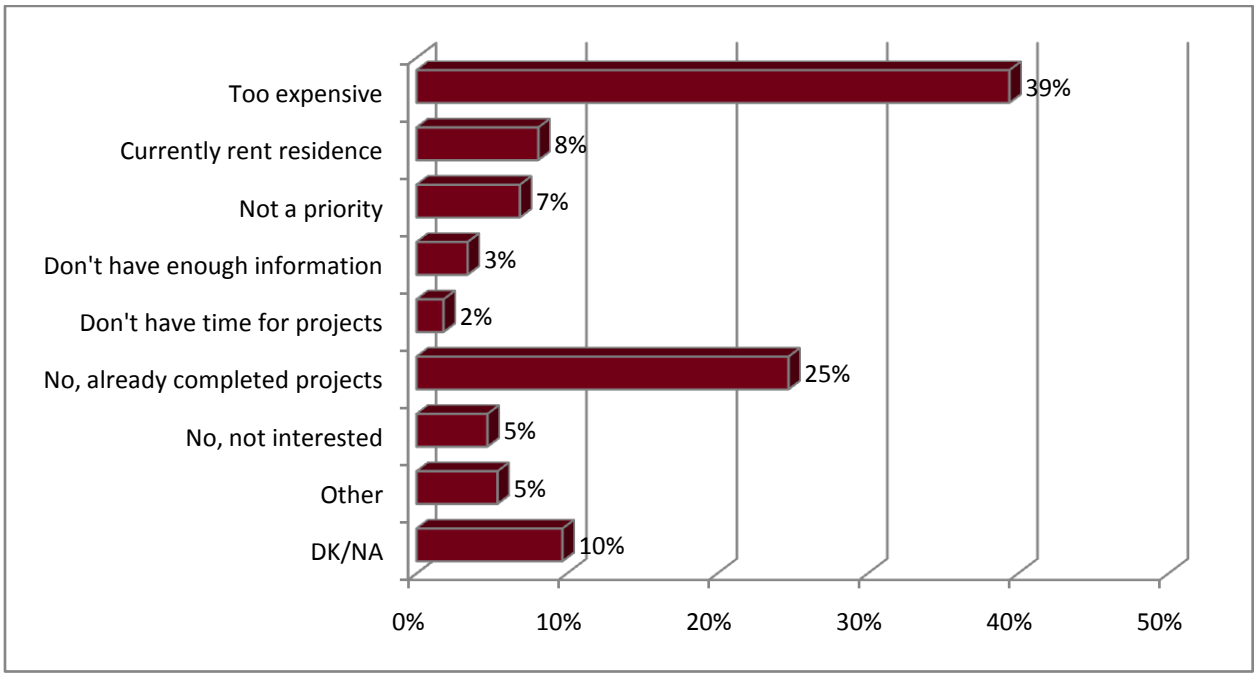
To provide information on how to best market information on conservation of electricity and natural gas, the residents were asked to name the most important benefit of improving the energy-efficiency of their residence. The results clearly recommend a marketing message geared toward saving money. As shown in the following table, close to 7 out of 10 residents reported that saving money on utility bills is the most important benefit. Additionally, this response was the most frequently mentioned regardless of demographic group or region of residence in the county.



POTENTIAL BARRIERS TO IMPROVING ENERGY-EFFICIENCY

In line with the findings on the most important benefit of improving energy-efficiency, the most frequently cited reason that has prevented residents from improving the energy-efficiency of their residences was “Too expensive,” at 39 percent. Additionally, 25 percent of the residents reported that they have already completed energy-efficient projects and an additional 5 percent reported that they are not interested in energy-efficiency. Overall, these results further emphasize the need to provide residents with general information on conservation and information on more accessible conservation projects.

The respondents who rent their place of residence were more likely to cite “Currently rent residence” as the reason that has prevented them from improving the energy-efficiency of their housing. Otherwise, the expense of improving energy-efficiency was the most frequently mentioned reason regardless of demographic group or region of residence in the county.

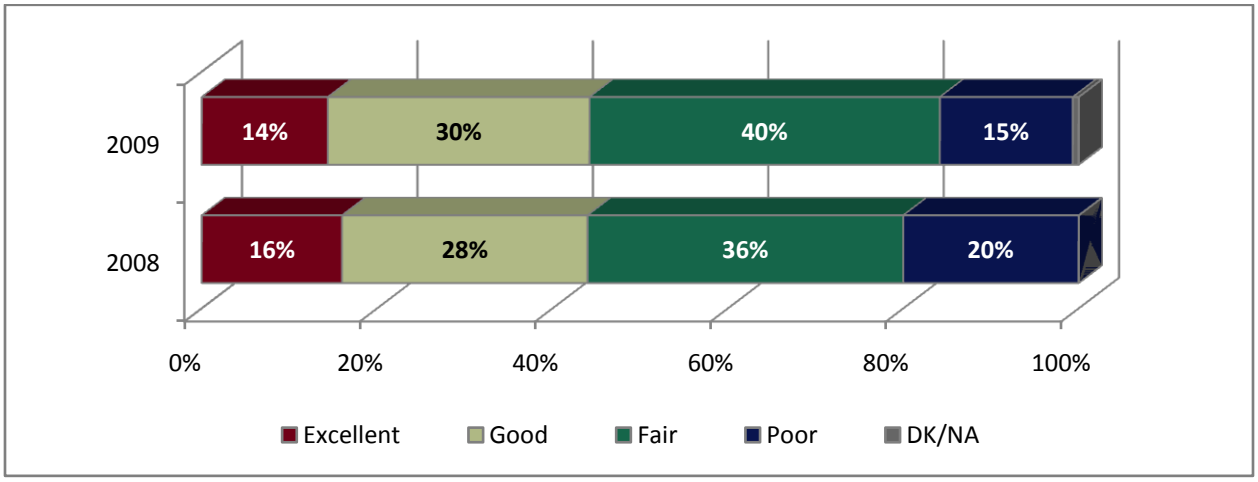


TRAFFIC FLOW

Based on their personal experience, 44 percent of the residents who participated in the 2009 survey indicated a positive rating of either “excellent” or “good” for traffic flow in their city or town. In comparison, 40 percent of the residents gave traffic flow a rating of “fair” and 15 percent rated it as “poor.”

Overall, residents’ opinions of traffic flow do not appear to have changed since the previous surveys. The present results are largely consisted with the results of the 2008 survey, though there was a weak trend toward “fair” ratings in the 2009 survey. The current results also are similar to the findings of the 2007 survey. When traveling to and from work, 25 percent of the 2007 respondents indicated that traffic congestion is either a “severe problem” or “somewhat of a problem,” whereas 43 percent reported that it is “not usually a problem.”

As previously discussed, there was a decline in the importance of “Reducing traffic congestion” from the 2008 survey to the 2009 survey (57% versus 48% “extremely important” ratings). However, the ratings of traffic flow do not suggest a significant improvement. Additionally, the importance of reducing traffic congestion relative to the other 26 issues that were tested did not change.



Regional Differences

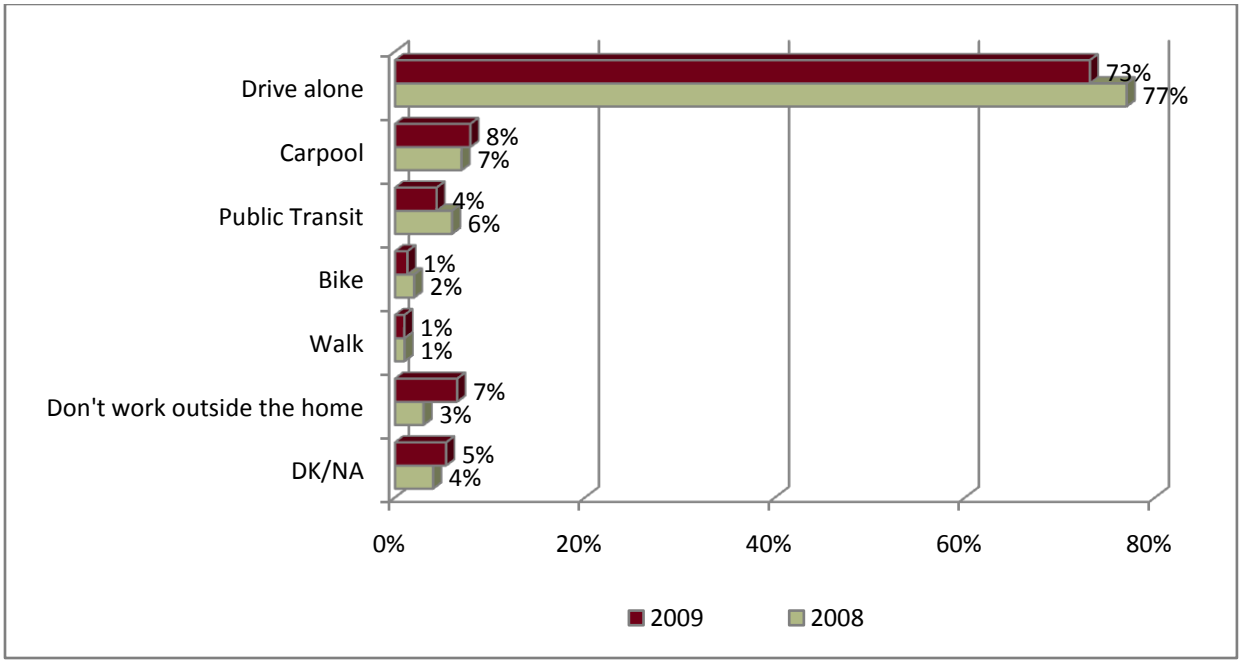
Similar to the results of the 2008 survey, strong regional differences emerged in the residents' ratings of traffic flow in their city or town. As shown in the table below, significantly more of the Central Valley residents rated traffic flow as either "fair" or "poor" (63%) than the residents of West Kern (30%), Mountains (24%), and East Kern (22%). Conversely, proportionately fewer Central Valley residents rated traffic flow as "excellent." These results are similar to the survey findings on importance of issues – the Central Valley residents rated reducing traffic congestion and other issues related to mobility as significantly more important.

	West Kern	Central Valley	Mountains	East Kern
Excellent	**36%**	**7%**	**42%**	**36%**
Good	34%	29%	34%	39%
Fair	**23%**	**46%**	**17%**	**19%**
Poor	**7%**	**17%**	**7%**	**3%**
DK/NA	0%	0%	0%	3%

TYPE OF TRANSPORTATION

Close to 3 out of 4 respondents to the 2009 survey indicated that they typically drive alone to go to work or school. In comparison, just 8 percent of the respondents carpool and 4 percent take public transit.

The 2009 survey results do not differ significantly from the results of the 2008 survey. Additionally, among the 2007 respondents who reported that they work outside the home, 76 percent indicated that they typically drive alone. Taken as a whole, transportation modes of county residents have not changed significantly since the 2007 survey.



TYPE OF TRANSPORTATION

Differences Between Key Demographic Subgroups

As might be expected, significantly more of the residents with household income less than $30,000 reported that they usually ride public transit to work or school than their counterparts with higher household income. Conversely, fewer of the residents with household income less than $30,000 reported that they drive alone. Similar to the results of the 2008 survey, these results suggest that the use of public transit in Kern County is largely related to household income.

	Annual Household Income			
	Less than $30,000	$30,000 to $60,000	$60,000 to $80,000	$80,000 or more
Drive alone	**62%**	**74%**	**79%**	**87%**
Carpool	8%	8%	10%	5%
Work from home	5%	6%	8%	6%
Public Transit	**12%**	**3%**	**0%**	**0%**
Bike	3%	1%	1%	0%
Walk	1%	1%	1%	1%
Other	1%	0%	0%	1%
DK/NA	8%	7%	2%	1%

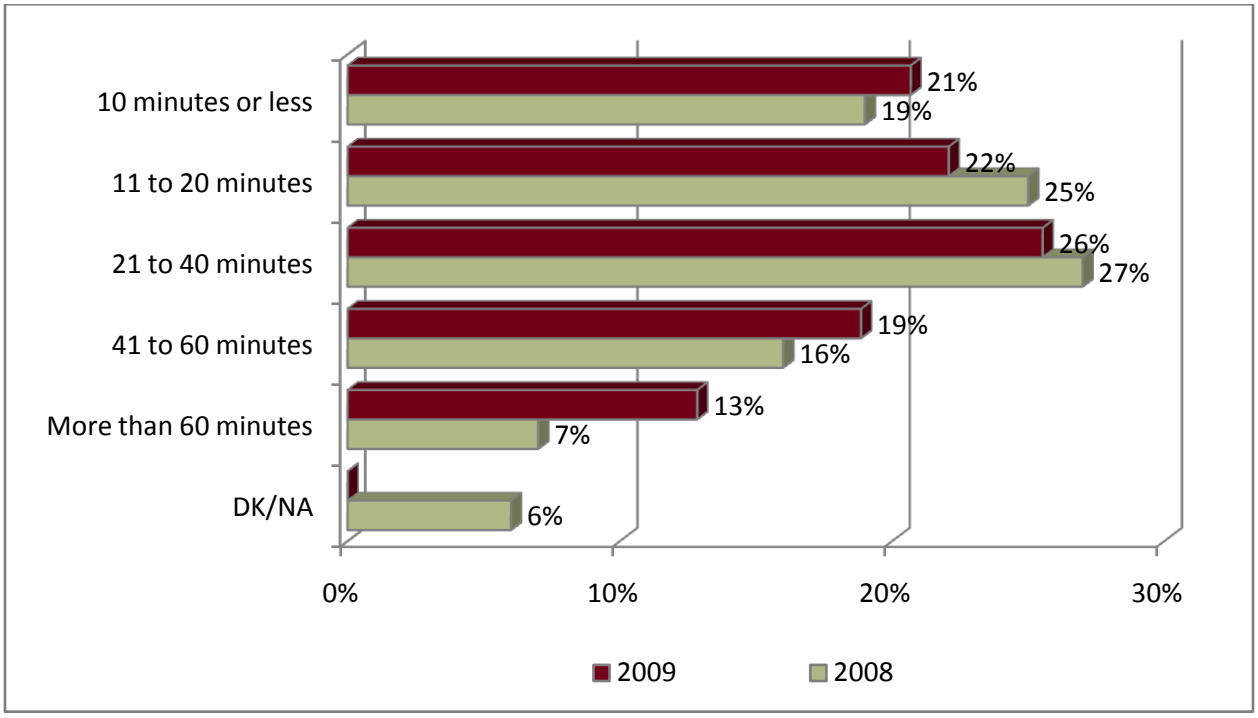
Regional Differences

Transportation modes differed slightly across the regions of the county, but a majority of residents in all regions usually drive alone to get to work or school. At the same time, proportionately more of the Central Valley residents reported that they drive alone, and less reported that they work from home or walk.

	West Kern	Central Valley	Mountains	East Kern
Drive alone	**68%**	**77%**	**63%**	**66%**
Carpool	7%	8%	9%	12%
Work from home	**11%**	**4%**	**15%**	**9%**
Public Transit	2%	5%	1%	4%
Bike	0%	1%	1%	1%
Walk	**4%**	**1%**	1%	1%
Other	0%	0%	0%	0%
DK/NA	8%	4%	10%	7%

AVERAGE COMMUTE TIME

The residents were asked how many minutes they spend traveling to and from work each day. As shown in the following chart, 43 percent of the respondents spend 20 minutes or less, 45 percent spend 21 to 60 minutes, and 13 percent spend more than 60 minutes in their commute. Overall, the results of the 2009 survey are similar to the findings of the 2008 survey; however, there was an increase in the percentage of residents who reported a commute of more than 60 minutes.



The results of the 2008 and 2009 surveys differ significantly from the survey conducted in 2007. Of the 2007 respondents who worked outside the home, 42 percent indicated a round-trip commute time less than 10 minutes. The average commute time of County residents may have increased since the 2007 survey, or this difference may reflect the methodology of the 2007 survey.

2007 Survey Results	
Less than 10 minutes	42%
10 to 20 minutes	17%
20 to 40 minutes	19%
40 to 60 minutes	12%
60 minutes or more	9%

AVERAGE COMMUTE TIME

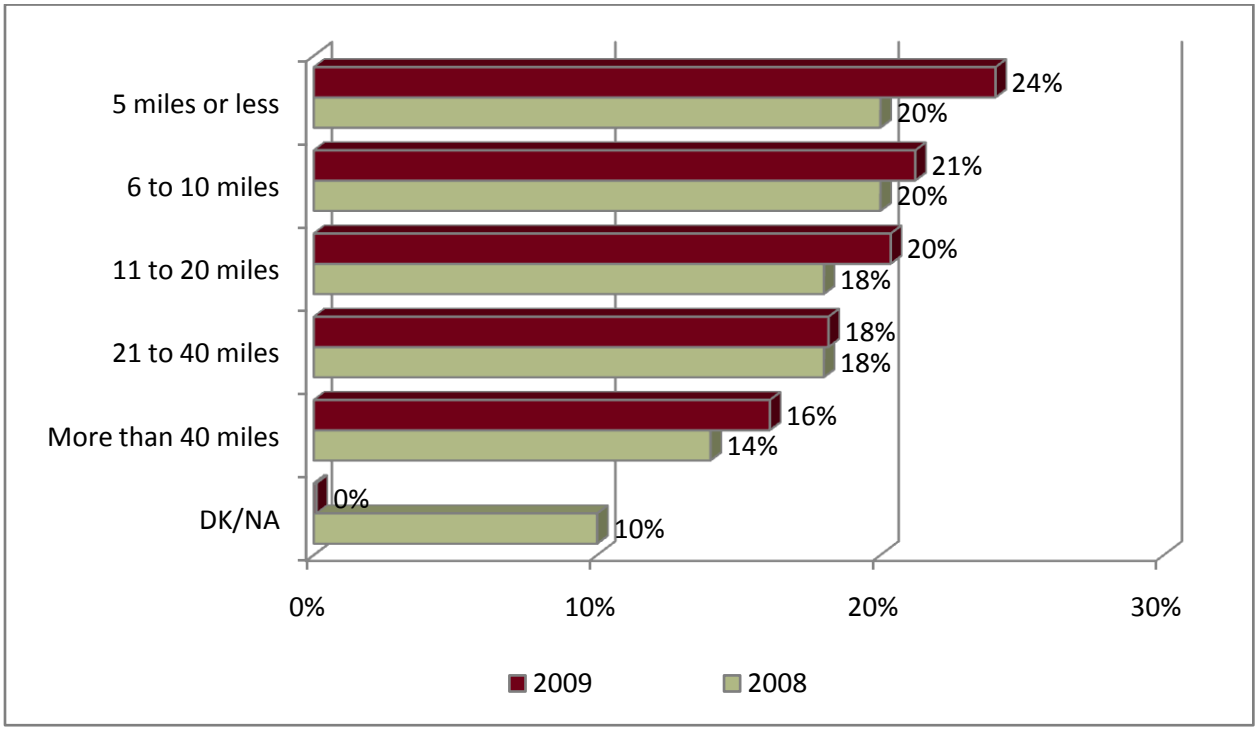
Regional Differences

Significantly more of the West Kern residents than the Central Valley and Mountains residents reported traveling 10 minutes or less to and from work each day. Additionally, significantly more of the Central Valley residents than the West Kern residents travel 21 to 60 minutes to and from work each day. Finally, a higher percentage of the Mountains residents than the Central Valley residents travel more than 60 minutes in their round-trip commute.

	West Kern	Central Valley	Mountains	East Kern
10 minutes or less	**41%**	**19%**	**23%**	29%
11 to 20 minutes	20%	23%	18%	17%
21 to 40 minutes	**15%**	**27%**	17%	26%
41 to 60 minutes	**10%**	**20%**	17%	13%
More than 60 minutes	13%	**11%**	**25%**	15%

AVERAGE COMMUTE MILES

As shown in the following chart, 45 percent of the residents who participated in the 2009 survey reported that they travel 10 miles or less to and from work or school each day. Otherwise, approximately 38 percent of the residents travel 11 to 40 miles, and 16 percent travel more than 40 miles. No differences in the results of the 2008 and the 2009 surveys reached a statistically significant level.



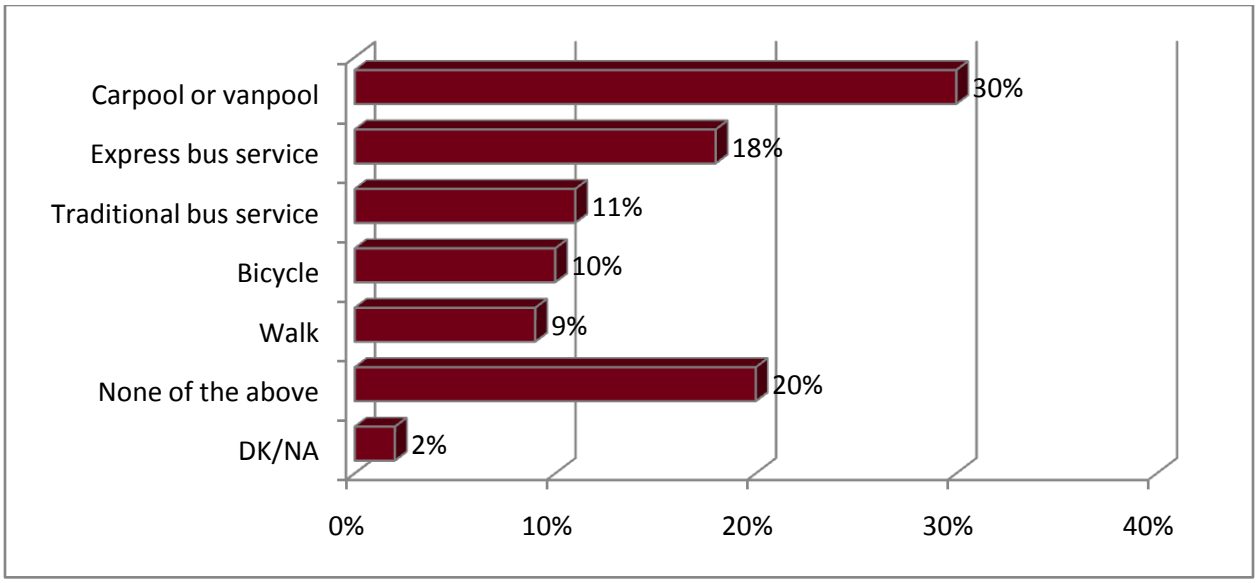
Regional Differences

Similar to the results on average commute time, a higher percentage of the West Kern residents reported that they travel 5 miles or less to and from work or school each day than their counterparts who reside in the Central Valley or Mountains regions. Additionally, the Central Valley residents were more likely to report traveling 6 to 10 miles and the Mountains residents were more likely to report traveling more than 40 miles in their round-trip commute.

	West Kern	Central Valley	Mountains	East Kern
5 miles or less	35%	24%	21%	25%
6 to 10 miles	17%	23%	10%	16%
11 to 20 miles	15%	21%	20%	15%
21 to 40 miles	15%	17%	13%	23%
More than 40 miles	18%	15%	34%	21%
DK/NA	0%	0%	1%	0%

MOST LIKELY ALTERNATIVE TRANSPORTATION

Approximately 30 percent of the residents indicated that they would be most likely to carpool or vanpool to and from work or school if the option were available in their area. Otherwise, 18 percent of the residents would be most likely to use express bus service if it were available. It is also important to note that 20 percent of the residents reported that they would not be likely to use any of the alternative transportation modes listed, and this result is similar to the 25 percent of residents who indicated that they had no interest in alternative transportation in the 2008 survey.



MOST LIKELY ALTERNATIVE TRANSPORTATION

Differences Between Key Demographic Subgroups

A higher percentage of the women than the men reported that they would be most likely to carpool/vanpool or walk. Conversely, a higher percentage of the men than the women reported that they would be most likely to bicycle to and from work or school.

	Gender	
	Male	Female
Carpool or vanpool	27%	34%
Express bus service	20%	16%
Traditional bus service	9%	12%
Bicycle	14%	6%
Walk	7%	12%
None of the above	21%	18%
DK/NA	2%	1%

The results suggest that it may be particularly challenging to encourage use of alternative transportation among older residents. As shown in the table below, a higher percentage of the residents ages 25 and older reported that they would not be likely to use any of the alternative transportation modes listed than their counterparts ages 18 to 24. Further, this response was particularly prevalent among the residents ages 55 and older.

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
Carpool or vanpool	34%	36%	30%	26%	20%	24%
Express bus service	25%	17%	15%	20%	14%	18%
Traditional bus service	11%	7%	8%	16%	15%	13%
Bicycle	15%	12%	11%	8%	7%	4%
Walk	10%	10%	10%	7%	7%	9%
None of the above	6%	16%	24%	20%	35%	30%
DK/NA	1%	1%	2%	2%	1%	3%

MOST LIKELY ALTERNATIVE TRANSPORTATION

Differences Between Key Demographic Subgroups

Several differences in most likely alternative transportation emerged as a factor of ethnicity. Although a preference for carpool/vanpool was observed across ethnic groups, this preference was particularly strong among the residents of other ethnic groups. Otherwise, a higher percentage of the Hispanic residents reported that they would be most likely to use traditional bus service, and a higher percentage of the Caucasian residents reported that they would be most likely to walk. Finally, proportionately more of the Caucasian residents than the Hispanic residents reported that they would not be likely to use any of the alternative transportation modes listed.

	Ethnicity		
	Caucasian	Hispanic	Other
Carpool or vanpool	25%	32%	38%
Express bus service	17%	20%	14%
Traditional bus service	8%	14%	5%
Bicycle	8%	11%	17%
Walk	12%	8%	3%
None of the above	27%	13%	21%
DK/NA	2%	2%	3%

The results suggest that it may be particularly challenging to encourage use of alternative transportation among residents with higher annual household income, as these residents were more likely to report “none of the above.” Additionally, the residents with household income from $30,000 to less than $80,000 were more likely to report that they would bicycle than their counterparts with household income of $80,00 or more.

	Annual Household Income			
	Less than $30,000	$30,000 to $60,000	$60,000 to $80,000	$80,000 or more
Carpool or vanpool	29%	28%	32%	31%
Express bus service	23%	19%	14%	18%
Traditional bus service	15%	11%	10%	8%
Bicycle	9%	14%	15%	4%
Walk	14%	7%	8%	9%
None of the above	9%	18%	19%	26%
DK/NA	1%	1%	2%	2%

MOST LIKELY ALTERNATIVE TRANSPORTATION

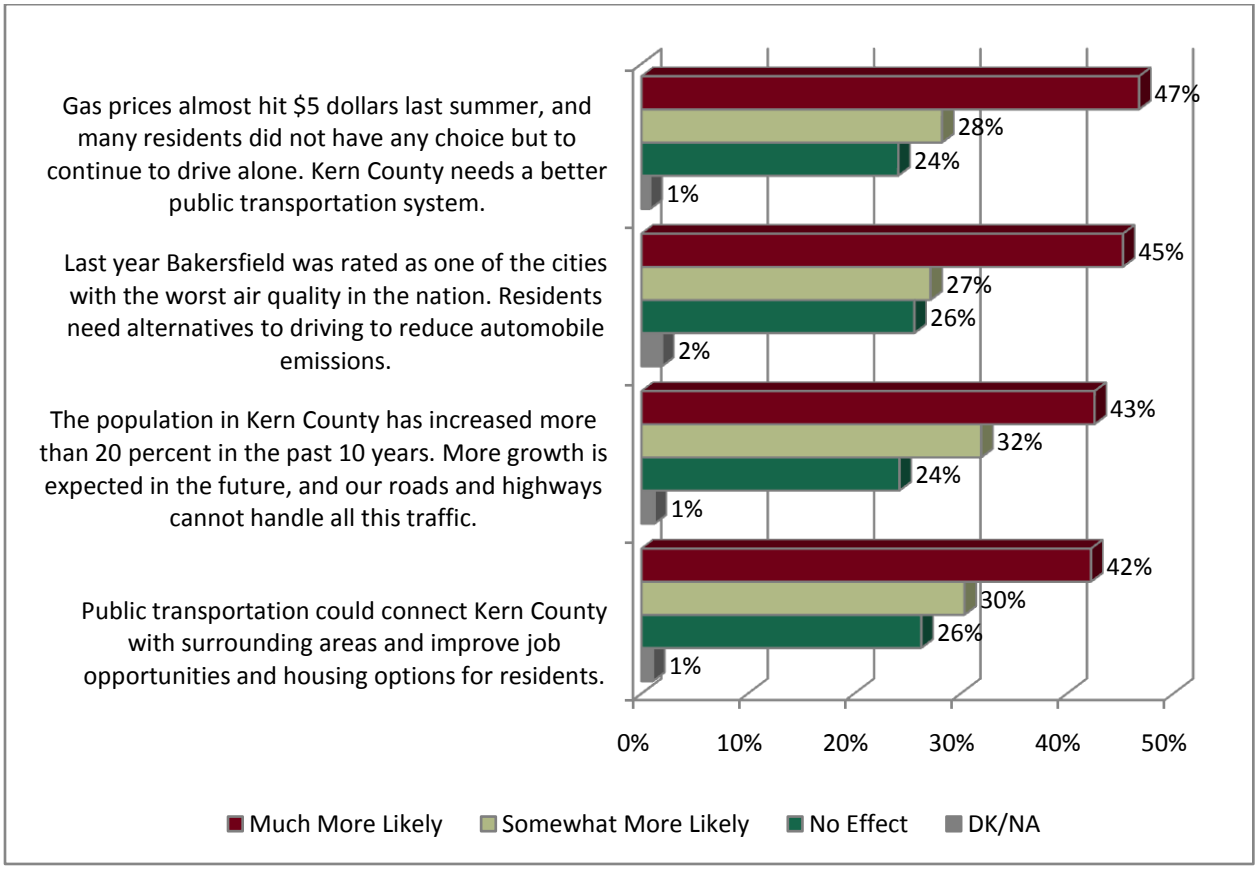
Regional Differences

Across the regions of the county, the residents tended to report that they would be most likely to carpool or vanpool to and from work or school. However, the Central Valley and the Mountains residents, when compared to the West Kern residents, were more likely to report that they would ride express bus service if it were available in their area.

	West Kern	Central Valley	Mountains	East Kern
Carpool or vanpool	34%	33%	25%	21%
Express bus service	**6%**	**19%**	**18%**	15%
Traditional bus service	12%	11%	13%	18%
Bicycle	7%	11%	11%	10%
Walk	16%	9%	9%	9%
None of the above	21%	17%	21%	24%
DK/NA	3%	2%	2%	4%

INFLUENCE OF TRANSIT MESSAGES

The survey tested the influence of transit messages on residents' attitudes toward alternative transportation. The residents were asked to think about how transportation funding should be spent over the next 20 years in Kern County. Following each of the four transit messages that were tested in the survey, the residents were asked if they would be more likely to support funding public transportation systems and alternatives to driving alone. The transit messages resonated strongly, and, in response, approximately 3 out of 4 residents indicated that they would be at least "somewhat more likely" to support funding alternative transportation. Further, the responses to the messages did not differ significantly, which suggests that transit messages related to transportation costs, air quality, future traffic congestion, and job opportunities/housing options are equally effective.



Differences Between Key Demographic Subgroups

For the purpose of these subgroup comparisons, the responses to these items were coded such that mean scores could be calculated, where “much more likely” = 2, “somewhat more likely” = 1, and “no effect” = 0. To facilitate the interpretation of these results, a score of 1.0 would indicate that a demographic subgroup, on average, would be somewhat more likely to support funding public transportation systems and alternatives to driving alone after hearing the transit message.

Overall, the transit messages resonated more strongly with the women than the men, as indicated by higher mean scores for the women. At the same time, the men, on average, were more than somewhat more likely to support funding public transportation systems and alternatives to driving alone after hearing each of the four transit messages tested in the survey.

	Gender	
	Male	Female
Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.3
Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.3
The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.2
Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.1	1.2

Differences Between Key Demographic Subgroups

Similar to the results on the respondents' most likely alternative transportation, the findings on the influence of transit messages suggest that younger residents are more receptive to public transportation systems and alternatives to driving alone. Specifically, the younger residents were significantly more likely to support funding after hearing each of the four transit messages tested in the survey than their older counterparts.

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.4	1.3	1.2	1.1	1.1	1.1
Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.5	1.3	1.1	1.1	1.1	.9
The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.4	1.3	1.2	1.1	1.0	1.1
Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.3	1.2	1.2	1.2	1.0	1.0

Differences Between Key Demographic Subgroups

Here as well, the results parallel the findings on the respondents' attitudes toward alternative transportation. The transit messages tested in the survey resonated more strongly with the Hispanic residents and the residents of other ethnic groups than with the Caucasian residents. Overall, the results of the survey suggest that the Caucasian residents are less open to using alternative transportation and less supportive of funding public transportation systems and alternatives to driving alone. That said, the Caucasian residents, on average, were somewhat more likely to support funding after hearing each of the four transit messages.

	Ethnicity		
	Caucasian	Hispanic	Other
Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.0	1.4	1.3
Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.0	1.4	1.3
The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.0	1.4	1.3
Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.0	1.3	1.3

Differences Between Key Demographic Subgroups

In keeping with the findings on current transportation behavior and attitudes toward alternative transportation, the residents with lower household income were more supportive of funding public transportation systems and alternatives to driving alone than their counterparts with higher household income after hearing 3 of the 4 transit messages tested in the survey.

	Annual Household Income			
	Less than $30,000	$30,000 to $60,000	$60,000 to $80,000	$80,000 or more
Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.5	1.3	1.1	1.0
Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.4	1.3	1.0	1.1
The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.2	1.1	1.2
Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.4	1.2	1.1	1.1

Regional Differences

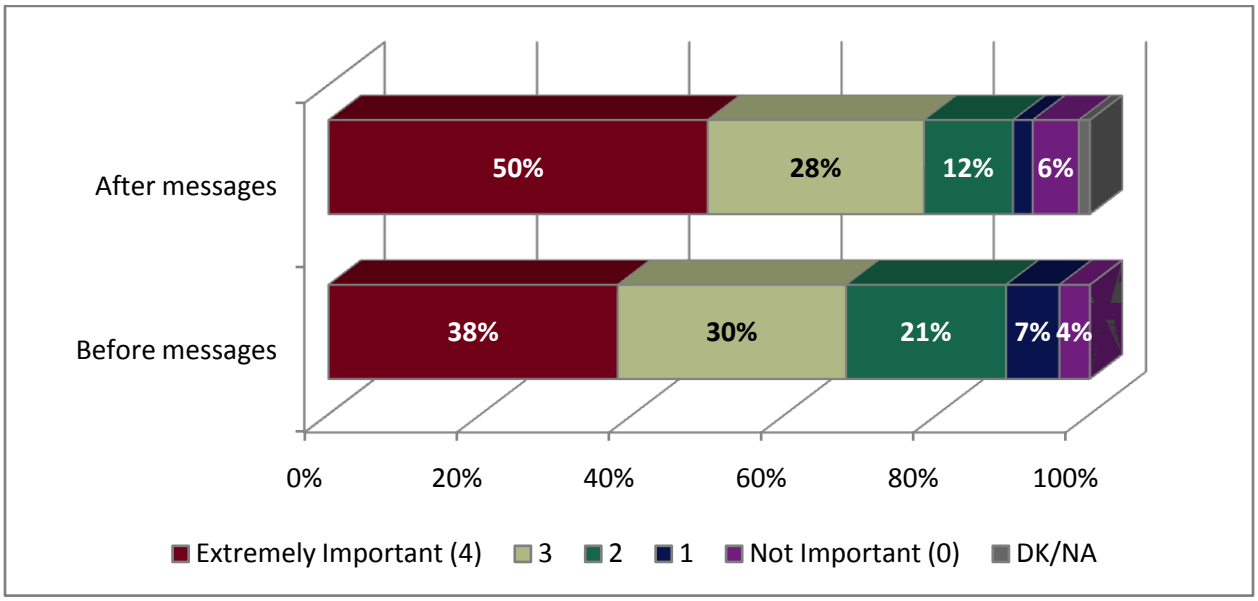
Overall, the transit messages tended to resonate more strongly with the residents of the Central Valley and West Kern regions. Specifically, the Central Valley residents were significantly more likely to support funding after hearing each of the four transit messages than their counterparts in other regions of the county. Additionally, the West Kern residents were significantly more likely to support funding after hearing 2 of the 4 transit messages than the Mountains and East Kern residents.

	West Kern	Central Valley	Mountains	East Kern
Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.1	1.3	1.0	1.1
Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.3	1.1	1.0
The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.3	1.3	1.1	1.1
Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.2	1.0	1.1

INFLUENCE OF TRANSIT MESSAGES ON IMPORTANCE RATINGS

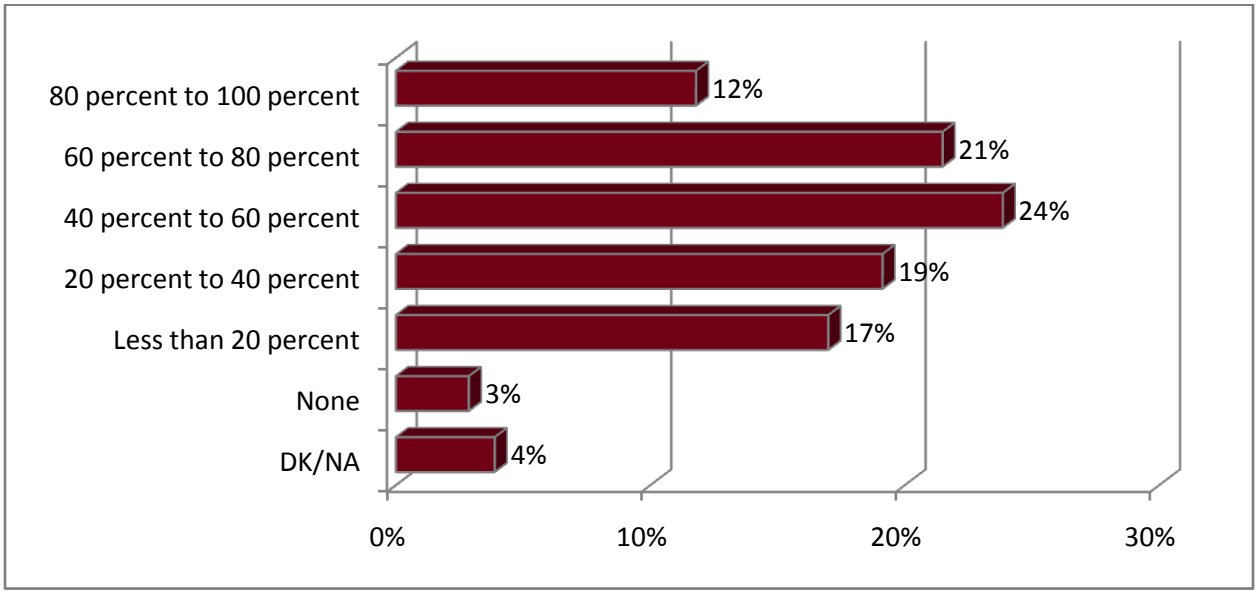
Following the transit messages, the residents were once again read the issue related to alternative transportation, “Providing public transportation, carpooling, and other alternatives to driving alone,” and asked to rate the importance on a scale of 0 to 4. As shown in the following chart, importance ratings increased significantly from levels taken earlier in the survey. Specifically, there was a 12 point increase in “extremely important” ratings. These results suggest that residents as a whole are receptive to transit messages.

The differences between demographic subgroups parallel the findings on the influence of transit messages. Importance ratings of the issue related to alternative transportation were significantly higher among the women, the younger residents, the Hispanic residents, and the residents with lower household income. Further, importance ratings were significantly higher among the Central Valley residents than the Mountains and East Kern Residents.



SUPPORT FOR FUNDING ALTERNATIVE TRANSPORTATION

To further explore residents' attitudes and opinions on transportation, they were told that there are limited funds to maintain and expand streets, highways and public transportation systems in Kern County, and they were asked what percent should be spent on providing alternative transportation. In response, more than half of the residents reported that 40 percent or more of these funds should be spent on improving bus service, creating light rail service, and offering carpooling programs and incentives. These results suggest that there is strong support for funding alternative transportation, particularly when residents are provided with information on the benefits of these services.



SUPPORT FOR FUNDING ALTERNATIVE TRANSPORTATION

Differences Between Key Demographic Subgroups

Similar to the results of the previous question on the influence of transit messages, the younger residents were more supportive of funding alternative transportation. Specifically, a higher percentage of the residents ages 18 to 24 indicated that 60 to 80 percent of the funds should be spent on providing alternative transportation when compared to their counterparts ages 35 to 44. Conversely, the residents ages 55 and older were more likely that those ages 25 to 44 to indicate that none of the funds should be spent on alternative transportation. It is important to note that more than half of the residents ages 55 and older indicated that 40 percent or more of the funds should be spent on alternative transportation.

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
80 percent to 100 percent	8%	11%	14%	13%	13%	12%
60 percent to 80 percent	30%	21%	17%	20%	19%	24%
40 percent to 60 percent	24%	25%	26%	23%	24%	19%
20 percent to 40 percent	22%	19%	20%	21%	13%	16%
Less than 20 percent	13%	21%	18%	15%	19%	12%
None	1%	1%	1%	4%	7%	7%
DK/NA	2%	1%	4%	4%	4%	9%

The differences between ethnic groups also parallel the findings of the previous question on the influence of transit messages. Overall, the Hispanic residents and the residents of other ethnic groups tended to support higher levels of funding for alternative transportation than the Caucasian residents.

	Ethnicity		
	Caucasian	Hispanic	Other
80 percent to 100 percent	7%	17%	10%
60 percent to 80 percent	17%	23%	34%
40 percent to 60 percent	23%	26%	19%
20 percent to 40 percent	22%	18%	14%
Less than 20 percent	20%	13%	20%
None	5%	1%	1%
DK/NA	6%	2%	2%

SUPPORT FOR FUNDING ALTERNATIVE TRANSPORTATION

Differences Between Key Demographic Subgroups

A higher percentage of the residents with household income of $60,000 or more reported that 20 percent or less of the funds should be spent on alternative transportation than the residents with income less than $60,000.

	Annual Household Income			
	Less than $30,000	$30,000 to $60,000	$60,000 to $80,000	$80,000 or more
80 percent to 100 percent	15%	12%	9%	10%
60 percent to 80 percent	24%	24%	21%	18%
40 percent to 60 percent	29%	25%	20%	19%
20 percent to 40 percent	15%	20%	25%	22%
Less than 20 percent	12%	14%	17%	25%
None	2%	1%	4%	3%
DK/NA	3%	3%	4%	3%

Regional Differences

Across the regions of the county, half of the residents or more supported spending 40 percent or more of the funds on providing alternative transportation. Support for funding alternative transportation was particularly strong in West Kern, Central Valley, and East Kern.

	West Kern	Central Valley	Mountains	East Kern
80 percent to 100 percent	13%	14%	5%	13%
60 percent to 80 percent	24%	23%	22%	21%
40 percent to 60 percent	19%	25%	23%	21%
20 percent to 40 percent	22%	18%	22%	21%
Less than 20 percent	9%	16%	17%	15%
None	7%	1%	8%	4%
DK/NA	6%	3%	3%	6%

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Appendix A: Methodology

MARGIN OF ERROR

Because a survey typically involves a limited number of people who are part of a larger population group, by mere chance alone there will almost always be some differences between a sample and the population from which it was drawn. These differences are known as "sampling error" and they are expected to occur regardless of how scientifically the sample has been selected. The advantage of a scientific sample is that we are able to calculate the sampling error. Sampling error is determined by four factors: the population size, the sample size, a confidence level, and the dispersion of responses.

The table below shows the possible sampling variation that applies to a percent result reported from a probability type sample. Because the sample of 1,200 respondents was drawn from the estimated population of approximately 538,665 adult residents of Kern County, one can be 95 percent confident that the margin of error due to sampling will not vary, plus or minus, by more than the indicated number of percent points from the result that would have been obtained if the interviews had been conducted with all persons in the universe. As the Table indicates, the maximum margin of error for all aggregate responses is between 1.7 and 2.8 percent for this survey.

This means that, for a given question with dichotomous response options (e.g., Yes/No) answered by all 1,200 respondents, one can be 95 percent confident that the difference between the percent breakdowns of the sample and those of the total population is no greater than 2.8 percent. The percent margin of error applies to both sides of the answer, so that for a question in which 50 percent of respondents said yes, one can be 95 percent confident that the actual percent of the population that would say yes is between 47.2 (50 minus 2.8) percent and 52.8 (50 plus 2.8) percent.

	Distribution of Responses				
n	**90% / 10%**	**80% / 20%**	**70% / 30%**	**60% / 40%**	**50% / 50%**
1200	**1.7%**	**2.3%**	**2.6%**	**2.8%**	**2.8%**
600	2.4%	3.2%	3.7%	3.9%	4.0%
200	4.2%	5.5%	6.3%	6.8%	6.9%

The margin of error for a given question also depends on the distribution of responses to the question. The 2.8 percent refers to dichotomous questions where opinions are evenly split in the sample with 50 percent of respondents saying yes and 50 percent saying no. If that same question were to receive a response in which 10 percent of the respondents say yes and 90 percent say no, then the margin of error would be no greater than plus or minus 1.7 percent. As the number of respondents in a particular subgroup (e.g., age) is smaller than the number of total respondents, the margin of error associated with estimating a given subgroup's response will be higher. Due to the high margin of error, Godbe Research cautions against generalizing the results for subgroups that are composed of 25 or fewer respondents.

READING CROSSTABULATION

The questions discussed and analyzed in this report comprise a subset of various crosstabulation tables available for each question. Only those subgroups that are of particular interest or that illustrate particular insights are included in the discussion. Should readers wish to conduct a closer analysis of subgroups for a given question; the complete breakdowns appear in Appendix D. These crosstabulation tables provide detailed information on the responses to each question by demographic and attitudinal groups that were assessed in the survey. A typical crosstabulation table is shown below.

A short description of the item appears on the left-hand side of the table. The item sample size (n = 1200) is presented in the first column of data under "Total." The results to each possible answer choice of all respondents are presented in the first column of data under "Total." The aggregate number of respondents in each answer category is presented as a whole number, and the percent of the entire sample that this number represents is just below the whole number. In this example, among the total respondents, 367 residents reported that they are "very satisfied" with the quality of life in their city or town, and this number of respondents equals 31 percent of the total sample size of 1200[v]. Next to the "Total" column are other columns representing responses from the men and the women. The data from these columns are read in the same fashion as the data in the "Total" column, although each group makes up a smaller percent of the entire sample.

		Gender		
		Total	Male	Female
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	621	579
	Very satisfied	367	203	164
		30.6%	32.7%	28.3%
	Somewhat satisfied	568	274	294
		47.4%	44.2%	50.8%
	Somewhat dissatisfied	151	81	70
		12.6%	13.1%	12.0%
	Very dissatisfied	91	50	41
		7.6%	8.0%	7.1%
	DK/NA	23	12	10
		1.9%	2.0%	1.8%

[v] For the overall results of the survey, the data were weighted to compensate for the over-sampling of specific regions of Kern County. Following this weighting, the sample sizes were rounded to the nearest whole number – sample sizes of .5 or above were rounded up to the next number, and .4 or below were rounded down to the previous number. As a result, the sample sizes may not total to exactly 1200. Please note that the raw data include precisely 1200 respondents, and the differences in the table above are simply the consequences of statistical weighting.

SUBGROUP COMPARISONS

To test whether or not the differences found in percent results among subgroups are likely due to actual differences in opinions or behaviors – rather than the results of chance due to the random nature of the sampling design – a "z-test" was performed. In the headings of each column are labels, "A," "B," "C," etc. along with a description of the variable. The "z-test" is performed by comparing the percent in each cell with all other cells in the same row within a given variable (within Gender in the pictured table, for example).

The results from the "z-test" are displayed in a separate table adjacent to the crosstabulation table. If the percent in one cell is statistically different from the percent in another, the column label will be displayed in the cell from which it varies significantly. For instance, in the table below, a significantly higher percent of the women (51%) reported "somewhat satisfied" than the men (44%); the letter "A," which stands for the male respondents appears under Column "B," which stands for the female respondents. The letters in the table indicate the differences where one can be 95 percent confident that the results are due to actual differences in opinions or behaviors reported by subgroups of respondents.

It is important to note that the percent difference among subgroups is just one piece in the equation to determine whether or not two percents are significantly different from each other. The variance associated with each data point is integral to determining significance. Therefore, two calculations may be different from each other according to the percent reported, yet the difference may not be statistically significant according to the "z" statistic.

		Gender		
		Total	Male	Female
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	621	579
	Very satisfied	367	203	164
		30.6%	32.7%	28.3%
	Somewhat satisfied	568	274	294
		47.4%	44.2%	50.8%
	Somewhat dissatisfied	151	81	70
		12.6%	13.1%	12.0%
	Very dissatisfied	91	50	41
		7.6%	8.0%	7.1%
	DK/NA	23	12	10
		1.9%	2.0%	1.8%

		Gender	
		Male	Female
		(A)	(B)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied		
	Somewhat satisfied		A
	Somewhat dissatisfied		
	Very dissatisfied		
	DK/NA		

UNDERSTANDING A MEAN SCORE

In addition to the analysis of the percent of the responses, some results are discussed with respect to a descriptive mean score. Means are the arithmetic averages of responses. For example, to derive the overall importance of an issue in improving the future quality of life in Kern County (Q3), residents were asked to rate an issue on a scale of 0 to 4, 0 being "not important" to 4 being "extremely important." The responses were then averaged to produce a final score that reflects overall importance. The resulting mean score makes the interpretation of the data considerably easier.

For Questions 3, 5, 6 and 14 of the survey, the reader will find mean scores. These mean scores represent the average response of each group. The table below shows the scales for each of the corresponding questions. The respondents who did not know or did not respond to the question (DK/NA) were not included in the calculations of these mean scores.

Question	Measure	Scale	Values
Q3	Importance Ratings	0 to 4	0.0 = Not Important 1.0 = 1 2.0 = 2 3.0 = 3 4.0 = Extremely Important
Q5	Consideration of Housing Options	0 to +2	0.0 = No +1.0 = Probably Yes +2.0 = Definitely Yes
Q6	Use of Information on Energy Conservation	0 to +2	0.0 = Not at all Likely +1.0 = Somewhat Likely +2.0 = Very Likely
Q14	Influence of Transit Messages	0 to +2	0.0 = No Effect +1.0 = Somewhat More Likely +2.0 = Much More Likely

UNDERSTANDING A MEAN SCORE

Only those subgroups that are of particular interest, or that illustrate a particular insight, are included in the discussion within the report with regard to mean scores. A typical crosstabulation table of mean scores is shown in the adjacent table.

The aggregate mean score for each item in the question series is presented in the first column of the data under "Total." For example, among all the survey respondents, the housing option 10A, "a single-family home with a small yard," earned a mean score of 1.0. Next to the "Total" column are other columns representing the mean scores assigned by the respondents grouped by gender.

The data from these columns are read in the same fashion as the data in the "Total" column. To test whether two mean scores are statistically different, a "t-test" is performed. As in the case of the "z-test" for percents, a statistically significant result is indicated by the letter representing the data column.

	Gender		
	Total	Male	Female
10A. a single-family home with a small yard	1.0	1.0	1.0
10B. a single-family home with a large yard	1.4	1.4	1.4
10C. a townhouse or condominium	.6	.6	.6
10D. a building with offices and stores on the first floor and condominiums on the upper floors	.3	.3	.3
10E. an apartment	.4	.4	.4

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Appendix B: Topline Report

KERN COUNCIL OF GOVERNMENTS: 2009 COMMUNITY SURVEY
Topline Report
March 2009

The Kern Council of Governments commissioned Godbe Research to conduct a survey of residents of Kern County with the following research objectives: (a) assess residents' overall opinion of the quality of life in their city or town; (b) survey the importance of issues related to the future quality of life in the County; (c) evaluate residents' likelihood of using information related to energy efficiency; (d) identify their housing preferences and choices; and (e) to understand the daily commute of the average resident and attitudes toward transportation related issues.

SURVEY METHODOLOGY

The respondents of this study were selected using random digit dialing (RDD), which randomly selects phone numbers from the active residential phone exchanges within the area of a study. Interviewers first asked potential respondents a series of questions referred to as "Screeners." These questions were used to ensure that the person lived in Kern County and was at least 18 years of age. In order to ensure that the sample was representative of the ethnicity of the County population, a listed sample of Hispanic residents was used to supplement the RDD methodology.

Overall, 1,200 residents in Kern County completed the survey, representing a total universe of approximately 548,458 adult residents in the County. The study parameters resulted in a margin of error of plus or minus 2.8 percent. Interviews were conducted from February 26 through March 9, 2009, and the average interview time was approximately 18 minutes. Interviews were conducted in either Spanish (n = 19) or English (n = 1,181), depending on the preference of the resident who was surveyed.

In order to allow segmentation of the results by region of Kern County, three areas of the County were over-sampled. During the study, 200 interviews were completed in each of the following regions – West Kern, Mountains, and East Kern, and the remaining 600 interviews were completed in the Central Valley region. For the overall results presented in this report, the over-sampling was corrected by statistically weighting the data by region (see Question I).

Once collected, the sample of respondents was compared with the actual adult population of Kern County (based on 2006 US Census estimates) to examine possible differences between the demographics of the sample of respondents and the actual County population. The data were weighted to correct differences, and the results presented are representative of the adult population of Kern County in terms of gender, age, ethnicity and region of residence.

QUESTIONNAIRE METHODOLOGY

To avoid the problem of systematic position bias, where the order in which a series of questions is asked systematically influences the answers, several questions in the survey were randomized such that the respondents were not consistently asked the questions in the same order. The series of items in Questions 3, 5, 6, and 14 were randomized to avoid such position bias.

Questions 4 and 8 allowed the residents surveyed to mention multiple responses. For this reason, the response percentages sum to more than 100, and these represent the percent of the residents that mentioned a particular response, rather than the percent of total responses.

MEAN SCORES AND ROUNDING

In addition to the percentage breakdown of responses to each question, results for the questions relating to the importance of issues related to future quality of life (Q3), the housing options (Q5), the likelihood of using information regarding energy efficiency (Q6), and the support for funding alternative transportation (Q14) include a mean score. For example, to derive the overall importance of an issue in improving the future quality of life in Kern County (Q3), residents were asked to rate an issue on a scale of 0 to 4, 0 being "Not Important" to 4 being "Extremely Important." The responses were then averaged to produce a final score that reflects overall importance. The resulting mean score makes the interpretation of the data considerably easier. The respondents who did not know or did not respond to the question (DK/NA) were not included in the calculations of these mean scores.

Conventional rounding rules apply to the percentages shown in this report, .5 or above is rounded up to the next number, and .4 or below is rounded down to the previous number. As a result, the percentages may not total to 100 percent.

1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town

	2009	2008
Very satisfied	31%	38%
Somewhat satisfied	47%	41%
Somewhat dissatisfied	13%	12%
Very dissatisfied	8%	8%
DK/NA	2%	1%

2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?

	2009	2008
Much better	13%	15%
Somewhat better	25%	22%
Stay about the same	24%	19%
Somewhat worse	17%	22%
Much worse	16%	19%
DK/NA	5%	4%

3. Again, looking ahead to the next 20 years, I'd like to ask you about a number of issues facing residents. Please rate the importance of each issue in improving the future quality of life in Kern County.

   On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is _____?

	Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
AGRICULTURE							
3A. Preventing the loss of farm land to residential and commercial development	3.1	3%	5%	16%	26%	50%	1%
AIR QUALITY							
3B. Improving air quality	3.4	3%	4%	11%	16%	66%	<1%
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.5	12%	11%	22%	21%	33%	1%
3D. Providing programs to reduce energy consumption and conserve natural resources	3.2	3%	4%	11%	29%	52%	<1%
ECONOMIC DEVELOPMENT							
3E. Creating more high paying jobs	3.5	2%	3%	8%	22%	65%	<1%
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	2%	3%	10%	26%	58%	<1%
3G. Improving the energy-efficiency of existing businesses	3.1	3%	5%	16%	29%	45%	1%
GROWTH MANAGEMENT							
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	2%	4%	16%	30%	48%	<1%
HOUSING							
3I. Creating more affordable housing	2.9	6%	8%	18%	21%	46%	<1%
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	9%	12%	29%	26%	22%	1%
3K. Improving the energy-efficiency of existing housing	3.2	2%	5%	14%	30%	49%	<1%

	Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
MOBILITY							
3L. Expanding highways	2.9	4%	7%	18%	31%	39%	1%
3M. Reducing traffic congestion	3.1	4%	6%	15%	26%	48%	1%
3N. Maintaining local streets and roads	3.4	1%	2%	7%	34%	56%	<1%
3O. Expanding local bus services	2.8	4%	7%	23%	32%	32%	2%
3P. Improving public transportation to other cities	2.8	6%	7%	21%	29%	36%	<1%
3Q. Maintaining and improving sidewalks and bike lanes	2.9	4%	7%	22%	29%	38%	<1%
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	4%	7%	21%	30%	38%	<1%
OPEN SPACE AND HABITATS							
3S. Preserving open spaces and native animal habitats	2.9	5%	7%	19%	28%	40%	<1%
SERVICES, SAFETY AND EQUITY							
3T. Improving fire and emergency medical services	3.3	2%	4%	14%	26%	55%	<1%
3U. Improving local health care and social services	3.3	3%	5%	14%	20%	59%	<1%
3V. Improving crime prevention and gang prevention programs	3.6	1%	2%	6%	15%	75%	<1%
3W. Improving the quality of public education	3.6	1%	3%	4%	13%	78%	1%
WATER							
3X. Preserving water supply	3.6	1%	2%	5%	19%	73%	<1%
3Y. Improving flood protection	2.7	7%	10%	22%	24%	36%	1%
3Z. Improving water quality	3.4	2%	3%	11%	21%	62%	<1%

4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?

	2009	2008
Quality of jobs	21%	20%
Crime rate/Gang violence	16%	17%
Environmental issues (air pollution, water contamination)	12%	11%
Education	8%	11%
Streets, roads, freeways	8%	13%
Housing	6%	5%
Well-planned growth	5%	10%
Water resources	4%	4%
Natural resources (outdoor recreation, rivers, trees, wildlife)	4%	4%
Economic stability/Inflation/Cost of living	4%	4%
Healthcare/Hospitals	3%	5%
Farming and agriculture	2%	1%
Sense of community	2%	3%
Improved public transportation	2%	5%
Illegal immigration	2%	1%
Unique attractions (parks, restaurants, shopping, and museums)	1%	3%
Open space between cities (NOT PARKS)	<1%	-
Other	11%	2%
DK/NA	7%	10%

5. Moving on, I'm going to read you a list of housing options. For each one, please tell me if you would consider that type of housing if you were to relocate within Kern County in the next 10 years.

	Mean Score	Definitely Yes	Probably Yes	No	DK/NA
5A. A single-family home with a small yard	1.0	30%	37%	32%	1%
5B. A single-family home with a large yard	1.4	59%	25%	16%	1%
5C. A townhouse or condominium	.6	11%	33%	55%	1%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	7%	14%	78%	1%
5E. An apartment	.4	9%	18%	72%	1%

Computation of Mean Scores: "Definitely Yes" = 2, "Probably Yes" = 1, and "No" = 0.

6. Local agencies may be sending resident's information on conservation of electricity and natural gas. Please tell me whether your household would be likely to use each of the following types of information.

	Mean Score	Very Likely	Somewhat Likely	Not at all Likely	DK/NA
6A. Information on general energy saving tips	1.4	57%	31%	12%	<1%
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	51%	28%	20%	1%
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	44%	33%	22%	1%
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	47%	29%	22%	1%
6E. Information and rebates on solar panels	1.1	38%	29%	31%	2%
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	52%	32%	15%	2%
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	40%	31%	26%	3%
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	43%	31%	23%	2%
6I. Rebates for replacing interior and exterior lighting systems	1.2	41%	32%	25%	1%

Computation of Mean Scores: "Very Likely" = 2, "Somewhat Likely" = 1, and "Not at all Likely" = 0.

7. What would be the MOST important benefit of improving the energy-efficiency of your residence?

Save money on utility bills	69%
Conserve natural resources	9%
Protect the environment	4%
Prevent climate change/global warming	2%
Personal comfort	1%
Other	4%
DK/NA	12%

8. Is there anything that has prevented you from improving the energy-efficiency of your residence?

Too expensive/Can't afford changes	39%
No, already completed energy-efficient projects	25%
Don't own residence/Currently rent residence	8%
Not a priority/Other issues are more important	7%
No, not interested in energy-efficiency	5%
Don't have enough information	3%
Don't have time for projects	2%
Other	5%
DK/NA	10%

9. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?

	2009	2008
Excellent	14%	16%
Good	30%	28%
Fair	40%	36%
Poor	15%	20%
DK/NA	1%	-

10. What type of transportation do you typically use to go to work or school?

	2009	2008
Drive alone (car, truck, motorcycle, scooter)	73%	77%
Carpool	8%	7%
Work from home/Don't work outside the home	7%	3%
Public Transit (Bus or shuttle)	4%	6%
Bicycle	1%	2%
Walk	1%	1%
Other	<1%	-
DK/NA	5%	4%

11. [SKIP IF Q10 = WORK FROM HOME OR DK/NA; n = 1,057] On average, how many minutes do you spend traveling to and from work or school each day?

	2009	2008
Average Time	42.1 min	33.4 min
Less than 10 minutes	21%	19%
11 to 20 minutes	22%	25%
21 to 40 minutes	26%	27%
41 to 60 minutes	19%	16%
More than 60 minutes	13%	7%
DK/NA	-	6%

12. [SKIP IF Q10 = WORK FROM HOME OR DK/NA; n = 1,057] On average, how many miles do you travel to and from work or school each day?

	2009	2008
Average Miles	26.7 miles	24.7 miles
Less than 5 miles	24%	20%
6 to 10 miles	21%	20%
11 to 20 miles	20%	18%
21 to 40 miles	18%	18%
More than 40 miles	16%	14%
DK/NA	<1%	10%

13. [IF Q10 = 3, DRIVE ALONE; n = 877] Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?

Carpool or vanpool	30%
Express bus service	18%
Traditional bus service	11%
Bicycle	10%
Walk	9%
None of the above	20%
DK/NA	2%

14. Next, I'd like you to think about how transportation funding should be spent over the next 20 years in Kern County. As I read each of the following statements, please tell me if you would be more likely to support funding public transportation systems and alternatives to driving alone.

	Mean Score	Much More Likely	Somewhat More Likely	No Effect	DK/NA
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	45%	27%	26%	2%
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	43%	32%	24%	1%
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	47%	28%	24%	1%
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	42%	30%	26%	1%

Computation of Mean Scores: "Much More Likely" = 2, "Somewhat More Likely" = 1, "No Effect" = 0.

15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?

	Before (Q3R)	After (Q15)
Mean score	2.9	3.1
0: Not Important	4%	6%
1	7%	3%
2	21%	12%
3	30%	28%
4: Extremely Important	38%	50%
DK/NA	<1%	1%

16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and offering carpooling programs and incentives?

80 percent to 100 percent	12%
60 percent to 80 percent	21%
40 percent to 60 percent	24%
20 percent to 40 percent	19%
Less than 20 percent	17%
None	3%
DK/NA	4%

DEMOGRAPHIC QUESTIONS:

A. To begin, how many years have you lived in Kern County?

Less than one year	2%
One year to less than five years	11%
Five years to less than ten years	11%
More than 10 years	76%

B. Do you currently rent or own your place of residence?

Rent	28%
Own	70%
DK/NA	2%

C. What ethnic group do you consider yourself a part of or feel closest to?

Latino(a)/Hispanic	45%
Caucasian/White	42%
African-American/Black	4%
Asian-American	4%
Native American	1%
Pacific Islander	<1%
Two or more races	1%
Other	1%
DK/NA	3%

D. What is your age?

18 to 24	16%
25 to 34	23%
35 to 44	21%
45 to 54	17%
55 to 59	5%
60 to 64	5%
65 to 74	8%
75 and over	4%
DK/NA	1%

E. How many children age 18 or under live in your household?

None	43%
One	21%
Two	18%
Three	12%
Four or more	5%
DK/NA	1%

F. Including yourself, if applicable, how many adults age 65 and over live in your household?

None	70%
One	14%
Two	13%
Three	1%
Four or more	1%
DK/NA	1%

G. To wrap things up, can you please tell me if your total household income is more or less than $40,000 per year?

Less than $20,000	12%
$20,000 to less than $30,000	14%
$30,000 to less than $40,000	12%
$40,000 to less than $60,000	17%
$60,000 to less than $80,000	14%
$80,000 to less than $100,000	8%
More than $100,000	11%
DK/NA	12%

H. Respondent's Gender:

Male	52%
Female	48%

I. Region:

	Raw Data	Weighted to County Population
West Kern	17%	3%
Central Valley	50%	77%
Mountains	17%	7%
East Kern	17%	13%

GODBE RESEARCH
Gain Insight

Appendix C: Questionnaire

KERN COUNCIL OF GOVERNMENTS
2009 Community Survey
Final Draft – Approved 2/19: (n = 1,200; 18 min; Translation to Spanish)

Hello, my name is _____ and I'm calling on behalf of GRA, a public opinion research firm. We're conducting a survey concerning important issues in Kern County and we would like to get your opinion.

[IF NEEDED:] I can assure you that I am not trying to sell you anything – this is a study about local issues and your opinion is extremely valuable.

[IF THE INDIVIDUAL SAYS THEY ARE ON THE NATIONAL DO NOT CALL LIST, RESPOND BASED ON THE GUIDELINES FROM THE MARKETING RESEARCH ASSOCIATION. FOR EXAMPLE, IF THE INDIVIDUAL SAYS: "There's a law that says you can't call me," RESPOND WITH:] "Most types of opinion research studies are exempt under the law that Congress recently passed. That law was passed to regulate the activities of the telemarketing industry. This is a legitimate research call. Your opinions count!"

We are trying to obtain a representative sample of Kern County residents in terms of their gender and age. For statistical reasons, I would like to speak to the youngest adult male currently at home that is at least 18 years of age. [Or youngest female depending on the statistics of previous interviews.]

[IF THERE IS NO MALE AT LEAST 18 AVAILABLE, THEN ASK:]

OK, then I'd like to speak to the youngest adult female currently at home that is at least 18 years of age.

[IF THERE IS NO MALE/FEMALE AT LEAST 18 AVAILABLE, THEN ASK FOR CALLBACK TIME.]

[IF THE INDIVIDUAL INDICATES THAT THEY ARE AN ELECTED OFFICIAL, THANK THEM FOR THEIR TIME, POLITELY EXPLAIN THAT THE FOCUS OF THIS SURVEY IS ON THE PUBLIC'S PERCEPTION OF LOCAL ISSUES, AND TERMINATE THE INTERVIEW.]

Before we get started, I'd like to verify that you are eligible to complete the survey.

i. Are you, or any member of your household, associated with any County or City government board, committee, or commission?

Yes	1	[CONTINUE TO Qii TEXT]
No	2	[GO TO QA]
[DON'T READ] DK/NA	99	[CONTINUE TO Qii TEXT]

ii. Thank you for your time, but the focus of this survey is on the general public's opinion of local issues. Due to your response to this question, you are not eligible to complete the survey. Thank you again for your time and goodbye. [TERMINATE]

A. To begin, how many years have you lived in Kern County? [DON'T READ CHOICES]

Less than one year	1	
One year to less than five years	2	
Five years to less than ten years	3	
More than 10 years	4	
Do not live in Kern County	5	[THANK & TERMINATE]
[DON'T READ] DK/NA	99	[THANK & TERMINATE]

B. What is your home zip code? [DON'T READ CHOICES; USE FOLLOWING QUOTAS]

[WEST KERN; REGION = 1; n = 200]

93206	1
93224	2
93249	3
93251	4
93252	5
93268	6
93276	7

[CENTRAL VALLEY; REGION = 2; n = 600]

93203	8
93215	9
93226	10
93241	11
93250	12
93263	13
93280	14
93287	15
93301	16
93304	17
93305	18
93306	19
93307	20
93308	21
93309	22
93311	23
93312	24
93313	25
93314	26

[MOUNTAINS; REGION = 3; n = 200]

93205 ---------- 27
93225 ---------- 28
93238 ---------- 29
93240 ---------- 30
93243 ---------- 31
93255 ---------- 32
93283 ---------- 33
93285 ---------- 34
93518 ---------- 35
93531 ---------- 36
93561 ---------- 37

[EAST KERN; REGION = 4; n = 200]

93501 ---------- 38
93505 ---------- 39
93516 ---------- 40
93519 ---------- 41
93523 ---------- 42
93524 ---------- 43
93527 ---------- 44
93528 ---------- 45
93554 ---------- 46
93555 ---------- 47
93560 ---------- 48

OTHER ---------- 98 [THANK & TERMINATE]
DK/NA ---------- 99 [THANK & TERMINATE]

I'd like to begin by getting your overall opinion of living in your city or town.

1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town? [GET ANSWER, THEN ASK:] Is that very (satisfied/dissatisfied) or somewhat (satisfied/dissatisfied)?

   Very satisfied ---------- 1
   Somewhat satisfied ---------- 2
   Somewhat dissatisfied ---------- 3
   Very dissatisfied ---------- 4
   [DON'T READ] DK/NA ---------- 99

2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse? [ASK IF REPLY IS "BETTER" OR "WORSE":] Is that much (better/worse) or somewhat (better/worse)?

   Much better ---------- 1
   Somewhat better ---------- 2
   Stay about the same ---------- 3
   Somewhat worse ---------- 4
   Much worse ---------- 5
   [DON'T READ] DK/NA ---------- 99

3. Again, looking ahead to the next 20 years, I'd like to ask you about a number of issues facing residents. Please rate the importance of each issue in improving the future quality of life in Kern County.

   On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is _____? [RESPONSE MUST BE A NUMBER; REPEAT THE SCALE TO PROMPT]

[RANDOMIZE]	[DON'T READ] DK/NA
AGRICULTURE	
A. Preventing the loss of farm land to residential and commercial development	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
AIR QUALITY AND ENERGY CONSERVATION	
B. Improving air quality	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
C. Reducing residential air pollution, such as wood-burning fireplaces	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
D. Providing programs to reduce energy consumption and conserve natural resources	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
ECONOMIC DEVELOPMENT	
E. Creating more high paying jobs	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
F. Encouraging new businesses to relocate to the County in order to diversify the local economy	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
G. Improving the energy-efficiency of existing businesses	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
GROWTH MANAGEMENT	
H. Revitalizing older neighborhoods and business districts that are becoming rundown	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
HOUSING	
I. Creating more affordable housing	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
J. Developing a variety of housing options, including apartments, townhomes and condominiums	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
K. Improving the energy-efficiency of existing housing	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
MOBILITY	
L. Expanding highways	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
M. Reducing traffic congestion	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
N. Maintaining local streets and roads	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
O. Expanding local bus services	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
P. Improving public transportation to other cities	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
Q. Maintaining and improving sidewalks and bike lanes	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
R. Providing public transportation, carpooling, and other alternatives to driving alone	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
OPEN SPACE AND HABITATS	
S. Preserving open spaces and native animal habitats	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
SERVICES, SAFETY AND EQUITY	
T. Improving fire and emergency medical services	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
U. Improving local health care and social services	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
V. Improving crime prevention and gang prevention programs	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
W. Improving the quality of public education	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
WATER	
X. Preserving water supply	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
Y. Improving flood protection	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
Z. Improving water quality	0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99

4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County? [DON'T READ CHOICES, RECORD MULTIPLE RESPONSES]

Crime rate/gang violence	1
Farming and agriculture	2
Healthcare/hospitals	3
Improved public transportation	4
Natural resources (outdoor recreation, rivers, trees, wildlife)	5
Open space between cities (NOT PARKS)	6
Quality of jobs	7
Sense of community	8
Streets, roads, freeways	9
Unique attractions (parks, restaurants, shopping, and museums)	10
Water resources	11
Well-planned growth	12
Other [SPECIFY]	98
DK/NA	99

5. Moving on, I'm going to read you a list of housing options. For each one, please tell me if you would consider that type of housing if you were to relocate within Kern County in the next 10 years.

   Given your household income, would you consider living in _____ if you were to relocate within Kern County. [GET ANSWER, IF "YES," THEN ASK:] Would that be definitely yes or probably yes?

[RANDOMIZE]	Definitely Yes	Probably Yes	No	[DON'T READ] DK/NA
A. A single-family home with a small yard	1	2	3	99
B. A single-family home with a large yard	1	2	3	99
C. A townhouse or condominium	1	2	3	99
D. A building with offices and stores on the first floor and condominiums on the upper floors	1	2	3	99
E. An apartment	1	2	3	99

Next, I'd like to talk to you about improving the energy-efficiency of your home.

6. Local agencies may be sending residents information on conservation of electricity and natural gas. Please tell me whether your household would be likely to use each of the following types of information.

   Here's the (first/next), would your household be very likely, somewhat likely, or not at all likely to use _____?

[RANDOMIZE]	Very Likely	Somewhat Likely	Not at all Likely	[DON'T READ] DK/NA
A. Information on general energy saving tips	1	2	3	99
B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1	2	3	99
C. Online tools to help you evaluate your home's energy efficiency and ways to save	1	2	3	99
D. Information and rebates on whole house fans and other alternatives to air conditioning	1	2	3	99
E. Information and rebates on solar panels	1	2	3	99
F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1	2	3	99
G. Rebates for installing cool roofing and attic and wall insulation	1	2	3	99
H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1	2	3	99
I. Rebates for replacing interior and exterior lighting systems	1	2	3	99

7. What would be the MOST important benefit of improving the energy-efficiency of your residence? [DON'T READ CHOICES; RECORD SINGLE RESPONSE]

   Conserve natural resources ---------- 1
   Prevent climate change/global warming ---------- 2
   Protect the environment ---------- 3
   Save money on utility bills ---------- 4
   Other [SPECIFY] ---------- 98
   DK/NA ---------- 99

8. Is there anything that has prevented you from improving the energy-efficiency of your residence? [DON'T READ CHOICES; RECORD MULTIPLE RESPONSES]

   Don't have enough information ---------- 1
   Don't have time for projects ---------- 2
   Don't own residence/Currently rent residence ---------- 3
   Too expensive/Can't afford changes ---------- 4
   Not a priority/Other issues are more important ---------- 5
   No, not interested in energy-efficiency ---------- 6
   No, already completed energy-efficient projects ---------- 7
   Other [SPECIFY] ---------- 98
   DK/NA ---------- 99

Next, I'd like to ask you about your daily commute and local transportation issues.

9. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?

Excellent	1
Good	2
Fair	3
Poor	4
[DON'T READ] DK/NA	99

10. What type of transportation do you typically use to go to work or school? [DON'T READ CHOICES. IF MORE THAN ONE RESPONSE, PROBE FOR MOST TYPICAL MODE.]

Bike	1	[CONTINUE]
Carpool	2	[CONTINUE]
Drive alone (car, truck, motorcycle, scooter)	3	[CONTINUE]
Public Transit (Bus or shuttle)	4	[CONTINUE]
Walk	5	[CONTINUE]
Work from home/Don't work outside the home	6	[GO TO Q14]
Other [SPECIFY: _____]	98	[CONTINUE]
[DON'T READ] DK/NA	99	[GO TO Q14]

11. On average, how many minutes do you spend traveling to and from work or school each day? [NEED TOTAL ROUND TRIP COMMUTE TIME; RECORD TIME AS MINUTES]

_____ total minutes

12. On average, how many miles do you travel to and from work or school each day? [NEED TOTAL ROUND TRIP MILEAGE; RECORD DISTANCE AS MILES]

_____ total miles

13. [IF Q10 = 3, DRIVE ALONE] Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?

Walk	1
Bicycle	2
Carpool or vanpool	3
Traditional bus service	4
Express bus service	5
[DON'T READ] None of the above	6
[DON'T READ] DK/NA	99

14. Next, I'd like you to think about how transportation funding should be spent over the next 20 years in Kern County. As I read each of the following statements, please tell me if you would be more likely to support funding public transportation systems and alternatives to driving alone.

Here's the (first/next) _____ . Does hearing this statement make you much more likely or somewhat more likely to support funding alternative transportation – or does it have no effect?

[RANDOMIZE]	Much more likely	Smwht more likely	No effect	[DON'T READ] DK/NA
A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1	2	3	99
B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1	2	3	99
C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1	2	3	99
D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1	2	3	99

15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?

0, not important	0
1	1
2	2
3	3
4, extremely important	4
[DON'T READ] DK/NA	99

16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and offering carpooling programs and incentives? [READ CHOICES]

80 percent to 100 percent	1
60 percent to 80 percent	2
40 percent to 60 percent	3
20 percent to 40 percent	4
Less than 20 percent	5
None	6
[DON'T READ] DK/NA	99

There are just a few more questions that will only be used for statistical comparisons.

C. Do you currently rent or own your place of residence?

Rent ---------- 1
Own ---------- 2
[DON'T READ] DK/NA ---------- 99

D. What ethnic group do you consider yourself a part of or feel closest to? [IF RESPONDENT HESITATES, READ LIST]

African-American/Black ---------- 1
Asian-American ---------- 2
Caucasian/White ---------- 3
Latino(a)/Hispanic ---------- 4
Native American ---------- 5
Pacific Islander ---------- 6
Two or more races ---------- 7
Other ---------- 98
[DON'T READ] DK/NA ---------- 99

E. What is your age? [DON'T READ LIST]

18 to 24 ---------- 1
25 to 34 ---------- 2
35 to 44 ---------- 3
45 to 54 ---------- 4
55 to 59 ---------- 5
60 to 64 ---------- 6
65 to 74 ---------- 7
75 to 84 ---------- 8
85 and over ---------- 9
DK/NA ---------- 99

F. How many children age 18 or under live in your household?

None ---------- 0
One ---------- 1
Two ---------- 2
Three ---------- 3
Four or more ---------- 4
[DON'T READ] DK/NA ---------- 99

G. Including yourself, if applicable, how many adults age 65 and over live in your household?

None ---------- 0
One ---------- 1
Two ---------- 2
Three ---------- 3
Four or more ---------- 4
[DON'T READ] DK/NA ---------- 99

H. To wrap things up, can you please tell me if your total household income is more or less than $40,000 per year?

Less ---------- 1 [GO TO QH1]
More ---------- 2 [GO TO QH2]
[DON'T READ] DK/NA ---------- 99 [GO TO END]

H1. [IF QH = 1] Please stop me when I reach the category that best describes your total household income before taxes in 2008.

Less than $20,000 ---------- 1 [GO TO END]
$20,000 to less than $30,000 ---------- 2 [GO TO END]
$30,000 to less than $40,000 ---------- 3 [GO TO END]
[DON'T READ] DK/NA ---------- 99 [GO TO END]

H2. [IF QH = 2] Please stop me when I reach the category that best describes your total household income before taxes in 2008.

$40,000 to less than $60,000 ---------- 4
$60,000 to less than $80,000 ---------- 5
$80,000 to less than $100,000 ---------- 6
More than $100,000 ---------- 7
[DON'T READ] DK/NA ---------- 99

These are all the questions I have for you. Thank you very much for participating!

I. Respondent's Gender [RECORD BY VOICE]:

Male---------- 1
Female ---------- 2

J. Region [RECORD FROM ZIP CODE IN QB]:

West Kern ---------- 1
Central Valley ---------- 2
Mountains ---------- 3
East Kern ---------- 4

NAME_____ PHONE_____
DATE OF INTERVIEW _____VALIDATED BY _____

KERN COUNCIL OF GOVERNMENTS
2009 Community Survey
Final Draft – Approved 2/19: (n = 1,200; 18 min; Translation to Spanish)

Hola, mi nombre es _____ y represento a GRA, una empresa que realiza estudios de análisis de la opinión pública. Estamos llevando a cabo una encuesta relacionada con temas importantes en el condado de Kern y deseamos contar con su opinión.

[IF NEEDED:] Le garantizo que no intento venderle nada; se trata de un estudio sobre temas locales y su opinión es sumamente valiosa.

[IF THE INDIVIDUAL SAYS THEY ARE ON THE NATIONAL DO NOT CALL LIST, RESPOND BASED ON THE GUIDELINES FROM THE MARKETING RESEARCH ASSOCIATION. FOR EXAMPLE, IF THE INDIVIDUAL SAYS: "Existe una ley que indica que usted no puede llamarme", RESPOND WITH:] "La mayor parte de los tipos de estudios de opinión están exentos bajo la ley que fue recientemente aprobada por el Congreso. Dicha ley fue aprobada a fin de controlar las actividades de la industria de ventas telefónicas. La presente es una llamada legítima de análisis del mercado. ¡Su opinión se toma muy en cuenta!"

Estamos tratando de obtener una muestra representativa de residentes del condado de Kern según su sexo y edad. Para fines estadísticos, me gustaría dirigirme a la persona adulta más joven de sexo masculino, que en este momento se encuentre en su casa y que tenga, al menos, 18 años de edad. [Or youngest female depending on the statistics of previous interviews.]

[IF THERE IS NO MALE AT LEAST 18 AVAILABLE, THEN ASK:]

Bueno, entonces me gustaría dirigirme a la persona adulta más joven de sexo femenino, que en este momento se encuentre en su casa y que tenga, al menos, 18 años de edad.

[IF THERE IS NO MALE/FEMALE AT LEAST 18 AVAILABLE, THEN ASK FOR CALLBACK TIME.]

[IF THE INDIVIDUAL INDICATES THAT THEY ARE AN ELECTED OFFICIAL, THANK THEM FOR THEIR TIME, POLITELY EXPLAIN THAT THE FOCUS OF THIS SURVEY IS ON THE PUBLIC'S PERCEPTION OF LOCAL ISSUES, AND TERMINATE THE INTERVIEW.]

Antes de comenzar, me gustaría comprobar que usted califica para completar la encuesta.

i. ¿Usted o algún miembro de su familia está afiliado a alguna junta, comité o comisión del gobierno de la ciudad o del condado?

Sí	1	[CONTINUE TO Qii TEXT]
No	2	[GO TO QA]
[DON'T READ] DK/NA	99	[CONTINUE TO Qii TEXT]

ii. Gracias por su tiempo, pero el enfoque de esta encuesta es la opinión del público en general sobre los problemas locales. Debido a su respuesta a esta pregunta, usted no es elegible para completar la encuesta. Gracias nuevamente por su tiempo y adiós. [TERMINATE]

A. Para comenzar, ¿hace cuánto tiempo que vive en el condado de Kern? [DON'T READ CHOICES]

Menos de un año	1	
De un año a menos de cinco años	2	
De cinco años a menos de diez años	3	
Más de 10 años	4	
No vive en el condado de Kern	5	[THANK & TERMINATE]
[DON'T READ] DK/NA	99	[THANK & TERMINATE]

B. ¿Cuál es su código postal? [DON'T READ CHOICES; USE FOLLOWING QUOTAS]

[WEST KERN; REGION = 1; n = 200]

93206	1
93224	2
93249	3
93251	4
93252	5
93268	6
93276	7

[CENTRAL VALLEY; REGION = 2; n = 600]

93203	8
93215	9
93226	10
93241	11
93250	12
93263	13
93280	14
93287	15
93301	16
93304	17
93305	18
93306	19
93307	20
93308	21
93309	22
93311	23
93312	24
93313	25
93314	26

[MOUNTAINS; REGION = 3; n = 200]

93205 ---------- 27
93225 ---------- 28
93238 ---------- 29
93240 ---------- 30
93243 ---------- 31
93255 ---------- 32
93283 ---------- 33
93285 ---------- 34
93518 ---------- 35
93531 ---------- 36
93561 ---------- 37

[EAST KERN; REGION = 4; n = 200]

93501 ---------- 38
93505 ---------- 39
93516 ---------- 40
93519 ---------- 41
93523 ---------- 42
93524 ---------- 43
93527 ---------- 44
93528 ---------- 45
93554 ---------- 46
93555 ---------- 47
93560 ---------- 48

OTHER ---------- 98 [THANK & TERMINATE]
DK/NA ---------- 99 [THANK & TERMINATE]

Me gustaría comenzar preguntándole cuál es su opinión general acerca de lo que significa para usted vivir en su ciudad o pueblo.

1. En términos generales, ¿está conforme o disconforme con la calidad de vida de su ciudad o pueblo? [GET ANSWER, THEN ASK:] ¿Eso es muy (conforme/disconforme) o poco (conforme/disconforme)?

   Muy conforme ---------- 1
   Poco conforme ---------- 2
   Poco disconforme ---------- 3
   Muy disconforme ---------- 4
   [DON'T READ] DK/NA ---------- 99

2. De cara a los próximos 20 años, ¿cree que la calidad de vida de su ciudad o pueblo será casi la misma que en la actualidad, o mejorará o empeorará? [ASK IF REPLY IS "BETTER" OR "WORSE":] ¿Eso es mucho (mejor/peor) o un poco (mejor/peor)?

   Mucho mejor ---------- 1
   Un poco mejor ---------- 2
   Casi igual ---------- 3
   Un poco peor ---------- 4
   Mucho peor ---------- 5
   [DON'T READ] DK/NA ---------- 99

3. Una vez más, mirando hacia los próximos 20 años, me gustaría preguntarle acerca de varios problemas que enfrentan los residentes. Califique cada uno de ellos en función de su importancia para el mejoramiento de la calidad de vida del condado de Kern en el futuro.

   Utilizando una escala de 0 a 4, en la que 0 es nada importante y 4 es sumamente importante, ¿cuán importante es _____? [RESPONSE MUST BE A NUMBER; REPEAT THE SCALE TO PROMPT]

[RANDOMIZE]	[DON'T READ] DK/NA
AGRICULTURE	
A. Evitar la pérdida de campos para la explotación doméstica y comercial	0 ----- 1 ----- 2 ----- 3 -----4-----99
AIR QUALITY AND ENERGY CONSERVATION	
B. Mejoras en la calidad del aire	0 ----- 1 ----- 2 ----- 3 -----4-----99
C. Reducir la contaminación del aire en el interior de la vivienda como la que generan las chimeneas a leña	0 ----- 1 ----- 2 ----- 3 -----4-----99
D. Proporcionar programas para disminuir el consumo de energía y conservar los recursos naturales	0 ----- 1 ----- 2 ----- 3 -----4-----99
ECONOMIC DEVELOPMENT	
E. Crear más empleos que ofrezcan salarios altos	0 ----- 1 ----- 2 ----- 3 -----4-----99
F. Fomentar el traslado de nuevas empresas al condado a fin de diversificar la economía local	0 ----- 1 ----- 2 ----- 3 -----4-----99
G. Mejorar el rendimiento de la energía de los negocios existentes	0 ----- 1 ----- 2 ----- 3 -----4-----99
GROWTH MANAGEMENT	
H. Vigorizar antiguos vecindarios y distritos comerciales que están en decadencia	0 ----- 1 ----- 2 ----- 3 -----4-----99
HOUSING	
I. Diseñar más viviendas accesibles	0 ----- 1 ----- 2 ----- 3 -----4-----99
J. Desarrollar varias opciones de vivienda, entre ellas apartamentos, viviendas unifamiliares adosadas y condominios	0 ----- 1 ----- 2 ----- 3 -----4-----99
K. Mejorar el rendimiento de la energía de las viviendas existentes	0 ----- 1 ----- 2 ----- 3 -----4-----99
MOBILITY	
L. Ampliar las autopistas	0 ----- 1 ----- 2 ----- 3 -----4-----99
M. Reducir la congestión del tránsito	0 ----- 1 ----- 2 ----- 3 -----4-----99
N. Mantener las calles y carreteras locales	0 ----- 1 ----- 2 ----- 3 -----4-----99
O. Extender los servicios de autobuses locales	0 ----- 1 ----- 2 ----- 3 -----4-----99
P. Mejorar el transporte público hacia otras ciudades	0 ----- 1 ----- 2 ----- 3 -----4-----99
Q. Mantener y mejorar las aceras y os carriles para bicicletas	0 ----- 1 ----- 2 ----- 3 -----4-----99
R. Proporcionar transporte público, traslado grupal y otras alternativas para conducir solo	0 ----- 1 ----- 2 ----- 3 -----4-----99
OPEN SPACE AND HABITATS	
S. Preservar las zonas verdes y los hábitats de los animales autóctonos	0 ----- 1 ----- 2 ----- 3 -----4-----99
SERVICES, SAFETY AND EQUITY	
T. Mejorar los servicios de bomberos y de emergencia médica	0 ----- 1 ----- 2 ----- 3 -----4-----99
U. Mejorar los servicios sociales y de atención médica locales	0 ----- 1 ----- 2 ----- 3 -----4-----99

V. Mejorar la prevención de la delincuencia y los programas para evitar la formación de pandillas	0 ----- 1 ----- 2 ----- 3 -----4-----99
W. Mejorar la calidad de la educación pública	0 ----- 1 ----- 2 ----- 3 -----4-----99
WATER	
X. Preservar el suministro de agua	0 ----- 1 ----- 2 ----- 3 -----4-----99
Y. Mejorar la protección contra inundaciones	0 ----- 1 ----- 2 ----- 3 -----4-----99
Z. Mejorar la calidad del agua	0 ----- 1 ----- 2 ----- 3 -----4-----99

4. Se anticipa que la población del condado de Kern crecerá significativamente dentro de los próximos 20 años. Teniendo en cuenta esto, ¿cuál cree que es el problema más importante para el futuro del condado de Kern? [DON'T READ CHOICES, RECORD MULTIPLE RESPONSES]

Índice de delincuencia/Violencia de pandillas	1
Ganadería y agricultura	2
Atención médica/Hospitales	3
Mejoramiento del transporte público	4
Recursos naturales (recreación al aire libre, ríos, árboles, fauna silvestre)	5
Zonas verdes entre ciudades (EXCEPTO PARQUES)	6
Calidad de los empleos	7
Sentido de comunidad	8
Calles, carreteras y autopistas	9
Atracciones exclusivas (parques, restaurantes, centros comerciales y museos)	10
Recursos hídricos	11
Buena planificación del crecimiento	12
Otro [SPECIFY]	98
DK/NA	99

5. Para continuar, le leeré una lista de opciones de vivienda. Para cada una, por favor indique si tendría en cuenta ese tipo de vivienda si tuviera que mudarse dentro del condado de Kern en los próximos 10 años.

   En función del ingreso de su familia, ¿tendrían en cuenta vivir en _____ si tuviera que mudarse dentro del condado de Kern? [GET ANSWER, IF "YES," THEN ASK:] ¿Eso sería un sí definitivo o un sí probable?

[RANDOMIZE]	Definitiv. Sí	Probabl. Sí	No	[DON'T READ] DK/NA
A. Una vivienda unifamiliar aislada con un pequeño jardín	1	2	3	99
B. Una vivienda unifamiliar aislada con un jardín grande	1	2	3	99
C. Una vivienda unifamiliar adosada o un condominio	1	2	3	99
D. Un edificio con oficinas y tiendas en el primer piso y condominios en los pisos superiores	1	2	3	99
E. Un apartamento	1	2	3	99

Luego, me gustaría hablarle sobre mejorar el rendimiento de la energía de su hogar.

6. Las agencias locales pueden estar enviando información a los residentes sobre la conservación de la electricidad y el gas natural. Indique si es probable que su familia utilice cada uno de los siguientes tipos de información.

   Aquí está el (primero/próximo), ¿su familia es muy probable, poco probable o nada probable de utilizar _____?

[RANDOMIZE]

	Muy Probable	Parcial Probable	Nada Probable	[DON'T READ] DK/NA
A. Información sobre consejos de ahorro de energía general	1	2	3	99
B. Información sobre iluminación de buen rendimiento de la energía, tal como lámparas fluorescentes compactas y LED	1	2	3	99
C. Herramientas en línea para ayudarlo a evaluar el rendimiento de la energía de su hogar y formas para ahorrar	1	2	3	99
D. Información y descuentos en ventiladores para el hogar y otras alternativas para aire acondicionado	1	2	3	99
E. Información y descuentos en paneles solares	1	2	3	99
F. Guías del comprador y descuentos para comprar electrodomésticos de bajo rendimiento de la energía, aires acondicionados, calentador de agua y más	1	2	3	99
G. Descuentos para instalar aislamiento de pared, techo y ático de enfriamiento	1	2	3	99
H. Descuentos para probar y vender aires acondicionados, ventilación de la calefacción y sistemas de conducto	1	2	3	99
I. Descuentos para reemplazar sistemas de iluminación interna y externa	1	2	3	99

7. ¿Cuál sería el beneficio MÁS importante de mejorar el rendimiento de la energía de su residencia? [DON'T READ CHOICES; RECORD SINGLE RESPONSE]

   Conservar los recursos naturales ---------- 1
   Evitar cambio climático/calentamiento global ---------- 2
   Proteger el medio ambiente ---------- 3
   Ahorrar dinero en facturas de servicio público ---------- 4
   Otro [ESPECIFIQUE] ---------- 98
   DK/NA ---------- 99

8. ¿Existe algo que le haya impedido mejorar el rendimiento de la energía de su residencia? [DON'T READ CHOICES; RECORD MULTIPLE RESPONSES]

   No cuenta con suficiente información ---------- 1
   No tiene tiempo para proyectos ---------- 2
   No es propietario/Actualmente arrienda la vivienda ---------- 3
   Demasiado costoso/no puede costear los cambios ---------- 4
   No es una prioridad/otros problemas son más importantes ---------- 5
   No, no está interesado en el rendimiento de la energía ---------- 6
   No, ya ha completado los proyectos de rendimiento de la energía --------- 7
   Otro [ESPECIFIQUE] ---------- 98
   DK/NA ---------- 99

A continuación, me gustaría formularle algunas preguntas sobre sus problemas de transporte local y traslado diario.

9. Según su experiencia personal, ¿cómo calificaría al flujo del tránsito en su ciudad o pueblo? ¿Es excelente, bueno, regular o malo?

Excelente	1
Bueno	2
Regular	3
Malo	4
[DON'T READ] DK/NA	99

10. ¿Qué tipo de transporte utiliza habitualmente para ir al trabajo o a la escuela? [DON'T READ CHOICES. IF MORE THAN ONE RESPONSE, PROBE FOR MOST TYPICAL MODE.]

Bicicleta	1	[CONTINUE]
Vehículos para traslados grupales	2	[CONTINUE]
Conduce solo (automóvil, motocicleta, monopatín)	3	[CONTINUE]
Transporte público (autobús o transporte de enlace)	4	[CONTINUE]
Camina	5	[CONTINUE]
Trabaja desde su casa/No trabaja fuera del hogar	6	[GO TO Q14]
Otro [SPECIFY: _____]	98	[CONTINUE]
[DON'T READ] DK/NA	99	[GO TO Q14]

11. En promedio, ¿cuántos minutos le lleva viajar ida y vuelta al trabajo o la escuela todos los días? [NEED TOTAL ROUND TRIP COMMUTE TIME; RECORD TIME AS MINUTES]

_____ minutos en total

12. En promedio, ¿cuántas millas recorre ida y vuelta al trabajo o la escuela todos los días? [NEED TOTAL ROUND TRIP MILEAGE; RECORD DISTANCE AS MILES]

_____ millas en total

13. [IF Q10 = 3, DRIVE ALONE] ¿Cuál de las siguientes opciones sería más probable que usted utilizara para viajar hacia y desde el trabajo o la escuela si estuvieran disponibles en su área?

Camina	1
Bicicleta	2
Vehículo para traslados grupales	3
Servicio de autobús tradicional	4
Servicio de autobús directo	5
[DON'T READ] Ninguno de los anteriores	6
[DON'T READ] DK/NA	99

14. A continuación, me gustaría que reflexionara sobre cómo se debería gastar la financiación del transporte en los siguientes 20 años en el Condado de Kern. A medida que leo cada una de las siguientes afirmaciones, indique si sería más probable de apoyar la financiación de los sistemas de transporte público y las alternativas para conducir solo.

Aquí está la (primera/próxima) _____. Escuchar esta afirmación a favor ¿hace que sea mucho más probable o muy poco probable que apoye el financiamiento del transporte alternativo o no influye?

[RANDOMIZE]	**Mucho más probable**	**Poco más probable**	**Sin efecto**	**[DON'T READ] DK/NA**
A. El año pasado, se calificó a Bakersfield como una de las ciudades con la peor calidad de aire en la nación. Los residentes necesitan alternativas para conducir a fin de disminuir las emisiones automovilísticas.	1	2	3	99
B. La población en el Condado de Kern ha aumentado más del 20 por ciento en los últimos 10 años. Se espera un mayor crecimiento en el futuro y nuestras carreteras y autopistas no pueden manejar todo este tráfico.	1	2	3	99
C. Los precios del gas casi alcanzan los $5 dólares el verano pasado y muchos residentes no tuvieron otra opción que continuar conduciendo solos. El Condado de Kern necesita un mejor sistema de transporte público.	1	2	3	99
D. El transporte público podría conectar el Condado de Kern con las áreas colindantes y mejorar las oportunidades de trabajo y las opciones de viviendas para los residentes.	1	2	3	99

15. Utilizando una escala de 0 a 4, en la que 0 es nada importante y 4 es sumamente importante, ¿cuán importante es proporcionar transporte público, vehículo de traslado grupal y otras alternativas para conducir solo para mejorar la futura calidad de vida en el Condado de Kern?

0, nada importante	0
1	1
2	2
3	3
4, sumamente importante	4
[DON'T READ] DK/NA	99

16. Existen fondos limitados para mantener y ampliar las calles, las autopistas y los sistemas de transporte público en el Condado de Kern. ¿Qué porcentaje se debería gastar en proporcionar transporte alternativo, tal como mejorar el servicio de autobús, crear un servicio de tranvía eléctrico y ofrecer incentivos y programas de vehículos de traslado grupal? [READ CHOICES]

De 80 a 100 por ciento ---------- 1
De 60 a 80 por ciento ---------- 2
De 40 a 60 por ciento ---------- 3
De 20 a 40 por ciento ---------- 4
Menos del 20 por ciento ---------- 5
Ninguno ---------- 6
[DON'T READ] DK/NA ---------- 99

Restan algunas preguntas que sólo se utilizarán con fines de comparación estadística.

C. ¿Es propietario o arrendatario de su vivienda actualmente?

Arrendatario ---------- 1
Propietario ---------- 2
[DON'T READ] DK/NA ---------- 99

D. ¿A qué grupo étnico cree que pertenece o con cuál se identifica más? [IF RESPONDENT HESITATES, READ LIST]

Afroamericano/Negro ---------- 1
Asiático-americano ---------- 2
Caucásico/Blanco ---------- 3
Latino/Hispano ---------- 4
Nativo Americano ---------- 5
Nativo de las Islas del Pacífico ---------- 6
Dos o más razas ---------- 7
Otro ---------- 98
[DON'T READ] DK/NA ---------- 99

E. ¿Cuántos años tiene usted? [DON'T READ LIST]

Entre 18 y 24 años ---------- 1
Entre 25 y 34 años ---------- 2
Entre 35 y 44 años ---------- 3
Entre 45 y 54 años ---------- 4
Entre 55 y 59 años ---------- 5
Entre 60 y 64 años ---------- 6
Entre 65 y 74 años ---------- 7
Entre 75 y 84 años ---------- 8
85 años o más ---------- 9
DK/NA ---------- 99

F. ¿Cuántos niños menores de 18 años viven en su hogar?

Ninguno ---------- 0
Uno ---------- 1
Dos ---------- 2
Tres ---------- 3
Cuatro o más ---------- 4
[DON'T READ] DK/NA ---------- 99

G. Incluyéndose a usted mismo(a), si corresponde, ¿cuántos adultos mayores de 65 años viven en su hogar?

Ninguno---------- 0
Uno---------- 1
Dos---------- 2
Tres---------- 3
Cuatro o más---------- 4
[DON'T READ] DK/NA----------99

H. Para concluir, ¿podría indicarme si el ingreso total de su familia es mayor o menor a $40.000 por año?

Menor---------- 1 [GO TO QH1]
Mayor ---------- 2 [GO TO QH2]
[DON'T READ] DK/NA ---------- 99 [GO TO END]

H1. [IF QH = 1] Por favor indíqueme que me detenga cuando alcance la categoría que mejor describa el ingreso total de su familia antes de deducir impuestos en 2008.

Menos de $20.000 ---------- 1 [GO TO END]
Desde $20.000 a menos de $30.000---------- 2 [GO TO END]
Desde $30.000 a menos de $40.000---------- 3 [GO TO END]
[DON'T READ] DK/NA ---------- 99 [GO TO END]

H2. [IF QH = 2] Por favor indíqueme que me detenga cuando alcance la categoría que mejor describa el ingreso total de su familia antes de deducir impuestos en 2008.

Desde $40.000 a menos de $60.000---------- 4
Desde $60.000 a menos de $ 80.000---------- 5
Desde $80.000 a menos de $100.000---------- 6
Más de $100.000 ---------- 7
[DON'T READ] DK/NA ---------- 99

Esto concluye la encuesta. ¡Muchas gracias por su participación!

I. Respondent's Gender [RECORD BY VOICE]:

Male---------- 1
Female ---------- 2

J. Region [RECORD FROM ZIP CODE IN QB]:

West Kern ---------- 1
Central Valley ---------- 2
Mountains ---------- 3
East Kern ---------- 4

NAME_____ PHONE_____
DATE OF INTERVIEW _____VALIDATED BY _____

GODBE RESEARCH
Gain Insight

Appendix D:
Questionnaire Map and Recommended Frequency

Question Topic	Surveyed Years		Recommended Frequency
	2009	2008	
Quality of life issues:			
Satisfaction with quality of life	Q1	Q1	Annually
Future quality of life	Q2	Q2	Annually
Like most about city or town		Q3	3 years
Like least about city or town		Q4	3 years
Importance of quality of life issues	Q3	Q5	Annually*
Most important issue	Q4	Q6	Annually
Role of local government agencies		Q7	3 years
Housing and development issues:			
Support for housing development		Q8	5 years
Support for commercial development		Q9	5 years
Housing preferences	Q5	Q10	5 years
Importance of housing features/options		Q11	5 years, or as needed
Energy conservation issues:			
Use of information on energy conservation	Q6		As needed
Most important benefit of energy conservation	Q7		As needed
Barriers to energy conservation	Q8		As needed
Transportation issues:			
Ratings of traffic flow	Q9	Q12	Annually
Transportation mode for commute	Q10	Q13	Annually
Average round-trip commute minutes	Q11	Q14	1 to 2 years
Average round-trip commute miles	Q12	Q15	1 to 2 years
Factors to encourage use of alternative transportation		Q16	As needed
Most likely alternative transportation	Q13		As needed
Influence of informative statements on alternative transportation	Q14		As needed - (Q14, Q15, Q16)
Second test of importance of alternative transportation	Q15		As needed - (Q14, Q15, Q16)
Support for funding of alternative transportation	Q16		As needed - (Q14, Q15, Q16)
Demographics:			
Length of residence	QA	QA	Annually
Home zip code	QB	QB	Annually
Homeownership status	QC	QC	Annually
Ethnicity	QD	QD	Annually
Age	QE	QE	Annually
Children in household	QF		Annually
Seniors in household	QG		Annually
Household income	QH	QF	Annually
Gender	QI	QG	Annually

*Importance of quality of life issues: Godbe Research recommends surveying the items that relate to the primary role of Kern COG in each community study, including issues related to transportation and mobility, as well as growth and development. Although items related to services, safety, and equity provide a comparison point for the importance of other issues, since these are not as central to the role of Kern COG, they could be surveyed every 2 or 3 years if there are time constraints with the questionnaire.

Several topics have been designated for surveying "as needed." These include questions related to the unique research objectives of the 2008 and 2009 survey. It is recommended that these questions be surveyed only when the need for additional information on the topic arises.

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Appendix E: Crosstabulation Tables

		Gender		
		Total	Male	Female
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	621	579
	Very satisfied	367 30.6%	203 32.7%	164 28.3%
	Somewhat satisfied	568 47.4%	274 44.2%	294 50.8%
	Somewhat dissatisfied	151 12.6%	81 13.1%	70 12.0%
	Very dissatisfied	91 7.6%	50 8.0%	41 7.1%
	DK/NA	23 1.9%	12 2.0%	10 1.8%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied		
	Somewhat satisfied		A
	Somewhat dissatisfied		
	Very dissatisfied		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1186	191	275	250	204	121	144
	Very satisfied	364 30.7%	42 22.0%	61 22.0%	82 32.8%	66 32.1%	45 37.5%	68 47.1%
	Somewhat satisfied	560 47.2%	111 58.1%	141 51.3%	110 44.0%	96 46.9%	51 42.4%	50 34.9%
	Somewhat dissatisfied	151 12.7%	29 15.2%	42 15.4%	31 12.5%	25 12.0%	12 10.1%	11 7.8%
	Very dissatisfied	89 7.5%	9 4.5%	27 9.7%	22 8.9%	13 6.6%	8 6.8%	10 7.0%
	DK/NA	23 1.9%	0 .2%	4 1.5%	5 1.8%	5 2.4%	4 3.3%	5 3.2%

Comparisons of Column Proportions[a,b]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied						
	Somewhat satisfied	C F	F			A B	A B
	Somewhat dissatisfied						
	Very dissatisfied						
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	150	134	916
	Very satisfied	367 30.6%	43 28.8%	45 33.8%	279 30.4%
	Somewhat satisfied	568 47.4%	71 47.1%	56 41.6%	442 48.3%
	Somewhat dissatisfied	151 12.6%	18 12.0%	20 14.8%	113 12.4%
	Very dissatisfied	91 7.6%	14 9.5%	8 5.9%	68 7.5%
	DK/NA	23 1.9%	4 2.5%	5 3.9%	14 1.5%

Comparisons of Column Proportions[a,b]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied			
	Somewhat satisfied			
	Somewhat dissatisfied			
	Very dissatisfied			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1169	506	538	125
	Very satisfied	354 30.3%	164 32.3%	169 31.4%	22 17.3%
	Somewhat satisfied	556 47.5%	220 43.4%	262 48.7%	74 59.3%
	Somewhat dissatisfied	149 12.7%	67 13.3%	71 13.2%	10 8.3%
	Very dissatisfied	88 7.5%	37 7.4%	32 5.9%	19 15.2%
	DK/NA	23 1.9%	18 3.6%	4 .8%	0 .0%

Comparisons of Column Proportions[b,c]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	C	C	
	Somewhat satisfied			A
	Somewhat dissatisfied			
	Very dissatisfied			A B
	DK/NA	B		.[a]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1050	304	347	167	233
	Very satisfied	323 30.8%	66 21.8%	133 38.4%	41 24.7%	83 35.6%
	Somewhat satisfied	498 47.4%	151 49.9%	150 43.1%	82 49.0%	115 49.4%
	Somewhat dissatisfied	137 13.0%	52 17.1%	41 11.7%	22 13.0%	23 9.8%
	Very dissatisfied	77 7.3%	32 10.5%	22 6.5%	13 7.9%	9 4.1%
	DK/NA	15 1.5%	2 .7%	1 .3%	9 5.5%	3 1.2%

Comparisons of Column Proportions[a,b]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied		A C		A
	Somewhat satisfied				
	Somewhat dissatisfied				
	Very dissatisfied	D			
	DK/NA			A B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1175	332	843
	Very satisfied	362 30.8%	81 24.5%	281 33.3%
	Somewhat satisfied	555 47.2%	165 49.8%	390 46.2%
	Somewhat dissatisfied	149 12.7%	45 13.4%	104 12.4%
	Very dissatisfied	88 7.5%	36 10.9%	52 6.2%
	DK/NA	21 1.7%	5 1.4%	16 1.9%

Comparisons of Column Proportions[a,b]

		Homeownership	
		Rent	Own
		(A)	(B)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied		A
	Somewhat satisfied		
	Somewhat dissatisfied		
	Very dissatisfied	B	
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1188	304	675	349
	Very satisfied	362 30.5%	97 31.9%	186 27.6%	119 34.0%
	Somewhat satisfied	562 47.3%	139 45.6%	339 50.3%	149 42.6%
	Somewhat dissatisfied	151 12.7%	37 12.3%	89 13.2%	52 14.8%
	Very dissatisfied	90 7.5%	22 7.4%	51 7.6%	24 6.9%
	DK/NA	23 1.9%	9 2.9%	9 1.4%	6 1.7%

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied			B
	Somewhat satisfied		C	
	Somewhat dissatisfied			
	Very dissatisfied			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1177	367	568	242
	Very satisfied	367 31.2%	367 100.0%	0 .0%	0 .0%
	Somewhat satisfied	568 48.3%	0 .0%	568 100.0%	0 .0%
	Somewhat dissatisfied	151 12.8%	0 .0%	0 .0%	151 62.5%
	Very dissatisfied	91 7.7%	0 .0%	0 .0%	91 37.5%

Comparisons of Column Proportions[b,c]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	.a	.a	.a
	Somewhat satisfied	.a	.a	.a
	Somewhat dissatisfied	.a	.a	
	Very dissatisfied	.a	.a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1141	454	293	394
	Very satisfied	347 30.4%	166 36.6%	83 28.5%	97 24.7%
	Somewhat satisfied	545 47.8%	209 46.1%	161 55.1%	175 44.3%
	Somewhat dissatisfied	149 13.0%	47 10.4%	33 11.1%	69 17.4%
	Very dissatisfied	85 7.5%	31 6.8%	8 2.6%	47 11.9%
	DK/NA	15 1.3%	1 .1%	8 2.6%	6 1.6%

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	C	A C	
	Somewhat satisfied			
	Somewhat dissatisfied			A
	Very dissatisfied	B		A B
	DK/NA		A	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Gender		
		Total	Male	Female
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	621	579
	Much better	160 13.3%	86 13.8%	74 12.9%
	Somewhat better	294 24.5%	131 21.2%	163 28.1%
	Stay about the same	293 24.4%	165 26.6%	127 22.0%
	Somewhat worse	207 17.2%	102 16.4%	105 18.1%
	Much worse	187 15.6%	103 16.5%	85 14.6%
	DK/NA	59 4.9%	34 5.5%	25 4.3%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better		
	Somewhat better		A
	Stay about the same		
	Somewhat worse		
	Much worse		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1186	191	275	250	204	121	144
	Much better	158 13.3%	39 20.4%	38 13.6%	27 10.7%	32 15.7%	10 8.1%	12 8.6%
	Somewhat better	293 24.7%	56 29.5%	66 23.8%	84 33.5%	38 18.7%	21 17.6%	27 19.0%
	Stay about the same	291 24.5%	46 23.9%	74 27.0%	46 18.4%	53 26.0%	33 27.3%	39 26.7%
	Somewhat worse	202 17.0%	28 14.9%	51 18.5%	39 15.4%	35 17.3%	25 20.4%	24 16.4%
	Much worse	186 15.7%	17 9.1%	41 15.1%	44 17.6%	36 17.8%	22 18.2%	24 16.8%
	DK/NA	58 4.9%	4 2.3%	6 2.0%	11 4.3%	9 4.5%	10 8.4%	18 12.4%

Comparisons of Column Proportions[a,b]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	F					
	Somewhat better			D E F			
	Stay about the same						
	Somewhat worse						
	Much worse						
	DK/NA					B	A B C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	150	134	916
	Much better	160 13.3%	28 18.5%	20 15.2%	112 12.2%
	Somewhat better	294 24.5%	40 26.4%	28 20.9%	226 24.7%
	Stay about the same	293 24.4%	34 22.5%	28 21.2%	231 25.2%
	Somewhat worse	207 17.2%	30 20.3%	29 21.5%	148 16.1%
	Much worse	187 15.6%	12 7.8%	21 15.7%	154 16.9%
	DK/NA	59 4.9%	7 4.5%	7 5.5%	45 4.9%

Comparisons of Column Proportions[a,b]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better			
	Somewhat better			
	Stay about the same			
	Somewhat worse			
	Much worse			A
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1169	506	538	125
	Much better	155 13.3%	45 8.9%	82 15.2%	28 22.4%
	Somewhat better	290 24.8%	104 20.6%	161 29.9%	25 19.9%
	Stay about the same	283 24.2%	137 27.1%	115 21.4%	30 24.2%
	Somewhat worse	200 17.1%	90 17.7%	101 18.8%	9 6.9%
	Much worse	185 15.8%	96 19.0%	60 11.1%	28 22.7%
	DK/NA	57 4.9%	33 6.6%	19 3.5%	5 3.9%

Comparisons of Column Proportions[a,b]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better		A	A
	Somewhat better		A	
	Stay about the same			
	Somewhat worse	C	C	
	Much worse	B		B
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1050	304	347	167	233
	Much better	142 13.5%	60 19.7%	41 11.8%	16 9.4%	25 10.7%
	Somewhat better	266 25.3%	89 29.3%	89 25.7%	35 21.0%	52 22.5%
	Stay about the same	253 24.1%	66 21.6%	80 23.1%	42 25.2%	66 28.2%
	Somewhat worse	190 18.1%	35 11.5%	70 20.3%	38 22.8%	46 20.0%
	Much worse	157 15.0%	42 13.9%	46 13.2%	30 18.1%	39 16.8%
	DK/NA	43 4.1%	12 4.0%	21 5.9%	6 3.6%	5 2.0%

Comparisons of Column Proportions[a,b]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	B C D			
	Somewhat better				
	Stay about the same		A	A	A
	Somewhat worse				
	Much worse				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1175	332	843
	Much better	159	61	98
		13.5%	18.5%	11.6%
	Somewhat better	292	104	188
		24.9%	31.4%	22.3%
	Stay about the same	280	59	222
		23.9%	17.8%	26.3%
	Somewhat worse	201	50	151
		17.1%	15.1%	17.9%
	Much worse	185	39	146
		15.7%	11.6%	17.4%
	DK/NA	57	19	38
		4.9%	5.7%	4.5%

Comparisons of Column Proportions[a,b]

		Homeownership	
		Rent	Own
		(A)	(B)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	B	
	Somewhat better	B	
	Stay about the same		A
	Somewhat worse		
	Much worse		A
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1188	304	675	349
	Much better	159 13.4%	47 15.3%	82 12.2%	47 13.5%
	Somewhat better	291 24.5%	75 24.5%	178 26.3%	66 18.9%
	Stay about the same	291 24.5%	76 25.1%	162 24.1%	98 28.1%
	Somewhat worse	202 17.0%	50 16.4%	121 17.9%	51 14.7%
	Much worse	186 15.6%	42 13.7%	109 16.2%	65 18.7%
	DK/NA	58 4.9%	15 4.9%	23 3.4%	22 6.3%

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better Somewhat better Stay about the same Somewhat worse Much worse DK/NA		C	B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1177	367	568	242
	Much better	160 13.6%	57 15.6%	77 13.6%	25 10.4%
	Somewhat better	294 25.0%	109 29.7%	132 23.2%	53 21.9%
	Stay about the same	285 24.2%	83 22.7%	161 28.4%	40 16.6%
	Somewhat worse	204 17.3%	61 16.7%	101 17.8%	41 17.1%
	Much worse	184 15.6%	36 9.8%	74 12.9%	74 30.8%
	DK/NA	51 4.4%	20 5.5%	23 4.1%	8 3.2%

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better Somewhat better Stay about the same Somewhat worse Much worse DK/NA		C	A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1141	454	293	394
	Much better	160 14.0%	160 35.2%	0 .0%	0 .0%
	Somewhat better	294 25.8%	294 64.8%	0 .0%	0 .0%
	Stay about the same	293 25.7%	0 .0%	293 100.0%	0 .0%
	Somewhat worse	207 18.1%	0 .0%	0 .0%	207 52.5%
	Much worse	187 16.4%	0 .0%	0 .0%	187 47.5%

Comparisons of Column Proportions[b,c]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better		.[a]	.[a]
	Somewhat better		.[a]	.[a]
	Stay about the same	.[a]	.[a]	.[a]
	Somewhat worse	.[a]	.[a]	
	Much worse	.[a]	.[a]	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Gender		
	Total	Male	Female
3A. Preventing the loss of farm land to residential and commercial development	3.1	3.0	3.3
3B. Improving air quality	3.4	3.2	3.5
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.5	2.3	2.8
3D. Providing programs to reduce energy consumption and conserve natural resources	3.2	3.1	3.4
3E. Creating more high paying jobs	3.5	3.4	3.5
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.3	3.4
3G. Improving the energy-efficiency of existing businesses	3.1	3.0	3.2
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.0	3.4
3I. Creating more affordable housing	2.9	2.7	3.1
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	2.3	2.6
3K. Improving the energy-efficiency of existing housing	3.2	3.0	3.3
3L. Expanding highways	2.9	2.9	3.0
3M. Reducing traffic congestion	3.1	3.0	3.1
3N. Maintaining local streets and roads	3.4	3.3	3.5
3O. Expanding local bus services	2.8	2.6	3.0

	Gender		
	Total	Male	Female
3P. Improving public transportation to other cities	2.8	2.7	3.0
3Q. Maintaining and improving sidewalks and bike lanes	2.9	2.7	3.1
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	2.8	3.1
3S. Preserving open spaces and native animal habitats	2.9	2.7	3.1
3T. Improving fire and emergency medical services	3.3	3.1	3.5
3U. Improving local health care and social services	3.3	3.1	3.5
3V. Improving crime prevention and gang prevention programs	3.6	3.6	3.7
3W. Improving the quality of public education	3.6	3.5	3.8
3X. Preserving water supply	3.6	3.5	3.7
3Y. Improving flood protection	2.7	2.5	3.0
3Z. Improving water quality	3.4	3.2	3.5

Comparisons of Column Means[a,b]

	Gender	
	Male	Female
	(A)	(B)
3A. Preventing the loss of farm land to residential and commercial development		A
3B. Improving air quality		A
3C. Reducing residential air pollution, such as wood-burning fireplaces		A
3D. Providing programs to reduce energy consumption and conserve natural resources		A
3E. Creating more high paying jobs		A
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy		
3G. Improving the energy-efficiency of existing businesses		A
3H. Revitalizing older neighborhoods and business districts that are becoming rundown		A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Gender	
	Male	Female
	(A)	(B)
3I. Creating more affordable housing		A
3J. Developing a variety of housing options, including apartments, townhomes and condominiums		A
3K. Improving the energy-efficiency of existing housing		A
3L. Expanding highways		A
3M. Reducing traffic congestion		
3N. Maintaining local streets and roads		A
3O. Expanding local bus services		A
3P. Improving public transportation to other cities		A
3Q. Maintaining and improving sidewalks and bike lanes		A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Gender	
	Male	Female
	(A)	(B)
3R. Providing public transportation, carpooling, and other alternatives to driving alone		A
3S. Preserving open spaces and native animal habitats		A
3T. Improving fire and emergency medical services		A
3U. Improving local health care and social services		A
3V. Improving crime prevention and gang prevention programs		A
3W. Improving the quality of public education		A
3X. Preserving water supply		A
3Y. Improving flood protection		A
3Z. Improving water quality		A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Age						
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
3A. Preventing the loss of farm land to residential and commercial development	3.1	3.3	3.1	3.1	3.1	3.2	3.1
3B. Improving air quality	3.4	3.6	3.5	3.4	3.3	3.0	3.0
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.5	2.9	2.7	2.6	2.4	2.0	2.2
3D. Providing programs to reduce energy consumption and conserve natural resources	3.2	3.4	3.4	3.3	3.1	3.0	3.0
3E. Creating more high paying jobs	3.5	3.7	3.6	3.4	3.5	3.3	3.1
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.3	3.4	3.3	3.4	3.5	3.2
3G. Improving the energy-efficiency of existing businesses	3.1	3.4	3.1	3.1	3.1	2.8	2.8
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.4	3.2	3.2	3.3	3.0	3.0
3I. Creating more affordable housing	2.9	3.5	3.1	2.8	2.9	2.7	2.5
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	3.0	2.5	2.1	2.4	2.2	2.2
3K. Improving the energy-efficiency of existing housing	3.2	3.4	3.3	3.1	3.2	3.1	2.9
3L. Expanding highways	3.0	2.8	2.9	2.9	3.1	3.0	3.0
3M. Reducing traffic congestion	3.1	3.0	3.1	3.1	3.1	3.0	3.1
3N. Maintaining local streets and roads	3.4	3.5	3.4	3.3	3.5	3.4	3.5
3O. Expanding local bus services	2.8	3.0	2.8	2.8	2.8	2.7	2.7

	Age						
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
3P. Improving public transportation to other cities	2.8	3.0	2.8	2.7	3.0	2.7	2.8
3Q. Maintaining and improving sidewalks and bike lanes	2.9	3.1	3.0	2.9	2.9	2.7	2.6
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	3.1	2.9	3.0	2.9	2.7	2.8
3S. Preserving open spaces and native animal habitats	2.9	3.3	3.0	2.9	2.8	2.7	2.6
3T. Improving fire and emergency medical services	3.3	3.5	3.3	3.3	3.3	3.1	3.0
3U. Improving local health care and social services	3.3	3.6	3.4	3.2	3.4	3.2	2.8
3V. Improving crime prevention and gang prevention programs	3.6	3.7	3.6	3.6	3.7	3.6	3.7
3W. Improving the quality of public education	3.6	3.9	3.8	3.6	3.6	3.4	3.4
3X. Preserving water supply	3.6	3.6	3.7	3.6	3.5	3.6	3.6
3Y. Improving flood protection	2.7	3.0	2.7	2.7	2.8	2.5	2.7
3Z. Improving water quality	3.4	3.6	3.4	3.3	3.3	3.3	3.2

Comparisons of Column Means[a,b]

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
	(A)	(B)	(C)	(D)	(E)	(F)
3A. Preventing the loss of farm land to residential and commercial development						
3B. Improving air quality	D E F	E F	E F			
3C. Reducing residential air pollution, such as wood-burning fireplaces	D E F	D E F	E F			
3D. Providing programs to reduce energy consumption and conserve natural resources	E F	E F	F			
3E. Creating more high paying jobs	C E F	E F	F	F		
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy					F	
3G. Improving the energy-efficiency of existing businesses	E F	F	F			
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	E F	F		E F		
3I. Creating more affordable housing	B C D E F	F				
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	B C D E F	C				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
	(A)	(B)	(C)	(D)	(E)	(F)
3K. Improving the energy-efficiency of existing housing	F	F				
3L. Expanding highways						
3M. Reducing traffic congestion						
3N. Maintaining local streets and roads	C					C
3O. Expanding local bus services						
3P. Improving public transportation to other cities						
3Q. Maintaining and improving sidewalks and bike lanes	E F	E F				
3R. Providing public transportation, carpooling, and other alternatives to driving alone	E					
3S. Preserving open spaces and native animal habitats	C D E F	F				
3T. Improving fire and emergency medical services	E F	F				
3U. Improving local health care and social services	C E F	F	F	F		
3V. Improving crime prevention and gang prevention programs						

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
	(A)	(B)	(C)	(D)	(E)	(F)
3W. Improving the quality of public education	C D E F	D E F	F			
3X. Preserving water supply						
3Y. Improving flood protection	E					
3Z. Improving water quality	F					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Length of Residence			
	Total	Less than five years	Five years to less than ten years	10 years or more
3A. Preventing the loss of farm land to residential and commercial development	3.1	2.8	3.2	3.2
3B. Improving air quality	3.4	3.2	3.3	3.4
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.5	2.6	2.6	2.5
3D. Providing programs to reduce energy consumption and conserve natural resources	3.2	3.2	3.4	3.2
3E. Creating more high paying jobs	3.5	3.5	3.3	3.5
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.4	3.4	3.3

	Length of Residence			
	Total	Less than five years	Five years to less than ten years	10 years or more
3G. Improving the energy-efficiency of existing businesses	3.1	3.0	3.0	3.1
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.2	3.1	3.2
3I. Creating more affordable housing	2.9	2.8	2.8	3.0
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	2.4	2.4	2.4
3K. Improving the energy-efficiency of existing housing	3.2	3.1	3.2	3.2
3L. Expanding highways	2.9	2.8	2.8	3.0
3M. Reducing traffic congestion	3.1	2.8	2.9	3.1
3N. Maintaining local streets and roads	3.4	3.4	3.3	3.4
3O. Expanding local bus services	2.8	2.8	2.8	2.8
3P. Improving public transportation to other cities	2.8	3.0	2.7	2.8
3Q. Maintaining and improving sidewalks and bike lanes	2.9	2.8	2.7	2.9
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	2.9	2.9	2.9
3S. Preserving open spaces and native animal habitats	2.9	2.9	2.9	2.9
3T. Improving fire and emergency medical services	3.3	3.3	3.2	3.3
3U. Improving local health care and social services	3.3	3.3	3.2	3.3

	Length of Residence			
	Total	Less than five years	Five years to less than ten years	10 years or more
3V. Improving crime prevention and gang prevention programs	3.6	3.6	3.6	3.6
3W. Improving the quality of public education	3.6	3.6	3.6	3.7
3X. Preserving water supply	3.6	3.5	3.6	3.7
3Y. Improving flood protection	2.7	2.6	2.7	2.8
3Z. Improving water quality	3.4	3.3	3.3	3.4

Comparisons of Column Means[a,b]

	Length of Residence		
	Less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)
3A. Preventing the loss of farm land to residential and commercial development		A	A
3B. Improving air quality			
3C. Reducing residential air pollution, such as wood-burning fireplaces			
3D. Providing programs to reduce energy consumption and conserve natural resources			
3E. Creating more high paying jobs			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Length of Residence		
	Less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy			
3G. Improving the energy-efficiency of existing businesses			
3H. Revitalizing older neighborhoods and business districts that are becoming rundown			
3I. Creating more affordable housing			
3J. Developing a variety of housing options, including apartments, townhomes and condominiums			
3K. Improving the energy-efficiency of existing housing			
3L. Expanding highways			
3M. Reducing traffic congestion			A
3N. Maintaining local streets and roads			
3O. Expanding local bus services			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Length of Residence		
	Less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)
3P. Improving public transportation to other cities			
3Q. Maintaining and improving sidewalks and bike lanes			
3R. Providing public transportation, carpooling, and other alternatives to driving alone			
3S. Preserving open spaces and native animal habitats			
3T. Improving fire and emergency medical services			
3U. Improving local health care and social services			
3V. Improving crime prevention and gang prevention programs			
3W. Improving the quality of public education			
3X. Preserving water supply			A
3Y. Improving flood protection			
3Z. Improving water quality			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ethnicity			
	Total	Caucasian	Hispanic	Other
3A. Preventing the loss of farm land to residential and commercial development	3.1	3.0	3.3	3.0
3B. Improving air quality	3.4	3.0	3.7	3.5
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.5	2.0	3.0	2.8
3D. Providing programs to reduce energy consumption and conserve natural resources	3.2	3.0	3.4	3.4
3E. Creating more high paying jobs	3.5	3.2	3.7	3.7
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.3	3.4	3.4
3G. Improving the energy-efficiency of existing businesses	3.1	2.8	3.3	3.4
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	2.9	3.4	3.3
3I. Creating more affordable housing	2.9	2.5	3.3	3.1
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	2.0	2.8	2.6
3K. Improving the energy-efficiency of existing housing	3.2	2.9	3.4	3.5
3L. Expanding highways	3.0	2.7	3.2	2.8
3M. Reducing traffic congestion	3.1	2.9	3.3	2.9
3N. Maintaining local streets and roads	3.4	3.3	3.5	3.4
3O. Expanding local bus services	2.8	2.5	3.1	2.7

	Ethnicity			
	Total	Caucasian	Hispanic	Other
3P. Improving public transportation to other cities	2.8	2.5	3.1	3.0
3Q. Maintaining and improving sidewalks and bike lanes	2.9	2.5	3.2	3.3
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	2.6	3.2	3.0
3S. Preserving open spaces and native animal habitats	2.9	2.6	3.2	3.2
3T. Improving fire and emergency medical services	3.3	3.0	3.5	3.4
3U. Improving local health care and social services	3.3	3.0	3.5	3.6
3V. Improving crime prevention and gang prevention programs	3.6	3.5	3.7	3.7
3W. Improving the quality of public education	3.6	3.4	3.8	3.7
3X. Preserving water supply	3.6	3.6	3.7	3.5
3Y. Improving flood protection	2.7	2.3	3.1	2.9
3Z. Improving water quality	3.4	3.1	3.6	3.5

Comparisons of Column Means[a,b]

	Ethnicity		
	Caucasian	Hispanic	Other
	(A)	(B)	(C)
3A. Preventing the loss of farm land to residential and commercial development		A C	
3B. Improving air quality		A	A
3C. Reducing residential air pollution, such as wood-burning fireplaces		A	A
3D. Providing programs to reduce energy consumption and conserve natural resources		A	A
3E. Creating more high paying jobs		A	A
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy		A	
3G. Improving the energy-efficiency of existing businesses		A	A
3H. Revitalizing older neighborhoods and business districts that are becoming rundown		A	A
3I. Creating more affordable housing		A	A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Ethnicity		
	Caucasian	Hispanic	Other
	(A)	(B)	(C)
3J. Developing a variety of housing options, including apartments, townhomes and condominiums		A	A
3K. Improving the energy-efficiency of existing housing		A	A
3L. Expanding highways		A C	
3M. Reducing traffic congestion		A C	
3N. Maintaining local streets and roads		A	
3O. Expanding local bus services		A C	
3P. Improving public transportation to other cities		A	A
3Q. Maintaining and improving sidewalks and bike lanes		A	A
3R. Providing public transportation, carpooling, and other alternatives to driving alone		A	A
3S. Preserving open spaces and native animal habitats		A	A
3T. Improving fire and emergency medical services		A	A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Ethnicity		
	Caucasian	Hispanic	Other
	(A)	(B)	(C)
3U. Improving local health care and social services		A	A
3V. Improving crime prevention and gang prevention programs		A	
3W. Improving the quality of public education		A	A
3X. Preserving water supply		A C	
3Y. Improving flood protection		A	A
3Z. Improving water quality		A	A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Annual Household Income				
	Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
3A. Preventing the loss of farm land to residential and commercial development	3.1	3.1	3.2	3.1	2.9
3B. Improving air quality	3.4	3.5	3.5	3.4	3.2
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.6	2.8	2.7	2.4	2.2
3D. Providing programs to reduce energy consumption and conserve natural resources	3.3	3.5	3.3	3.1	3.1
3E. Creating more high paying jobs	3.5	3.6	3.5	3.4	3.4
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.4	3.3	3.5	3.3
3G. Improving the energy-efficiency of existing businesses	3.1	3.3	3.2	2.9	2.8
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.3	3.2	3.2	3.1
3I. Creating more affordable housing	2.9	3.4	3.1	2.6	2.3
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	2.8	2.5	2.2	2.1
3K. Improving the energy-efficiency of existing housing	3.2	3.5	3.2	3.0	3.0
3L. Expanding highways	3.0	3.0	3.0	2.9	2.9
3M. Reducing traffic congestion	3.1	3.2	3.1	3.0	3.0
3N. Maintaining local streets and roads	3.4	3.5	3.5	3.4	3.2

	Annual Household Income				
	Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
3O. Expanding local bus services	2.8	3.1	2.9	2.5	2.6
3P. Improving public transportation to other cities	2.8	3.2	2.9	2.5	2.5
3Q. Maintaining and improving sidewalks and bike lanes	2.9	3.2	2.9	2.8	2.7
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	3.1	3.0	2.8	2.7
3S. Preserving open spaces and native animal habitats	2.9	3.2	3.0	2.7	2.6
3T. Improving fire and emergency medical services	3.3	3.5	3.4	3.1	2.9
3U. Improving local health care and social services	3.3	3.6	3.4	3.1	2.9
3V. Improving crime prevention and gang prevention programs	3.6	3.6	3.7	3.6	3.6
3W. Improving the quality of public education	3.6	3.7	3.7	3.7	3.5
3X. Preserving water supply	3.6	3.7	3.7	3.7	3.5
3Y. Improving flood protection	2.7	3.0	2.8	2.5	2.4
3Z. Improving water quality	3.4	3.6	3.4	3.3	3.1

Comparisons of Column Means[a,b]

	Annual Household Income			
	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
	(A)	(B)	(C)	(D)
3A. Preventing the loss of farm land to residential and commercial development		D		
3B. Improving air quality	D	D		
3C. Reducing residential air pollution, such as wood-burning fireplaces	C D	D		
3D. Providing programs to reduce energy consumption and conserve natural resources	C D			
3E. Creating more high paying jobs	D			
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy				
3G. Improving the energy-efficiency of existing businesses	C D	D		
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	D			
3I. Creating more affordable housing	B C D	C D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Annual Household Income			
	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
	(A)	(B)	(C)	(D)
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	B C D	C D		
3K. Improving the energy-efficiency of existing housing	B C D	D		
3L. Expanding highways				
3M. Reducing traffic congestion				
3N. Maintaining local streets and roads	D	D		
3O. Expanding local bus services	B C D	C D		
3P. Improving public transportation to other cities	B C D	C D		
3Q. Maintaining and improving sidewalks and bike lanes	B C D			
3R. Providing public transportation, carpooling, and other alternatives to driving alone	C D			
3S. Preserving open spaces and native animal habitats	C D	C D		
3T. Improving fire and emergency medical services	C D	C D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Annual Household Income			
	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
	(A)	(B)	(C)	(D)
3U. Improving local health care and social services	C D	C D		
3V. Improving crime prevention and gang prevention programs				
3W. Improving the quality of public education		D	D	
3X. Preserving water supply				
3Y. Improving flood protection	C D	C D		
3Z. Improving water quality	C D	D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Homeownership		
	Total	Rent	Own
3A. Preventing the loss of farm land to residential and commercial development	3.1	3.2	3.1
3B. Improving air quality	3.4	3.5	3.3
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.5	2.9	2.4
3D. Providing programs to reduce energy consumption and conserve natural resources	3.2	3.5	3.1
3E. Creating more high paying jobs	3.5	3.6	3.4
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.4	3.3
3G. Improving the energy-efficiency of existing businesses	3.1	3.3	3.0
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.4	3.1
3I. Creating more affordable housing	2.9	3.5	2.7
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	2.8	2.3
3K. Improving the energy-efficiency of existing housing	3.2	3.4	3.1
3L. Expanding highways	2.9	2.9	3.0
3M. Reducing traffic congestion	3.1	3.2	3.0
3N. Maintaining local streets and roads	3.4	3.5	3.4
3O. Expanding local bus services	2.8	3.1	2.7

	Homeownership		
	Total	Rent	Own
3P. Improving public transportation to other cities	2.8	3.1	2.7
3Q. Maintaining and improving sidewalks and bike lanes	2.9	3.2	2.8
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	3.1	2.8
3S. Preserving open spaces and native animal habitats	2.9	3.2	2.8
3T. Improving fire and emergency medical services	3.3	3.5	3.2
3U. Improving local health care and social services	3.3	3.6	3.2
3V. Improving crime prevention and gang prevention programs	3.6	3.7	3.6
3W. Improving the quality of public education	3.6	3.7	3.6
3X. Preserving water supply	3.6	3.7	3.6
3Y. Improving flood protection	2.7	2.9	2.7
3Z. Improving water quality	3.4	3.5	3.3

Comparisons of Column Means[a,b]

	Homeownership	
	Rent	Own
	(A)	(B)
3A. Preventing the loss of farm land to residential and commercial development		
3B. Improving air quality	B	
3C. Reducing residential air pollution, such as wood-burning fireplaces	B	
3D. Providing programs to reduce energy consumption and conserve natural resources	B	
3E. Creating more high paying jobs	B	
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy		
3G. Improving the energy-efficiency of existing businesses	B	
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Homeownership	
	Rent	Own
	(A)	(B)
3I. Creating more affordable housing	B	
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	B	
3K. Improving the energy-efficiency of existing housing	B	
3L. Expanding highways		
3M. Reducing traffic congestion		
3N. Maintaining local streets and roads	B	
3O. Expanding local bus services	B	
3P. Improving public transportation to other cities	B	
3Q. Maintaining and improving sidewalks and bike lanes	B	
3R. Providing public transportation, carpooling, and other alternatives to driving alone	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Homeownership	
	Rent	Own
	(A)	(B)
3S. Preserving open spaces and native animal habitats	B	
3T. Improving fire and emergency medical services	B	
3U. Improving local health care and social services	B	
3V. Improving crime prevention and gang prevention programs		
3W. Improving the quality of public education	B	
3X. Preserving water supply		
3Y. Improving flood protection	B	
3Z. Improving water quality	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Children or Seniors in the Household			
	Total	Neither	Children in household	Seniors in household
3A. Preventing the loss of farm land to residential and commercial development	3.1	3.1	3.1	3.1
3B. Improving air quality	3.4	3.3	3.5	3.3
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.5	2.4	2.7	2.5
3D. Providing programs to reduce energy consumption and conserve natural resources	3.2	3.1	3.3	3.2
3E. Creating more high paying jobs	3.5	3.5	3.5	3.4
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.4	3.4	3.3
3G. Improving the energy-efficiency of existing businesses	3.1	3.0	3.2	3.1
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.1	3.3	3.2
3I. Creating more affordable housing	2.9	2.8	3.0	2.8
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	2.3	2.5	2.5
3K. Improving the energy-efficiency of existing housing	3.2	3.1	3.2	3.1
3L. Expanding highways	2.9	2.9	3.0	3.0
3M. Reducing traffic congestion	3.1	3.0	3.1	3.2
3N. Maintaining local streets and roads	3.4	3.4	3.4	3.5
3O. Expanding local bus services	2.8	2.8	2.8	2.9

	Children or Seniors in the Household			
	Total	Neither	Children in household	Seniors in household
3P. Improving public transportation to other cities	2.8	2.9	2.8	2.9
3Q. Maintaining and improving sidewalks and bike lanes	2.9	2.8	3.0	2.9
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	2.8	3.0	2.9
3S. Preserving open spaces and native animal habitats	2.9	2.8	3.0	2.9
3T. Improving fire and emergency medical services	3.3	3.2	3.3	3.3
3U. Improving local health care and social services	3.3	3.2	3.4	3.2
3V. Improving crime prevention and gang prevention programs	3.6	3.6	3.7	3.6
3W. Improving the quality of public education	3.6	3.5	3.7	3.6
3X. Preserving water supply	3.6	3.6	3.6	3.7
3Y. Improving flood protection	2.7	2.6	2.8	2.8
3Z. Improving water quality	3.4	3.4	3.4	3.4

Comparisons of Column Means[a,b]

	Children or Seniors in the Household		
	Neither	Children in household	Seniors in household
	(A)	(B)	(C)
3A. Preventing the loss of farm land to residential and commercial development			
3B. Improving air quality		A C	
3C. Reducing residential air pollution, such as wood-burning fireplaces			
3D. Providing programs to reduce energy consumption and conserve natural resources		A C	
3E. Creating more high paying jobs		C	
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy			
3G. Improving the energy-efficiency of existing businesses			
3H. Revitalizing older neighborhoods and business districts that are becoming rundown		A C	
3I. Creating more affordable housing		A C	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Children or Seniors in the Household		
	Neither	Children in household	Seniors in household
	(A)	(B)	(C)
3J. Developing a variety of housing options, including apartments, townhomes and condominiums			
3K. Improving the energy-efficiency of existing housing			
3L. Expanding highways			
3M. Reducing traffic congestion			
3N. Maintaining local streets and roads			
3O. Expanding local bus services			
3P. Improving public transportation to other cities			
3Q. Maintaining and improving sidewalks and bike lanes		A	
3R. Providing public transportation, carpooling, and other alternatives to driving alone			
3S. Preserving open spaces and native animal habitats		A	
3T. Improving fire and emergency medical services			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Children or Seniors in the Household		
	Neither	Children in household	Seniors in household
	(A)	(B)	(C)
3U. Improving local health care and social services		C	
3V. Improving crime prevention and gang prevention programs			
3W. Improving the quality of public education		A C	
3X. Preserving water supply			
3Y. Improving flood protection			
3Z. Improving water quality			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Overall Quality of Life Satisfaction			
	Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
3A. Preventing the loss of farm land to residential and commercial development	3.1	3.2	3.1	3.1
3B. Improving air quality	3.4	3.2	3.5	3.5
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.6	2.5	2.6	2.6
3D. Providing programs to reduce energy consumption and conserve natural resources	3.3	3.2	3.2	3.3
3E. Creating more high paying jobs	3.5	3.4	3.5	3.6
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.3	3.4	3.4
3G. Improving the energy-efficiency of existing businesses	3.1	3.1	3.1	3.1
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.2	3.2	3.3
3I. Creating more affordable housing	2.9	2.9	2.9	3.1
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	2.4	2.5	2.5
3K. Improving the energy-efficiency of existing housing	3.2	3.1	3.2	3.3
3L. Expanding highways	3.0	3.1	3.0	2.8
3M. Reducing traffic congestion	3.1	3.1	3.1	3.0
3N. Maintaining local streets and roads	3.4	3.4	3.4	3.4
3O. Expanding local bus services	2.8	2.7	2.9	2.9

	Overall Quality of Life Satisfaction			
	Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
3P. Improving public transportation to other cities	2.9	2.8	2.9	2.7
3Q. Maintaining and improving sidewalks and bike lanes	2.9	2.9	2.9	2.9
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	3.0	2.9	2.9
3S. Preserving open spaces and native animal habitats	2.9	2.9	2.9	3.1
3T. Improving fire and emergency medical services	3.3	3.3	3.3	3.3
3U. Improving local health care and social services	3.3	3.2	3.4	3.4
3V. Improving crime prevention and gang prevention programs	3.6	3.6	3.6	3.7
3W. Improving the quality of public education	3.7	3.6	3.7	3.8
3X. Preserving water supply	3.6	3.6	3.6	3.6
3Y. Improving flood protection	2.7	2.7	2.8	2.7
3Z. Improving water quality	3.4	3.3	3.4	3.5

Comparisons of Column Means[a,b]

	Overall Quality of Life Satisfaction		
	Very Satisfied	Somewhat Satisfied	Dissatisfied
	(A)	(B)	(C)
3A. Preventing the loss of farm land to residential and commercial development			
3B. Improving air quality		A	A
3C. Reducing residential air pollution, such as wood-burning fireplaces			
3D. Providing programs to reduce energy consumption and conserve natural resources			
3E. Creating more high paying jobs			
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy			
3G. Improving the energy-efficiency of existing businesses			
3H. Revitalizing older neighborhoods and business districts that are becoming rundown			
3I. Creating more affordable housing			B

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b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Overall Quality of Life Satisfaction		
	Very Satisfied	Somewhat Satisfied	Dissatisfied
	(A)	(B)	(C)
3J. Developing a variety of housing options, including apartments, townhomes and condominiums			
3K. Improving the energy-efficiency of existing housing			
3L. Expanding highways	C		
3M. Reducing traffic congestion			
3N. Maintaining local streets and roads			
3O. Expanding local bus services			
3P. Improving public transportation to other cities			
3Q. Maintaining and improving sidewalks and bike lanes			
3R. Providing public transportation, carpooling, and other alternatives to driving alone			
3S. Preserving open spaces and native animal habitats			
3T. Improving fire and emergency medical services			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Overall Quality of Life Satisfaction		
	Very Satisfied	Somewhat Satisfied	Dissatisfied
	(A)	(B)	(C)
3U. Improving local health care and social services		A	
3V. Improving crime prevention and gang prevention programs			
3W. Improving the quality of public education			A
3X. Preserving water supply			
3Y. Improving flood protection			
3Z. Improving water quality			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Future Quality of Life			
	Total	Better	Stay about the same	Worse
3A. Preventing the loss of farm land to residential and commercial development	3.1	3.3	3.0	3.1
3B. Improving air quality	3.4	3.5	3.2	3.3
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.5	2.8	2.4	2.4
3D. Providing programs to reduce energy consumption and conserve natural resources	3.2	3.5	3.1	3.0
3E. Creating more high paying jobs	3.5	3.6	3.3	3.4
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.5	3.4	3.2
3G. Improving the energy-efficiency of existing businesses	3.1	3.3	3.0	2.9
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.3	3.2	3.1
3I. Creating more affordable housing	2.9	3.2	2.9	2.6
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	2.7	2.3	2.1
3K. Improving the energy-efficiency of existing housing	3.2	3.4	3.1	2.9
3L. Expanding highways	3.0	3.1	3.0	2.8
3M. Reducing traffic congestion	3.1	3.2	2.9	3.1
3N. Maintaining local streets and roads	3.4	3.6	3.3	3.4
3O. Expanding local bus services	2.8	3.0	2.7	2.6

	Future Quality of Life			
	Total	Better	Stay about the same	Worse
3P. Improving public transportation to other cities	2.8	3.1	2.8	2.6
3Q. Maintaining and improving sidewalks and bike lanes	2.9	3.2	2.8	2.7
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	3.2	2.8	2.7
3S. Preserving open spaces and native animal habitats	2.9	3.1	2.8	2.8
3T. Improving fire and emergency medical services	3.3	3.5	3.2	3.1
3U. Improving local health care and social services	3.3	3.5	3.2	3.1
3V. Improving crime prevention and gang prevention programs	3.6	3.7	3.5	3.7
3W. Improving the quality of public education	3.6	3.8	3.5	3.6
3X. Preserving water supply	3.6	3.7	3.6	3.6
3Y. Improving flood protection	2.7	2.9	2.6	2.6
3Z. Improving water quality	3.4	3.6	3.3	3.2

Comparisons of Column Means[a,b]

	Future Quality of Life		
	Better	Stay about the same	Worse
	(A)	(B)	(C)
3A. Preventing the loss of farm land to residential and commercial development	B		
3B. Improving air quality	B C		
3C. Reducing residential air pollution, such as wood-burning fireplaces	B C		
3D. Providing programs to reduce energy consumption and conserve natural resources	B C		
3E. Creating more high paying jobs	B C		
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	B C	C	
3G. Improving the energy-efficiency of existing businesses	B C		
3H. Revitalizing older neighborhoods and business districts that are becoming rundown			
3I. Creating more affordable housing	B C	C	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Future Quality of Life		
	Better	Stay about the same	Worse
	(A)	(B)	(C)
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	B C		
3K. Improving the energy-efficiency of existing housing	B C	C	
3L. Expanding highways	C		
3M. Reducing traffic congestion	B		
3N. Maintaining local streets and roads	B C		
3O. Expanding local bus services	B C		
3P. Improving public transportation to other cities	B C	C	
3Q. Maintaining and improving sidewalks and bike lanes	B C		
3R. Providing public transportation, carpooling, and other alternatives to driving alone	B C		
3S. Preserving open spaces and native animal habitats	B C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Future Quality of Life		
	Better	Stay about the same	Worse
	(A)	(B)	(C)
3T. Improving fire and emergency medical services	B C		
3U. Improving local health care and social services	B C		
3V. Improving crime prevention and gang prevention programs	B		B
3W. Improving the quality of public education	B C		
3X. Preserving water supply	C		
3Y. Improving flood protection	B C		
3Z. Improving water quality	B C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

		Gender		
		Total	Male	Female
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1200	621	579
	Crime rate/gang violence	197 16.4%	93 14.9%	104 18.0%
	Farming and agriculture	29 2.4%	16 2.5%	13 2.2%
	Healthcare/hospitals	37 3.1%	16 2.6%	21 3.6%
	Improved public transportation	22 1.8%	13 2.1%	9 1.6%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	45 3.8%	25 4.1%	20 3.5%
	Open space between cities (NOT PARKS)	4 .3%	1 .1%	3 .5%
	Quality of jobs	257 21.5%	130 20.9%	127 22.0%
	Sense of community	27 2.3%	20 3.2%	7 1.3%
	Streets, roads, freeways	96 8.0%	56 9.0%	41 7.0%
	Unique attractions (parks, restaurants, shopping, and museums)	8 .6%	5 .8%	2 .4%
	Water resources	47 3.9%	32 5.2%	15 2.5%
	Well-planned growth	63 5.2%	33 5.3%	30 5.1%
	Environmental issues (air pollution, water contamination)	140 11.7%	64 10.3%	77 13.2%
	Housing	71 5.9%	23 3.8%	47 8.2%
	Illegal Immigration	21 1.8%	14 2.2%	8 1.3%

		Gender		
		Total	Male	Female
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Education	99 8.3%	36 5.8%	63 10.9%
	Economic stability/Inflation/Cost of living	40 3.4%	26 4.2%	14 2.4%
	Other	135 11.3%	81 13.1%	54 9.4%
	DK/NA	88 7.4%	52 8.3%	37 6.3%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence		
	Farming and agriculture		
	Healthcare/hospitals		
	Improved public transportation		
	Natural resources (outdoor recreation, rivers, trees, wildlife)		
	Open space between cities (NOT PARKS)		
	Quality of jobs		
	Sense of community	B	
	Streets, roads, freeways		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Unique attractions (parks, restaurants, shopping, and museums)		
	Water resources	B	
	Well-planned growth		
	Environmental issues (air pollution, water contamination)		
	Housing		A
	Illegal Immigration		
	Education		A
	Economic stability/Inflation/Cost of living		
	Other	B	
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1186	191	275	250	204	121	144
	Crime rate/gang violence	194 16.3%	39 20.2%	59 21.4%	34 13.6%	27 13.4%	15 12.0%	20 14.1%
	Farming and agriculture	27 2.3%	7 3.9%	5 1.9%	3 1.4%	5 2.5%	3 2.8%	2 1.5%
	Healthcare/hospitals	36 3.1%	9 4.9%	7 2.4%	3 1.2%	8 3.9%	4 3.2%	5 3.6%
	Improved public transportation	22 1.9%	5 2.6%	4 1.4%	0 .0%	7 3.2%	3 2.7%	3 2.4%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	44 3.7%	6 3.1%	12 4.5%	8 3.1%	8 3.9%	6 4.7%	4 3.0%
	Open space between cities (NOT PARKS)	4 .3%	0 .0%	0 .0%	0 .0%	0 .0%	1 1.2%	2 1.5%
	Quality of jobs	254 21.5%	43 22.4%	55 19.9%	63 25.1%	44 21.5%	24 19.7%	26 18.3%
	Sense of community	27 2.3%	1 .4%	10 3.8%	2 .7%	13 6.1%	0 .3%	2 1.3%
	Streets, roads, freeways	96 8.1%	8 4.0%	13 4.6%	22 8.8%	27 13.0%	11 8.8%	17 11.6%
	Unique attractions (parks, restaurants, shopping, and museums)	8 .6%	0 .0%	4 1.4%	1 .4%	2 1.1%	0 .3%	0 .1%
	Water resources	46 3.9%	2 1.0%	5 1.9%	11 4.3%	13 6.2%	9 7.1%	7 4.6%
	Well-planned growth	63 5.3%	10 5.2%	9 3.3%	19 7.4%	6 2.8%	10 8.6%	9 6.4%
	Environmental issues (air pollution, water contamination)	137 11.6%	26 13.4%	41 14.9%	30 11.8%	26 12.6%	7 6.1%	8 5.4%
	Housing	70 5.9%	20 10.4%	21 7.7%	12 4.6%	9 4.5%	6 4.7%	3 1.8%
	Illegal Immigration	21 1.8%	3 1.3%	0 .0%	2 .7%	3 1.4%	5 4.0%	9 6.2%

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Education	96 8.1%	11 5.7%	37 13.3%	26 10.3%	17 8.5%	3 2.4%	3 1.8%
	Economic stability/Inflation/Cost of living	40 3.4%	3 1.6%	6 2.2%	11 4.4%	6 3.1%	8 6.3%	6 4.4%
	Other	135 11.4%	9 4.8%	33 12.0%	26 10.4%	28 13.5%	15 12.8%	24 16.8%
	DK/NA	88 7.4%	17 9.2%	26 9.4%	14 5.6%	14 6.6%	3 2.7%	14 9.8%

Comparisons of Column Proportions[b,c]

		Age					
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 64 (E)	65 and older (F)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence						
	Farming and agriculture						
	Healthcare/hospitals						
	Improved public transportation			.[a]			
	Natural resources (outdoor recreation, rivers, trees, wildlife)						
	Open space between cities (NOT PARKS)	.[a]	.[a]	.[a]	.[a]		
	Quality of jobs						
	Sense of community				A C		
	Streets, roads, freeways				A B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Age					
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 64 (E)	65 and older (F)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Unique attractions (parks, restaurants, shopping, and museums)						
	Water resources					A	
	Well-planned growth						
	Environmental issues (air pollution, water contamination)						
	Housing	F					
	Illegal Immigration		.[a]				C
	Education		E F	F			
	Economic stability/Inflation/Cost of living						
	Other				A		A
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1200	150	134	916
	Crime rate/gang violence	197 16.4%	30 20.1%	28 20.9%	139 15.1%
	Farming and agriculture	29 2.4%	1 .4%	2 1.7%	26 2.8%
	Healthcare/hospitals	37 3.1%	8 5.0%	3 2.5%	26 2.8%
	Improved public transportation	22 1.8%	2 1.5%	1 .7%	19 2.1%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	45 3.8%	7 4.6%	11 8.2%	27 3.0%
	Open space between cities (NOT PARKS)	4 .3%	0 .0%	0 .0%	4 .4%
	Quality of jobs	257 21.5%	30 19.7%	20 15.1%	208 22.7%
	Sense of community	27 2.3%	3 2.3%	2 1.1%	23 2.5%
	Streets, roads, freeways	96 8.0%	8 5.5%	9 7.0%	79 8.6%
	Unique attractions (parks, restaurants, shopping, and museums)	8 .6%	2 1.1%	0 .0%	6 .7%
	Water resources	47 3.9%	3 2.0%	6 4.8%	37 4.1%
	Well-planned growth	63 5.2%	3 2.2%	5 3.9%	54 5.9%
	Environmental issues (air pollution, water contamination)	140 11.7%	24 16.1%	18 13.5%	98 10.7%
	Housing	71 5.9%	10 6.4%	9 6.6%	52 5.7%

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Illegal Immigration	21 1.8%	0 .3%	1 1.1%	19 2.1%
	Education	99 8.3%	13 8.5%	9 7.0%	77 8.4%
	Economic stability/Inflation/Cost of living	40 3.4%	14 9.3%	7 5.4%	19 2.1%
	Other	135 11.3%	9 5.7%	11 8.4%	116 12.6%
	DK/NA	88 7.4%	12 8.0%	13 9.9%	63 6.9%

Comparisons of Column Proportions[b,c]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence Farming and agriculture Healthcare/hospitals Improved public transportation Natural resources (outdoor recreation, rivers, trees, wildlife)		C	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Open space between cities (NOT PARKS)	.[a]	.[a]	
	Quality of jobs			
	Sense of community			
	Streets, roads, freeways			
	Unique attractions (parks, restaurants, shopping, and museums)		.[a]	
	Water resources			
	Well-planned growth			
	Environmental issues (air pollution, water contamination)			
	Housing			
	Illegal Immigration			
	Education			
	Economic stability/Inflation/Cost of living	C		
	Other			A
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1169	506	538	125
	Crime rate/gang violence	192 16.4%	72 14.3%	105 19.6%	14 11.5%
	Farming and agriculture	27 2.3%	14 2.8%	11 2.0%	2 1.4%
	Healthcare/hospitals	37 3.1%	14 2.8%	17 3.1%	6 4.5%
	Improved public transportation	22 1.9%	13 2.5%	9 1.6%	1 .5%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	45 3.9%	18 3.6%	22 4.1%	5 3.8%
	Open space between cities (NOT PARKS)	4 .3%	3 .7%	0 .0%	0 .1%
	Quality of jobs	252 21.6%	101 20.0%	109 20.2%	43 34.1%
	Sense of community	27 2.3%	8 1.5%	11 2.0%	9 7.2%
	Streets, roads, freeways	93 8.0%	52 10.2%	33 6.2%	8 6.5%
	Unique attractions (parks, restaurants, shopping, and museums)	8 .7%	4 .8%	2 .4%	1 1.0%
	Water resources	46 3.9%	26 5.1%	12 2.2%	8 6.1%
	Well-planned growth	59 5.0%	29 5.8%	19 3.6%	11 8.5%
	Environmental issues (air pollution, water contamination)	139 11.9%	54 10.7%	70 13.1%	14 11.5%
	Housing	71 6.1%	20 4.0%	35 6.6%	15 11.9%
	Illegal Immigration	20 1.7%	16 3.1%	3 .5%	1 1.1%

		Ethnicity			
		Total	Caucasian	Hispanic	Other
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Education	93 8.0%	32 6.3%	59 10.9%	3 2.3%
	Economic stability/Inflation/Cost of living	40 3.5%	21 4.2%	15 2.8%	4 3.2%
	Other	134 11.4%	77 15.2%	45 8.4%	11 8.9%
	DK/NA	85 7.3%	34 6.8%	45 8.3%	6 4.5%

Comparisons of Column Proportions[b,c]

		Ethnicity		
		Caucasian (A)	Hispanic (B)	Other (C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence			
	Farming and agriculture			
	Healthcare/hospitals			
	Improved public transportation			
	Natural resources (outdoor recreation, rivers, trees, wildlife)			
	Open space between cities (NOT PARKS)		.[a]	
	Quality of jobs			A B
	Sense of community			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Ethnicity		
		Caucasian (A)	Hispanic (B)	Other (C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Streets, roads, freeways			
	Unique attractions (parks, restaurants, shopping, and museums)			
	Water resources	B		
	Well-planned growth			
	Environmental issues (air pollution, water contamination)			
	Housing			A
	Illegal Immigration	B		
	Education		A C	
	Economic stability/Inflation/Cost of living			
	Other	B		
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1050	304	347	167	233
	Crime rate/gang violence	173 16.5%	51 16.8%	67 19.2%	22 13.4%	33 14.4%
	Farming and agriculture	25 2.4%	6 1.9%	14 4.1%	3 1.8%	2 .8%
	Healthcare/hospitals	34 3.2%	16 5.3%	10 3.0%	3 2.0%	4 1.7%
	Improved public transportation	20 1.9%	2 .6%	10 2.8%	4 2.3%	5 2.2%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	39 3.7%	14 4.5%	14 4.1%	7 4.5%	4 1.6%
	Open space between cities (NOT PARKS)	4 .3%	0 .0%	2 .5%	0 .0%	2 .8%
	Quality of jobs	226 21.5%	78 25.8%	75 21.7%	36 21.5%	37 15.7%
	Sense of community	25 2.4%	9 3.1%	9 2.7%	2 1.0%	5 2.0%
	Streets, roads, freeways	86 8.2%	24 8.0%	21 6.2%	20 11.7%	21 8.9%
	Unique attractions (parks, restaurants, shopping, and museums)	7 .7%	4 1.4%	1 .4%	1 .8%	0 .0%
	Water resources	41 3.9%	7 2.2%	12 3.5%	6 3.6%	16 6.8%
	Well-planned growth	46 4.4%	12 4.0%	14 4.1%	3 1.7%	17 7.2%
	Environmental issues (air pollution, water contamination)	130 12.3%	35 11.5%	37 10.7%	27 16.0%	31 13.4%
	Housing	69 6.5%	31 10.2%	21 5.9%	10 5.8%	8 3.2%

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Illegal Immigration	18 1.7%	2 .7%	9 2.7%	2 1.5%	4 1.6%
	Education	91 8.7%	19 6.2%	30 8.5%	15 8.8%	28 12.1%
	Economic stability/Inflation/Cost of living	36 3.4%	9 2.9%	8 2.2%	3 1.8%	17 7.1%
	Other	113 10.8%	30 9.9%	30 8.7%	22 13.0%	31 13.5%
	DK/NA	77 7.4%	22 7.3%	36 10.3%	10 6.0%	9 4.0%

Comparisons of Column Proportions[b,c]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence Farming and agriculture Healthcare/hospitals Improved public transportation Natural resources (outdoor recreation, rivers, trees, wildlife)				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Open space between cities (NOT PARKS)	.[a]		.[a]	
	Quality of jobs	D			
	Sense of community				
	Streets, roads, freeways				
	Unique attractions (parks, restaurants, shopping, and museums)				.[a]
	Water resources				A
	Well-planned growth				
	Environmental issues (air pollution, water contamination)				
	Housing	D			
	Illegal Immigration				
	Education				
	Economic stability/Inflation/Cost of living				B
	Other				
	DK/NA		D		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1175	332	843
	Crime rate/gang violence	193 16.5%	65 19.6%	129 15.2%
	Farming and agriculture	28 2.4%	10 2.9%	18 2.1%
	Healthcare/hospitals	37 3.1%	10 3.2%	26 3.1%
	Improved public transportation	22 1.9%	7 2.1%	15 1.8%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	44 3.7%	22 6.8%	21 2.5%
	Open space between cities (NOT PARKS)	4 .3%	0 .0%	4 .4%
	Quality of jobs	253 21.6%	81 24.4%	172 20.4%
	Sense of community	27 2.3%	18 5.5%	9 1.1%
	Streets, roads, freeways	96 8.2%	22 6.5%	74 8.8%
	Unique attractions (parks, restaurants, shopping, and museums)	8 .7%	3 1.0%	4 .5%
	Water resources	45 3.8%	10 2.9%	35 4.2%
	Well-planned growth	61 5.2%	19 5.8%	41 4.9%
	Environmental issues (air pollution, water contamination)	136 11.6%	40 12.2%	96 11.4%
	Housing	71 6.0%	29 8.8%	42 4.9%
	Illegal Immigration	21 1.8%	4 1.1%	17 2.0%

		Homeownership		
		Total	Rent	Own
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Education	98 8.4%	30 9.1%	68 8.1%
	Economic stability/Inflation/Cost of living	40 3.4%	8 2.3%	32 3.8%
	Other	132 11.2%	29 8.8%	103 12.2%
	DK/NA	86 7.3%	27 8.0%	59 7.0%

Comparisons of Column Proportions[b,c]

		Homeownership	
		Rent	Own
		(A)	(B)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence		
	Farming and agriculture		
	Healthcare/hospitals		
	Improved public transportation		
	Natural resources (outdoor recreation, rivers, trees, wildlife)	B	
	Open space between cities (NOT PARKS)	.[a]	
	Quality of jobs		
	Sense of community	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Homeownership	
		Rent	Own
		(A)	(B)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Streets, roads, freeways		
	Unique attractions (parks, restaurants, shopping, and museums)		
	Water resources		
	Well-planned growth		
	Environmental issues (air pollution, water contamination)		
	Housing	B	
	Illegal Immigration		
	Education		
	Economic stability/Inflation/Cost of living		
	Other		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1188	304	675	349
	Crime rate/gang violence	192 16.2%	58 19.2%	110 16.3%	47 13.6%
	Farming and agriculture	28 2.3%	4 1.4%	16 2.4%	7 2.0%
	Healthcare/hospitals	37 3.1%	6 1.9%	21 3.2%	15 4.4%
	Improved public transportation	22 1.9%	9 2.9%	7 1.0%	6 1.8%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	45 3.8%	19 6.2%	19 2.8%	12 3.6%
	Open space between cities (NOT PARKS)	4 .3%	0 .0%	0 .0%	4 1.0%
	Quality of jobs	256 21.6%	58 19.1%	163 24.1%	75 21.4%
	Sense of community	27 2.3%	6 2.0%	18 2.6%	8 2.3%
	Streets, roads, freeways	95 8.0%	16 5.3%	55 8.2%	34 9.7%
	Unique attractions (parks, restaurants, shopping, and museums)	8 .6%	0 .0%	5 .8%	2 .7%
	Water resources	47 3.9%	14 4.7%	19 2.8%	15 4.2%
	Well-planned growth	61 5.2%	10 3.3%	38 5.6%	28 8.1%
	Environmental issues (air pollution, water contamination)	140 11.8%	35 11.7%	82 12.2%	39 11.1%
	Housing	71	14	50	24

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Housing	6.0%	4.7%	7.4%	6.9%
	Illegal Immigration	21 1.8%	5 1.7%	7 1.0%	11 3.1%
	Education	97 8.2%	18 6.1%	73 10.7%	15 4.3%
	Economic stability/Inflation/Cost of living	40 3.4%	15 5.0%	15 2.2%	18 5.2%
	Other	135 11.4%	47 15.5%	54 8.0%	43 12.3%
	DK/NA	87 7.4%	19 6.4%	52 7.7%	27 7.7%

Comparisons of Column Proportions[b,c]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence Farming and agriculture Healthcare/hospitals Improved public transportation Natural resources (outdoor recreation, rivers, trees, wildlife)	B		

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b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Open space between cities (NOT PARKS)	.[a]	.[a]	
	Quality of jobs			
	Sense of community			
	Streets, roads, freeways			
	Unique attractions (parks, restaurants, shopping, and museums)	.[a]		
	Water resources			
	Well-planned growth			A
	Environmental issues (air pollution, water contamination)			
	Housing			
	Illegal Immigration			B
	Education		C	
	Economic stability/Inflation/Cost of living			B
	Other	B		B
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1177	367	568	242
	Crime rate/gang violence	195 16.6%	52 14.0%	98 17.2%	46 19.1%
	Farming and agriculture	29 2.4%	9 2.4%	12 2.1%	8 3.3%
	Healthcare/hospitals	37 3.1%	16 4.4%	18 3.2%	2 1.0%
	Improved public transportation	20 1.7%	6 1.6%	9 1.6%	5 2.2%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	41 3.5%	8 2.3%	21 3.7%	12 4.9%
	Open space between cities (NOT PARKS)	4 .3%	0 .1%	2 .3%	2 .7%
	Quality of jobs	257 21.8%	76 20.7%	126 22.1%	55 22.9%
	Sense of community	27 2.3%	5 1.3%	9 1.6%	14 5.7%
	Streets, roads, freeways	96 8.2%	33 9.0%	47 8.2%	17 6.8%
	Unique attractions (parks, restaurants, shopping, and museums)	8 .7%	1 .3%	4 .7%	2 1.0%
	Water resources	46 3.9%	20 5.4%	16 2.8%	10 4.2%
	Well-planned growth	62 5.3%	14 3.7%	27 4.8%	21 8.7%
	Environmental issues (air pollution, water contamination)	135 11.5%	39 10.5%	66 11.6%	31 12.6%
	Housing	71	16	39	16

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Housing	6.0%	4.3%	6.8%	6.6%
	Illegal Immigration	21 1.8%	5 1.4%	8 1.4%	8 3.4%
	Education	99 8.4%	35 9.5%	37 6.5%	27 11.1%
	Economic stability/Inflation/Cost of living	40 3.4%	11 3.0%	22 3.9%	7 2.9%
	Other	124 10.6%	34 9.4%	69 12.2%	21 8.6%
	DK/NA	88 7.5%	43 11.7%	36 6.4%	9 3.7%

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence			
	Farming and agriculture			
	Healthcare/hospitals	C		
	Improved public transportation			
	Natural resources (outdoor recreation, rivers, trees, wildlife)			
	Open space between cities (NOT PARKS)			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Quality of jobs			
	Sense of community			A B
	Streets, roads, freeways			
	Unique attractions (parks, restaurants, shopping, and museums)			
	Water resources			
	Well-planned growth			A
	Environmental issues (air pollution, water contamination)			
	Housing			
	Illegal Immigration			
	Education			
	Economic stability/Inflation/Cost of living			
	Other			
	DK/NA	B C		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1141	454	293	394
	Crime rate/gang violence	189 16.5%	55 12.2%	42 14.4%	91 23.2%
	Farming and agriculture	27 2.3%	10 2.3%	11 3.7%	6 1.4%
	Healthcare/hospitals	36 3.1%	21 4.5%	7 2.3%	9 2.2%
	Improved public transportation	20 1.7%	7 1.5%	10 3.4%	3 .7%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	40 3.5%	19 4.3%	13 4.4%	7 1.8%
	Open space between cities (NOT PARKS)	4 .3%	1 .3%	1 .2%	2 .4%
	Quality of jobs	249 21.8%	122 26.9%	58 19.7%	69 17.5%
	Sense of community	25 2.2%	10 2.3%	5 1.7%	10 2.4%
	Streets, roads, freeways	93 8.1%	35 7.7%	29 9.9%	29 7.3%
	Unique attractions (parks, restaurants, shopping, and museums)	8 .7%	2 .5%	4 1.3%	2 .4%
	Water resources	43 3.8%	12 2.5%	13 4.5%	18 4.7%
	Well-planned growth	61 5.3%	18 4.0%	24 8.2%	19 4.8%
	Environmental issues (air pollution, water contamination)	138 12.1%	48 10.6%	39 13.4%	51 12.8%
	Housing	68	29	26	13

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Housing	5.9%	6.4%	8.7%	3.3%
	Illegal Immigration	21 1.8%	4 .8%	3 .9%	15 3.8%
	Education	94 8.3%	46 10.2%	15 5.3%	33 8.3%
	Economic stability/Inflation/Cost of living	38 3.3%	18 3.9%	11 3.9%	9 2.2%
	Other	128 11.2%	46 10.1%	31 10.7%	50 12.8%
	DK/NA	81 7.1%	33 7.2%	19 6.3%	30 7.7%

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence			A B
	Farming and agriculture			
	Healthcare/hospitals			
	Improved public transportation		C	
	Natural resources (outdoor recreation, rivers, trees, wildlife)			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Open space between cities (NOT PARKS)			
	Quality of jobs	C		
	Sense of community			
	Streets, roads, freeways			
	Unique attractions (parks, restaurants, shopping, and museums)			
	Water resources			
	Well-planned growth		A	
	Environmental issues (air pollution, water contamination)			
	Housing		C	
	Illegal Immigration			A B
	Education			
	Economic stability/Inflation/Cost of living			
	Other			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Gender		
	Total	Male	Female
5A. A single-family home with a small yard	1.0	1.0	1.0
5B. A single-family home with a large yard	1.4	1.4	1.4
5C. A townhouse or condominium	.6	.6	.6
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.3	.3
5E. An apartment	.4	.4	.4

Comparisons of Column Means[a,b]

	Gender	
	Male	Female
	(A)	(B)
5A. A single-family home with a small yard		
5B. A single-family home with a large yard		
5C. A townhouse or condominium		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Gender	
	Male	Female
	(A)	(B)
5D. A building with offices and stores on the first floor and condominiums on the upper floors		
5E. An apartment		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Age						
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
5A. A single-family home with a small yard	1.0	1.0	1.0	.9	1.0	1.1	1.1
5B. A single-family home with a large yard	1.4	1.5	1.6	1.6	1.5	1.1	1.0
5C. A townhouse or condominium	.6	.9	.5	.4	.5	.6	.5
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.5	.3	.2	.3	.2	.2
5E. An apartment	.4	.9	.4	.1	.2	.3	.2

Comparisons of Column Means[a,b]

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
	(A)	(B)	(C)	(D)	(E)	(F)
5A. A single-family home with a small yard						
5B. A single-family home with a large yard	E F	E F	E F	E F		
5C. A townhouse or condominium	B C D E F	C				
5D. A building with offices and stores on the first floor and condominiums on the upper floors	B C D E F					
5E. An apartment	B C D E F	C D				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Length of Residence			
	Total	Less than five years	Five years to less than ten years	10 years or more
5A. A single-family home with a small yard	1.0	1.0	1.0	1.0
5B. A single-family home with a large yard	1.4	1.5	1.5	1.4
5C. A townhouse or condominium	.6	.7	.5	.5
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.2	.3	.3
5E. An apartment	.4	.4	.3	.4

Comparisons of Column Means[a,b]

	Length of Residence		
	Less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)
5A. A single-family home with a small yard	B		
5B. A single-family home with a large yard			
5C. A townhouse or condominium			
5D. A building with offices and stores on the first floor and condominiums on the upper floors			
5E. An apartment			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ethnicity			
	Total	Caucasian	Hispanic	Other
5A. A single-family home with a small yard	1.0	1.0	1.0	1.1
5B. A single-family home with a large yard	1.4	1.4	1.5	1.5
5C. A townhouse or condominium	.6	.5	.6	.7
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.2	.3	.5
5E. An apartment	.4	.3	.4	.6

Comparisons of Column Means[a,b]

	Ethnicity		
	Caucasian	Hispanic	Other
	(A)	(B)	(C)
5A. A single-family home with a small yard			
5B. A single-family home with a large yard		A	
5C. A townhouse or condominium		A	A
5D. A building with offices and stores on the first floor and condominiums on the upper floors			A B
5E. An apartment		A	A B

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Annual Household Income				
	Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
5A. A single-family home with a small yard	1.0	1.1	1.0	.8	.8
5B. A single-family home with a large yard	1.5	1.4	1.4	1.6	1.5
5C. A townhouse or condominium	.6	.7	.6	.4	.4
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.5	.3	.2	.2
5E. An apartment	.4	.6	.5	.2	.1

Comparisons of Column Means[a,b]

	Annual Household Income			
	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
	(A)	(B)	(C)	(D)
5A. A single-family home with a small yard	C D	C D		
5B. A single-family home with a large yard				
5C. A townhouse or condominium	C D	C D		
5D. A building with offices and stores on the first floor and condominiums on the upper floors	B C D			
5E. An apartment	B C D	C D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Homeownership		
	Total	Rent	Own
5A. A single-family home with a small yard	1.0	1.2	.9
5B. A single-family home with a large yard	1.4	1.6	1.4
5C. A townhouse or condominium	.6	.7	.5
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.4	.2
5E. An apartment	.4	.7	.2

Comparisons of Column Means[a,b]

	Homeownership	
	Rent	Own
	(A)	(B)
5A. A single-family home with a small yard	B	
5B. A single-family home with a large yard	B	
5C. A townhouse or condominium	B	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Homeownership	
	Rent	Own
	(A)	(B)
5E. An apartment	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Children or Seniors in the Household			
	Total	Neither	Children in household	Seniors in household
5A. A single-family home with a small yard	1.0	1.1	.9	1.0
5B. A single-family home with a large yard	1.4	1.4	1.6	1.3
5C. A townhouse or condominium	.6	.6	.5	.6
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.3	.3	.3
5E. An apartment	.4	.4	.4	.4

Comparisons of Column Means[a,b]

	Children or Seniors in the Household		
	Neither	Children in household	Seniors in household
	(A)	(B)	(C)
5A. A single-family home with a small yard	B	A C	
5B. A single-family home with a large yard			
5C. A townhouse or condominium			
5D. A building with offices and stores on the first floor and condominiums on the upper floors			
5E. An apartment			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Overall Quality of Life Satisfaction			
	Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
5A. A single-family home with a small yard	1.0	1.0	1.0	1.0
5B. A single-family home with a large yard	1.4	1.4	1.5	1.5
5C. A townhouse or condominium	.6	.5	.6	.6
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.2	.3	.4
5E. An apartment	.4	.3	.4	.4

Comparisons of Column Means[a,b]

	Overall Quality of Life Satisfaction		
	Very Satisfied	Somewhat Satisfied	Dissatisfied
	(A)	(B)	(C)
5A. A single-family home with a small yard			
5B. A single-family home with a large yard			
5C. A townhouse or condominium			
5D. A building with offices and stores on the first floor and condominiums on the upper floors			A
5E. An apartment		A	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Future Quality of Life			
	Total	Better	Stay about the same	Worse
5A. A single-family home with a small yard	1.0	1.1	1.0	.9
5B. A single-family home with a large yard	1.4	1.5	1.4	1.4
5C. A townhouse or condominium	.6	.6	.5	.5
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.4	.3	.2
5E. An apartment	.4	.4	.3	.3

Comparisons of Column Means[a,b]

	Future Quality of Life		
	Better	Stay about the same	Worse
	(A)	(B)	(C)
5A. A single-family home with a small yard	C		
5B. A single-family home with a large yard			
5C. A townhouse or condominium			
5D. A building with offices and stores on the first floor and condominiums on the upper floors	C		
5E. An apartment	C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Gender		
	Total	Male	Female
6A. Information on general energy saving tips	1.4	1.4	1.5
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.3	1.3
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.2	1.2
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.3	1.2
6E. Information and rebates on solar panels	1.1	1.1	1.0
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.3	1.4
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.2	1.2
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.2	1.2
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.2	1.1

Comparisons of Column Means[a,b]

	Gender	
	Male	Female
	(A)	(B)
6A. Information on general energy saving tips		A
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED		
6C. Online tools to help you evaluate your home's energy efficiency and ways to save		
6D. Information and rebates on whole house fans and other alternatives to air conditioning		
6E. Information and rebates on solar panels	B	
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more		
6G. Rebates for installing cool roofing and attic and wall insulation		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Gender	
	Male	Female
	(A)	(B)
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems		
6I. Rebates for replacing interior and exterior lighting systems		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Age						
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
6A. Information on general energy saving tips	1.5	1.5	1.6	1.6	1.4	1.3	1.2
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.4	1.4	1.5	1.2	1.0	1.0
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.2	1.3	1.4	1.3	1.0	.8
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.3	1.3	1.4	1.3	1.1	.9
6E. Information and rebates on solar panels	1.1	1.1	1.1	1.2	1.1	1.0	.8
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.4	1.3	1.6	1.4	1.3	1.2
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.1	1.2	1.3	1.2	1.0	.9
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.1	1.3	1.4	1.2	1.2	.8
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.2	1.2	1.4	1.2	.9	.8

Comparisons of Column Means[a,b]

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
	(A)	(B)	(C)	(D)	(E)	(F)
6A. Information on general energy saving tips	F	D E F	D E F			
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	E F	E F	D E F			
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	E F	E F	E F	E F		
6D. Information and rebates on whole house fans and other alternatives to air conditioning	F	F	E F	F		
6E. Information and rebates on solar panels		F	F	F		
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more			B F			
6G. Rebates for installing cool roofing and attic and wall insulation		F	A E F	F		
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	F	F	A F	F	F	
6I. Rebates for replacing interior and exterior lighting systems	E F	E F	D E F	F		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Length of Residence			
	Total	Less than five years	Five years to less than ten years	10 years or more
6A. Information on general energy saving tips	1.4	1.5	1.6	1.4
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.4	1.4	1.3
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.4	1.3	1.2
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.3	1.3	1.2
6E. Information and rebates on solar panels	1.1	1.1	1.1	1.1
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.3	1.4	1.4
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.2	1.2	1.1
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.2	1.3	1.2
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.3	1.2	1.1

Comparisons of Column Means[a,b]

	Length of Residence		
	Less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)
6A. Information on general energy saving tips	C	C	
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED			
6C. Online tools to help you evaluate your home's energy efficiency and ways to save			
6D. Information and rebates on whole house fans and other alternatives to air conditioning			
6E. Information and rebates on solar panels			
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more			
6G. Rebates for installing cool roofing and attic and wall insulation			
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Length of Residence		
	Less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)
6I. Rebates for replacing interior and exterior lighting systems			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ethnicity			
	Total	Caucasian	Hispanic	Other
6A. Information on general energy saving tips	1.5	1.3	1.6	1.7
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.1	1.5	1.5
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.0	1.4	1.5
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.0	1.4	1.5
6E. Information and rebates on solar panels	1.1	1.0	1.1	1.2
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.2	1.5	1.5

	Ethnicity			
	Total	Caucasian	Hispanic	Other
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.0	1.3	1.4
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.0	1.3	1.4
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.0	1.4	1.3

Comparisons of Column Means[a,b]

	Ethnicity		
	Caucasian	Hispanic	Other
	(A)	(B)	(C)
6A. Information on general energy saving tips		A	A
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED		A	A
6C. Online tools to help you evaluate your home's energy efficiency and ways to save		A	A
6D. Information and rebates on whole house fans and other alternatives to air conditioning		A	A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Ethnicity		
	Caucasian	Hispanic	Other
	(A)	(B)	(C)
6E. Information and rebates on solar panels		A	
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more		A	A
6G. Rebates for installing cool roofing and attic and wall insulation		A	A
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems		A	A
6I. Rebates for replacing interior and exterior lighting systems		A	A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Annual Household Income				
	Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
6A. Information on general energy saving tips	1.5	1.5	1.5	1.5	1.4
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.4	1.3	1.4	1.2
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.3	1.2	1.2	1.2
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.3	1.3	1.3	1.2
6E. Information and rebates on solar panels	1.1	1.1	1.0	1.1	1.2
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.4	1.3	1.4	1.4
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.2	1.2	1.3	1.1
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.3	1.2	1.2	1.3
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.3	1.1	1.2	1.1

Comparisons of Column Means[a,b]

	Annual Household Income			
	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
	(A)	(B)	(C)	(D)
6A. Information on general energy saving tips	D	D	D	
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED				
6C. Online tools to help you evaluate your home's energy efficiency and ways to save				
6D. Information and rebates on whole house fans and other alternatives to air conditioning				
6E. Information and rebates on solar panels				B
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more				
6G. Rebates for installing cool roofing and attic and wall insulation				
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Annual Household Income			
	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
	(A)	(B)	(C)	(D)
6I. Rebates for replacing interior and exterior lighting systems	B D			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Homeownership		
	Total	Rent	Own
6A. Information on general energy saving tips	1.5	1.5	1.4
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.5	1.2
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.3	1.2
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.3	1.2
6E. Information and rebates on solar panels	1.1	1.1	1.1
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.3	1.4

	Homeownership		
	Total	Rent	Own
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.2	1.1
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.3	1.2
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.3	1.1

Comparisons of Column Means[a,b]

	Homeownership	
	Rent	Own
	(A)	(B)
6A. Information on general energy saving tips		
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	B	
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Homeownership	
	Rent	Own
	(A)	(B)
6D. Information and rebates on whole house fans and other alternatives to air conditioning	B	
6E. Information and rebates on solar panels		
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more		
6G. Rebates for installing cool roofing and attic and wall insulation		
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	B	
6I. Rebates for replacing interior and exterior lighting systems	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Children or Seniors in the Household			
	Total	Neither	Children in household	Seniors in household
6A. Information on general energy saving tips	1.5	1.4	1.5	1.4
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.3	1.4	1.2
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.3	1.3	1.1
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.3	1.3	1.1
6E. Information and rebates on solar panels	1.1	1.1	1.1	1.0
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.4	1.4	1.3
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.1	1.2	1.1
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.2	1.3	1.1
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.1	1.3	1.0

Comparisons of Column Means[a,b]

	Children or Seniors in the Household		
	Neither	Children in household	Seniors in household
	(A)	(B)	(C)
6A. Information on general energy saving tips		C	
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED		C	
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	C	C	
6D. Information and rebates on whole house fans and other alternatives to air conditioning	C	C	
6E. Information and rebates on solar panels		C	
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more			
6G. Rebates for installing cool roofing and attic and wall insulation		C	
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems		C	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Children or Seniors in the Household		
	Neither	Children in household	Seniors in household
	(A)	(B)	(C)
6I. Rebates for replacing interior and exterior lighting systems		A C	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Overall Quality of Life Satisfaction			
	Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
6A. Information on general energy saving tips	1.5	1.4	1.5	1.4
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.3	1.3	1.4
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.2	1.2	1.2
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.2	1.3	1.3
6E. Information and rebates on solar panels	1.1	1.0	1.1	1.1
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.3	1.4	1.4

	Overall Quality of Life Satisfaction			
	Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.2	1.1	1.2
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.2	1.2	1.3
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.1	1.2	1.3

Comparisons of Column Means[a,b]

	Overall Quality of Life Satisfaction		
	Very Satisfied	Somewhat Satisfied	Dissatisfied
	(A)	(B)	(C)
6A. Information on general energy saving tips			
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED			
6C. Online tools to help you evaluate your home's energy efficiency and ways to save			
6D. Information and rebates on whole house fans and other alternatives to air conditioning			
6E. Information and rebates on solar panels			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Overall Quality of Life Satisfaction		
	Very Satisfied	Somewhat Satisfied	Dissatisfied
	(A)	(B)	(C)
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more			
6G. Rebates for installing cool roofing and attic and wall insulation			
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems			
6I. Rebates for replacing interior and exterior lighting systems			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Future Quality of Life			
	Total	Better	Stay about the same	Worse
6A. Information on general energy saving tips	1.5	1.6	1.4	1.4
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.4	1.2	1.2
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.4	1.1	1.1
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.3	1.2	1.2
6E. Information and rebates on solar panels	1.1	1.2	1.0	1.0
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.5	1.3	1.3
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.2	1.2	1.1
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.3	1.1	1.1
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.3	1.1	1.0

Comparisons of Column Means[a,b]

	Future Quality of Life		
	Better	Stay about the same	Worse
	(A)	(B)	(C)
6A. Information on general energy saving tips	B C		
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	B C		
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	B C		
6D. Information and rebates on whole house fans and other alternatives to air conditioning	B		
6E. Information and rebates on solar panels			
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	B C		
6G. Rebates for installing cool roofing and attic and wall insulation	C		
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	B C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Future Quality of Life		
	Better	Stay about the same	Worse
	(A)	(B)	(C)
6l. Rebates for replacing interior and exterior lighting systems	B C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

		Gender		
		Total	Male	Female
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1200	621	579
	Conserve natural resources	105 8.8%	62 9.9%	43 7.5%
	Prevent climate change/global warming	19 1.5%	11 1.7%	8 1.4%
	Protect the environment	50 4.1%	18 3.0%	31 5.4%
	Save money on utility bills	824 68.7%	440 70.9%	384 66.4%
	Personal comfort	8 .7%	2 .3%	6 1.1%
	Other	52 4.3%	28 4.4%	24 4.2%
	DK/NA	142 11.8%	60 9.7%	81 14.0%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources		
	Prevent climate change/global warming		
	Protect the environment		A
	Save money on utility bills		
	Personal comfort		
	Other		
	DK/NA		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1186	191	275	250	204	121	144
	Conserve natural resources	105 8.8%	28 14.9%	26 9.6%	22 9.0%	17 8.1%	7 5.7%	4 2.8%
	Prevent climate change/global warming	19 1.6%	4 1.9%	3 1.2%	2 .9%	6 3.0%	2 1.3%	2 1.2%
	Protect the environment	48 4.0%	7 3.7%	21 7.6%	7 2.8%	9 4.4%	1 .6%	3 2.0%
	Save money on utility bills	814 68.7%	115 60.0%	185 67.1%	192 77.0%	139 67.9%	90 74.6%	93 64.6%
	Personal comfort	8 .7%	0 .0%	0 .0%	5 2.0%	2 .7%	0 .2%	2 1.1%
	Other	51 4.3%	3 1.8%	15 5.3%	4 1.6%	10 4.8%	8 6.7%	11 7.8%
	DK/NA	141 11.9%	34 17.8%	25 9.1%	17 6.9%	22 10.9%	13 11.0%	29 20.3%

Comparisons of Column Proportions[b,c]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources	F					
	Prevent climate change/global warming						
	Protect the environment						
	Save money on utility bills			A			
	Personal comfort	.[a]	.[a]				
	Other						C
	DK/NA	C					B C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1200	150	134	916
	Conserve natural resources	105 8.8%	17 11.5%	11 8.1%	77 8.4%
	Prevent climate change/global warming	19 1.5%	3 2.1%	6 4.2%	10 1.1%
	Protect the environment	50 4.1%	10 6.3%	5 3.4%	35 3.9%
	Save money on utility bills	824 68.7%	98 65.4%	97 72.7%	629 68.7%
	Personal comfort	8 .7%	0 .0%	0 .0%	8 .9%
	Other	52 4.3%	6 3.9%	3 2.4%	43 4.7%
	DK/NA	142 11.8%	16 10.7%	12 9.2%	113 12.4%

Comparisons of Column Proportions[b,c]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources			
	Prevent climate change/global warming		C	
	Protect the environment			
	Save money on utility bills			
	Personal comfort	.[a]	.[a]	
	Other			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1169	506	538	125
	Conserve natural resources	100 8.6%	28 5.5%	59 11.0%	14 10.8%
	Prevent climate change/global warming	19 1.6%	8 1.6%	9 1.6%	2 1.8%
	Protect the environment	49 4.2%	9 1.8%	26 4.8%	14 11.1%
	Save money on utility bills	804 68.8%	375 74.1%	351 65.3%	77 62.0%
	Personal comfort	8 .7%	2 .4%	1 .2%	5 4.1%
	Other	51 4.3%	20 3.9%	25 4.7%	5 4.3%
	DK/NA	139 11.9%	64 12.7%	67 12.5%	8 6.0%

Comparisons of Column Proportions[a,b]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources	B C	A	
	Prevent climate change/global warming			
	Protect the environment		A	A B
	Save money on utility bills			
	Personal comfort			A B
	Other			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1050	304	347	167	233
	Conserve natural resources	94 8.9%	29 9.6%	34 9.7%	18 11.1%	12 5.2%
	Prevent climate change/global warming	17 1.6%	7 2.4%	7 2.1%	1 .3%	2 .9%
	Protect the environment	41 3.9%	11 3.8%	14 4.1%	8 4.9%	7 3.0%
	Save money on utility bills	731 69.6%	192 63.3%	234 67.5%	118 70.8%	186 79.9%
	Personal comfort	2 .2%	1 .2%	1 .3%	0 .2%	0 .2%
	Other	47 4.5%	13 4.2%	11 3.1%	8 5.0%	15 6.4%
	DK/NA	119 11.3%	50 16.6%	46 13.1%	13 7.6%	10 4.4%

Comparisons of Column Proportions[a,b]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources Prevent climate change/global warming Protect the environment Save money on utility bills Personal comfort Other DK/NA	C D	D		A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1175	332	843
	Conserve natural resources	104 8.9%	30 9.0%	74 8.8%
	Prevent climate change/global warming	18 1.5%	8 2.5%	10 1.1%
	Protect the environment	50 4.2%	11 3.2%	39 4.6%
	Save money on utility bills	810 68.9%	219 65.9%	591 70.1%
	Personal comfort	8 .7%	0 .0%	8 1.0%
	Other	50 4.3%	11 3.3%	40 4.7%
	DK/NA	135 11.4%	53 16.0%	81 9.6%

Comparisons of Column Proportions[b,c]

		Homeownership	
		Rent	Own
		(A)	(B)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources		
	Prevent climate change/global warming		
	Protect the environment		
	Save money on utility bills		
	Personal comfort	.[a]	
	Other		
	DK/NA	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1188	304	675	349
	Conserve natural resources	105 8.8%	27 9.0%	60 8.9%	26 7.3%
	Prevent climate change/global warming	19 1.6%	5 1.7%	9 1.4%	6 1.7%
	Protect the environment	50 4.2%	16 5.1%	29 4.2%	9 2.6%
	Save money on utility bills	816 68.7%	215 70.9%	476 70.5%	222 63.7%
	Personal comfort	8 .7%	1 .2%	6 .9%	7 1.9%
	Other	51 4.3%	13 4.2%	21 3.2%	20 5.6%
	DK/NA	139 11.7%	27 8.9%	74 11.0%	60 17.2%

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources			
	Prevent climate change/global warming			
	Protect the environment			
	Save money on utility bills		C	
	Personal comfort			
	Other			
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1177	367	568	242
	Conserve natural resources	100 8.5%	41 11.1%	39 6.9%	20 8.4%
	Prevent climate change/global warming	19 1.6%	6 1.6%	9 1.6%	4 1.6%
	Protect the environment	49 4.2%	10 2.8%	26 4.6%	13 5.3%
	Save money on utility bills	809 68.7%	235 64.0%	416 73.3%	158 65.3%
	Personal comfort	8 .7%	1 .4%	2 .3%	5 2.1%
	Other	52 4.4%	18 5.0%	23 4.0%	11 4.5%
	DK/NA	140 11.9%	56 15.2%	53 9.3%	31 12.8%

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources			
	Prevent climate change/global warming			
	Protect the environment			
	Save money on utility bills		A	
	Personal comfort			B
	Other			
	DK/NA	B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1141	454	293	394
	Conserve natural resources	99 8.7%	59 13.0%	19 6.4%	21 5.4%
	Prevent climate change/global warming	19 1.6%	7 1.6%	5 1.7%	6 1.6%
	Protect the environment	48 4.2%	29 6.5%	15 5.2%	4 .9%
	Save money on utility bills	785 68.8%	291 64.1%	204 69.7%	290 73.6%
	Personal comfort	8 .7%	0 .0%	2 .7%	6 1.5%
	Other	49 4.3%	13 3.0%	11 3.6%	25 6.3%
	DK/NA	133 11.6%	54 11.9%	37 12.6%	42 10.6%

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources	B C		
	Prevent climate change/global warming			
	Protect the environment	C	C	
	Save money on utility bills			A
	Personal comfort			A
	Other			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Gender		
		Total	Male	Female
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1200	621	579
	Don't have enough information	41 3.4%	24 3.8%	17 3.0%
	Don't have time for projects	22 1.8%	16 2.6%	5 .9%
	Don't own residence/Currently rent residence	97 8.1%	37 6.0%	60 10.4%
	Too expensive/Can't afford changes	473 39.4%	247 39.9%	226 39.0%
	Not a priority/Other issues are more important	83 6.9%	42 6.8%	40 7.0%
	No, not interested in energy-efficiency	57 4.7%	25 4.0%	32 5.5%
	No, already completed energy-efficient projects	297 24.7%	164 26.3%	133 23.0%
	Other	65 5.4%	36 5.7%	29 5.0%
	DK/NA	116 9.7%	56 9.0%	61 10.5%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information	B	A
	Don't have time for projects		
	Don't own residence/Currently rent residence		
	Too expensive/Can't afford changes		
	Not a priority/Other issues are more important		
	No, not interested in energy-efficiency		
	No, already completed energy-efficient projects		
	Other		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1186	191	275	250	204	121	144
	Don't have enough information	41 3.4%	8 4.4%	10 3.8%	13 5.1%	3 1.4%	3 2.7%	3 2.1%
	Don't have time for projects	22 1.8%	3 1.8%	6 2.0%	6 2.4%	5 2.4%	1 .9%	1 .5%
	Don't own residence/Currently rent residence	97 8.2%	11 5.7%	44 16.0%	22 8.8%	11 5.2%	6 4.7%	4 2.5%
	Too expensive/Can't afford changes	469 39.6%	46 23.8%	109 39.4%	94 37.6%	94 46.2%	64 53.3%	62 43.2%
	Not a priority/Other issues are more important	81 6.8%	19 10.1%	18 6.6%	24 9.5%	9 4.6%	4 3.6%	6 4.4%
	No, not interested in energy-efficiency	57 4.8%	20 10.4%	12 4.4%	10 3.8%	6 3.0%	2 1.6%	7 4.7%
	No, already completed energy-efficient projects	290 24.5%	45 23.3%	62 22.6%	60 23.8%	49 24.2%	30 24.5%	45 31.0%
	Other	64 5.4%	7 3.4%	13 4.8%	13 5.1%	16 7.6%	7 5.4%	10 6.6%
	DK/NA	115 9.7%	39 20.3%	14 5.2%	20 8.2%	22 10.9%	9 7.2%	11 7.5%

Comparisons of Column Proportions[a,b]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information						
	Don't have time for projects						
	Don't own residence/Currently rent residence		A D E F				
	Too expensive/Can't afford changes		A	A	A	A	A
	Not a priority/Other issues are more important						
	No, not interested in energy-efficiency	D E					
	No, already completed energy-efficient projects						
	Other						
	DK/NA	B C E F					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1200	150	134	916
	Don't have enough information	41 3.4%	6 4.3%	8 5.7%	27 2.9%
	Don't have time for projects	22 1.8%	4 3.0%	0 .3%	17 1.8%
	Don't own residence/Currently rent residence	97 8.1%	22 14.8%	11 8.2%	64 7.0%
	Too expensive/Can't afford changes	473 39.4%	44 29.0%	58 43.2%	372 40.6%
	Not a priority/Other issues are more important	83 6.9%	13 8.6%	6 4.7%	63 6.9%
	No, not interested in energy-efficiency	57 4.7%	15 9.7%	3 2.5%	39 4.2%
	No, already completed energy-efficient projects	297 24.7%	30 20.2%	33 24.4%	234 25.5%
	Other	65 5.4%	5 3.7%	13 9.9%	46 5.0%
	DK/NA	116 9.7%	21 13.8%	12 8.6%	84 9.2%

Comparisons of Column Proportions[a,b]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information			
	Don't have time for projects			
	Don't own residence/Currently rent residence	C		
	Too expensive/Can't afford changes		A	A
	Not a priority/Other issues are more important			
	No, not interested in energy-efficiency	B C		
	No, already completed energy-efficient projects			
	Other			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1169	506	538	125
	Don't have enough information	40 3.4%	11 2.2%	22 4.0%	7 5.9%
	Don't have time for projects	22 1.8%	5 1.1%	14 2.6%	2 1.7%
	Don't own residence/Currently rent residence	96 8.2%	60 11.8%	32 5.9%	4 3.4%
	Too expensive/Can't afford changes	459 39.2%	222 43.8%	183 34.0%	54 43.4%
	Not a priority/Other issues are more important	81 6.9%	28 5.5%	45 8.4%	8 6.5%
	No, not interested in energy-efficiency	55 4.7%	16 3.1%	34 6.3%	6 4.6%
	No, already completed energy-efficient projects	289 24.7%	132 26.1%	126 23.4%	31 25.0%
	Other	65 5.5%	23 4.6%	27 5.1%	14 11.3%
	DK/NA	113 9.6%	29 5.8%	78 14.5%	5 4.4%

Comparisons of Column Proportions[a,b]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information			
	Don't have time for projects			
	Don't own residence/Currently rent residence	B C		
	Too expensive/Can't afford changes	B		
	Not a priority/Other issues are more important			
	No, not interested in energy-efficiency		A	
	No, already completed energy-efficient projects			
	Other			A B
	DK/NA		A C	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1050	304	347	167	233
	Don't have enough information	40 3.8%	9 3.0%	18 5.3%	5 3.3%	7 3.1%
	Don't have time for projects	21 2.0%	3 1.1%	8 2.2%	0 .0%	10 4.4%
	Don't own residence/Currently rent residence	91 8.7%	51 16.7%	30 8.7%	9 5.2%	2 .7%
	Too expensive/Can't afford changes	414 39.5%	100 32.8%	132 38.0%	72 43.4%	111 47.5%
	Not a priority/Other issues are more important	66 6.3%	23 7.6%	21 6.1%	6 3.5%	17 7.1%
	No, not interested in energy-efficiency	50 4.8%	26 8.6%	18 5.2%	2 1.0%	5 2.0%
	No, already completed energy-efficient projects	256 24.4%	54 17.9%	79 22.9%	56 33.5%	67 28.6%
	Other	55 5.2%	14 4.7%	21 6.1%	10 6.0%	9 3.9%
	DK/NA	98 9.4%	35 11.6%	38 10.8%	10 5.9%	16 6.8%

Comparisons of Column Proportions[b,c]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information				
	Don't have time for projects			.[a]	A
	Don't own residence/Currently rent residence	B C D	D	D	
	Too expensive/Can't afford changes				A
	Not a priority/Other issues are more important				
	No, not interested in energy-efficiency	C D			
	No, already completed energy-efficient projects			A	A
	Other				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1175	332	843
	Don't have enough information	38 3.2%	11 3.3%	27 3.2%
	Don't have time for projects	22 1.8%	5 1.4%	17 2.0%
	Don't own residence/Currently rent residence	94 8.0%	94 28.2%	1 .1%
	Too expensive/Can't afford changes	467 39.8%	77 23.3%	390 46.3%
	Not a priority/Other issues are more important	82 7.0%	21 6.4%	61 7.2%
	No, not interested in energy-efficiency	54 4.6%	27 8.1%	27 3.2%
	No, already completed energy-efficient projects	292 24.8%	61 18.3%	231 27.4%
	Other	65 5.5%	18 5.3%	47 5.6%
	DK/NA	112 9.5%	32 9.8%	79 9.4%

Comparisons of Column Proportions[a,b]

		Homeownership	
		Rent	Own
		(A)	(B)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information		
	Don't have time for projects		
	Don't own residence/Currently rent residence	B	
	Too expensive/Can't afford changes		A
	Not a priority/Other issues are more important		
	No, not interested in energy-efficiency	B	
	No, already completed energy-efficient projects		A
	Other		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1188	304	675	349
	Don't have enough information	40 3.4%	5 1.8%	30 4.4%	14 4.0%
	Don't have time for projects	22 1.8%	2 .5%	17 2.5%	10 3.0%
	Don't own residence/Currently rent residence	97 8.2%	31 10.3%	55 8.1%	16 4.6%
	Too expensive/Can't afford changes	470 39.6%	132 43.3%	260 38.5%	126 36.2%
	Not a priority/Other issues are more important	80 6.7%	25 8.2%	46 6.9%	20 5.7%
	No, not interested in energy-efficiency	57 4.8%	8 2.7%	34 5.1%	25 7.2%
	No, already completed energy-efficient projects	292 24.6%	77 25.3%	160 23.6%	87 25.0%
	Other	65 5.4%	19 6.3%	31 4.5%	27 7.7%
	DK/NA	115 9.7%	24 7.8%	70 10.4%	38 10.8%

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information			
	Don't have time for projects			
	Don't own residence/Currently rent residence	C	C	
	Too expensive/Can't afford changes			
	Not a priority/Other issues are more important			
	No, not interested in energy-efficiency			A
	No, already completed energy-efficient projects			
	Other			B
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1177	367	568	242
	Don't have enough information	41 3.5%	14 3.8%	17 3.1%	10 4.0%
	Don't have time for projects	22 1.8%	9 2.4%	8 1.4%	5 1.9%
	Don't own residence/Currently rent residence	95 8.0%	22 6.0%	49 8.7%	23 9.5%
	Too expensive/Can't afford changes	466 39.6%	135 36.7%	225 39.6%	106 43.9%
	Not a priority/Other issues are more important	81 6.9%	21 5.7%	49 8.6%	11 4.6%
	No, not interested in energy-efficiency	57 4.8%	20 5.3%	32 5.7%	5 2.0%
	No, already completed energy-efficient projects	288 24.4%	103 28.0%	127 22.3%	58 24.0%
	Other	64 5.4%	17 4.6%	30 5.3%	17 6.9%
	DK/NA	114 9.7%	39 10.5%	58 10.2%	18 7.3%

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information			
	Don't have time for projects			
	Don't own residence/Currently rent residence			
	Too expensive/Can't afford changes			
	Not a priority/Other issues are more important			
	No, not interested in energy-efficiency			
	No, already completed energy-efficient projects			
	Other			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1141	454	293	394
	Don't have enough information	38 3.3%	15 3.2%	16 5.5%	7 1.8%
	Don't have time for projects	22 1.9%	13 2.8%	6 2.0%	3 .8%
	Don't own residence/Currently rent residence	93 8.1%	41 9.1%	24 8.2%	27 6.9%
	Too expensive/Can't afford changes	454 39.8%	160 35.1%	124 42.5%	170 43.1%
	Not a priority/Other issues are more important	75 6.6%	35 7.7%	16 5.4%	24 6.1%
	No, not interested in energy-efficiency	54 4.7%	32 7.0%	10 3.3%	12 3.1%
	No, already completed energy-efficient projects	280 24.5%	107 23.7%	67 23.0%	105 26.7%
	Other	63 5.6%	18 4.1%	14 4.9%	31 7.7%
	DK/NA	111 9.7%	50 11.0%	27 9.3%	34 8.5%

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information		C	
	Don't have time for projects			
	Don't own residence/Currently rent residence			
	Too expensive/Can't afford changes			
	Not a priority/Other issues are more important			
	No, not interested in energy-efficiency	C		
	No, already completed energy-efficient projects			
	Other			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Gender		
		Total	Male	Female
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1200	621	579
	Excellent	173 14.4%	104 16.8%	68 11.8%
	Good	358 29.8%	160 25.8%	198 34.2%
	Fair	479 39.9%	252 40.6%	227 39.2%
	Poor	182 15.2%	101 16.2%	81 14.0%
	DK/NA	8 .7%	4 .6%	4 .8%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent	B	
	Good		A
	Fair		
	Poor		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1186	191	275	250	204	121	144
	Excellent	171 14.4%	26 13.6%	37 13.6%	27 10.6%	32 15.8%	25 20.5%	24 16.5%
	Good	356 30.0%	64 33.6%	78 28.2%	71 28.4%	72 35.2%	31 25.8%	40 27.5%
	Fair	475 40.1%	87 45.3%	120 43.7%	110 44.2%	66 32.5%	41 33.7%	51 35.1%
	Poor	176 14.9%	14 7.5%	38 13.8%	40 15.9%	34 16.6%	23 18.9%	28 19.1%
	DK/NA	8 .7%	0 .0%	2 .7%	2 .9%	0 .0%	1 1.2%	3 1.8%

Comparisons of Column Proportions[b,c]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent						
	Good						
	Fair						
	Poor					A	A
	DK/NA	.[a]			.[a]		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1200	150	134	916
	Excellent	173 14.4%	40 26.5%	25 18.5%	108 11.8%
	Good	358 29.8%	45 30.0%	52 39.2%	261 28.5%
	Fair	479 39.9%	51 34.2%	40 29.9%	388 42.3%
	Poor	182 15.2%	14 9.0%	17 12.5%	152 16.6%
	DK/NA	8 .7%	0 .2%	0 .0%	8 .8%

Comparisons of Column Proportions[b,c]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent	C		
	Good		C	
	Fair			B
	Poor			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	DK/NA		.[a]	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1169	506	538	125
	Excellent	170 14.6%	103 20.3%	49 9.2%	18 14.6%
	Good	347 29.7%	144 28.5%	162 30.1%	40 32.2%
	Fair	467 39.9%	170 33.5%	248 46.1%	49 39.2%
	Poor	177 15.2%	86 17.0%	77 14.2%	15 11.8%
	DK/NA	8 .7%	3 .7%	2 .4%	3 2.2%

Comparisons of Column Proportions[a,b]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent	B		
	Good			
	Fair		A	
	Poor			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1050	304	347	167	233
	Excellent	148 14.1%	39 12.8%	52 15.1%	21 12.4%	36 15.7%
	Good	308 29.4%	88 28.9%	111 31.8%	42 25.4%	68 29.1%
	Fair	425 40.4%	129 42.3%	138 39.7%	75 45.2%	83 35.8%
	Poor	161 15.3%	46 15.0%	45 12.9%	27 16.4%	43 18.5%
	DK/NA	8 .8%	3 .9%	2 .5%	1 .6%	2 1.0%

Comparisons of Column Proportions[a,b]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent				
	Good				
	Fair				
	Poor				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1175	332	843
	Excellent	169 14.4%	40 12.2%	129 15.3%
	Good	351 29.9%	89 26.8%	262 31.1%
	Fair	470 40.0%	146 43.9%	324 38.4%
	Poor	177 15.1%	54 16.3%	123 14.6%
	DK/NA	8 .7%	3 .9%	5 .6%

Comparisons of Column Proportions[a,b]

		Homeownership	
		Rent	Own
		(A)	(B)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent		
	Good		
	Fair		
	Poor		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1188	304	675	349
	Excellent	171 14.4%	54 17.9%	78 11.5%	47 13.5%
	Good	355 29.9%	81 26.6%	217 32.1%	110 31.5%
	Fair	476 40.0%	123 40.5%	277 41.1%	143 41.1%
	Poor	178 15.0%	44 14.5%	99 14.7%	44 12.6%
	DK/NA	8 .7%	1 .5%	4 .6%	4 1.3%

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent	B		
	Good			
	Fair			
	Poor			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1177	367	568	242
	Excellent	170 14.5%	75 20.5%	70 12.4%	25 10.2%
	Good	353 30.0%	130 35.4%	170 29.9%	53 22.0%
	Fair	469 39.8%	119 32.3%	242 42.6%	108 44.7%
	Poor	177 15.0%	42 11.6%	85 15.0%	49 20.3%
	DK/NA	8 .7%	1 .2%	0 .1%	7 2.9%

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent	B C		
	Good	C		
	Fair		A	A
	Poor			A
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1141	454	293	394
	Excellent	163 14.3%	67 14.8%	51 17.5%	45 11.4%
	Good	334 29.3%	146 32.2%	98 33.3%	90 22.9%
	Fair	463 40.6%	171 37.6%	115 39.3%	177 45.0%
	Poor	173 15.2%	70 15.4%	29 9.8%	75 18.9%
	DK/NA	7 .6%	0 .0%	0 .0%	7 1.8%

Comparisons of Column Proportions[b,c]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent			
	Good	C	C	
	Fair			
	Poor			B
	DK/NA	.[a]	.[a]	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Gender		
		Total	Male	Female
10. What type of transportation do you typically use to go to work or school?	Total	1200	621	579
	Bike	16 1.3%	15 2.3%	1 .2%
	Carpool	95 7.9%	45 7.2%	50 8.7%
	Drive alone (car, truck, motorcycle, scooter)	877 73.1%	474 76.3%	404 69.7%
	Public Transit (Bus or shuttle)	52 4.4%	24 3.8%	29 4.9%
	Walk	12 1.0%	4 .7%	8 1.3%
	Work from home/Don't work outside the home	78 6.5%	33 5.3%	45 7.8%
	Other	5 .4%	2 .3%	3 .5%
	DK/NA	65 5.4%	25 4.1%	39 6.8%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
10. What type of transportation do you typically use to go to work or school?	Bike	B	
	Carpool		
	Drive alone (car, truck, motorcycle, scooter)	B	
	Public Transit (Bus or shuttle)		
	Walk		
	Work from home/Don't work outside the home		
	Other		
	DK/NA		A

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
10. What type of transportation do you typically use to go to work or school?	Total	1186	191	275	250	204	121	144
	Bike	16 1.3%	3 1.3%	3 1.3%	8 3.2%	1 .6%	0 .3%	0 .0%
	Carpool	95 8.0%	30 15.6%	17 6.2%	20 8.1%	18 8.9%	6 5.0%	3 2.4%
	Drive alone (car, truck, motorcycle, scooter)	868 73.2%	147 76.7%	216 78.5%	203 81.0%	161 78.8%	70 58.2%	71 49.4%
	Public Transit (Bus or shuttle)	51 4.3%	8 4.3%	12 4.4%	10 4.1%	9 4.5%	7 5.4%	5 3.5%
	Walk	12 1.0%	3 1.5%	4 1.6%	3 1.0%	0 .0%	1 .9%	1 .5%
	Work from home/Don't work outside the home	78 6.5%	0 .0%	13 4.9%	4 1.7%	8 3.8%	23 19.3%	29 19.9%
	Other	4 .3%	0 .0%	2 .7%	0 .0%	0 .0%	0 .3%	1 1.0%
	DK/NA	64 5.4%	1 .6%	7 2.5%	2 .9%	7 3.4%	13 10.6%	34 23.2%

Comparisons of Column Proportions[b,c]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
10. What type of transportation do you typically use to go to work or school?	Bike						.[a]
	Carpool	B F					
	Drive alone (car, truck, motorcycle, scooter)	E F	E F	E F	E F		
	Public Transit (Bus or shuttle)						
	Walk						
	Work from home/Don't work outside the home	.[a]				B C D	B C D
	Other	.[a]		.[a]	.[a]		
	DK/NA					A B C	A B C D

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
10. What type of transportation do you typically use to go to work or school?	Total	1200	150	134	916
	Bike	16 1.3%	0 .0%	1 .7%	15 1.6%
	Carpool	95 7.9%	20 13.0%	8 5.8%	68 7.4%
	Drive alone (car, truck, motorcycle, scooter)	877 73.1%	95 63.3%	102 76.3%	680 74.3%
	Public Transit (Bus or shuttle)	52 4.4%	15 10.1%	5 3.9%	32 3.5%
	Walk	12 1.0%	0 .0%	2 1.4%	10 1.1%
	Work from home/Don't work outside the home	78 6.5%	11 7.5%	6 4.6%	61 6.7%
	Other	5 .4%	0 .0%	1 .6%	4 .4%
	DK/NA	65 5.4%	9 6.1%	9 6.6%	47 5.1%

Comparisons of Column Proportions[b,c]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
10. What type of transportation do you typically use to go to work or school?	Bike	.[a]		
	Carpool			
	Drive alone (car, truck, motorcycle, scooter)			A
	Public Transit (Bus or shuttle)	C		
	Walk	.[a]		
	Work from home/Don't work outside the home			
	Other	.[a]		
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
10. What type of transportation do you typically use to go to work or school?	Total	1169	506	538	125
	Bike	15 1.2%	10 2.1%	3 .6%	1 .6%
	Carpool	94 8.1%	35 7.0%	46 8.6%	13 10.2%
	Drive alone (car, truck, motorcycle, scooter)	853 73.0%	338 66.9%	428 79.6%	87 69.4%
	Public Transit (Bus or shuttle)	52 4.5%	13 2.6%	24 4.4%	16 12.5%
	Walk	12 1.0%	7 1.4%	4 .8%	0 .1%
	Work from home/Don't work outside the home	76 6.5%	55 10.9%	15 2.8%	6 4.5%
	Other	4 .3%	1 .3%	2 .3%	1 .5%
	DK/NA	63 5.4%	45 8.9%	15 2.8%	3 2.3%

Comparisons of Column Proportions[a,b]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
10. What type of transportation do you typically use to go to work or school?	Bike			
	Carpool			
	Drive alone (car, truck, motorcycle, scooter)		A C	
	Public Transit (Bus or shuttle)			A B
	Walk			
	Work from home/Don't work outside the home	B		
	Other			
	DK/NA	B C		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
10. What type of transportation do you typically use to go to work or school?	Total	1050	304	347	167	233
	Bike	16 1.5%	10 3.4%	3 .9%	2 1.2%	0 .0%
	Carpool	82 7.8%	26 8.4%	28 7.9%	16 9.8%	12 5.2%
	Drive alone (car, truck, motorcycle, scooter)	777 74.0%	188 61.8%	257 74.0%	131 78.6%	201 86.6%
	Public Transit (Bus or shuttle)	45 4.3%	36 11.7%	10 2.8%	0 .0%	0 .0%
	Walk	9 .9%	2 .8%	4 1.2%	1 .7%	2 .7%
	Work from home/Don't work outside the home	65 6.2%	16 5.4%	20 5.9%	14 8.2%	14 6.1%
	Other	4 .4%	2 .7%	0 .0%	0 .0%	2 .7%
	DK/NA	53 5.1%	24 7.8%	26 7.4%	3 1.5%	2 .7%

Comparisons of Column Proportions[b,c]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
10. What type of transportation do you typically use to go to work or school?	Bike				.[a]
	Carpool				
	Drive alone (car, truck, motorcycle, scooter)		A	A	A B
	Public Transit (Bus or shuttle)	B		.[a]	.[a]
	Walk				
	Work from home/Don't work outside the home				
	Other		.[a]	.[a]	
	DK/NA	C D	C D		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
10. What type of transportation do you typically use to go to work or school?	Total	1175	332	843
	Bike	14 1.2%	10 3.1%	3 .4%
	Carpool	94 8.0%	35 10.6%	59 7.0%
	Drive alone (car, truck, motorcycle, scooter)	860 73.1%	220 66.3%	640 75.9%
	Public Transit (Bus or shuttle)	51 4.4%	31 9.4%	20 2.4%
	Walk	12 1.0%	6 1.8%	6 .7%
	Work from home/Don't work outside the home	78 6.6%	10 3.1%	68 8.0%
	Other	4 .3%	2 .6%	2 .2%
	DK/NA	63 5.4%	17 5.2%	46 5.4%

Comparisons of Column Proportions[a,b]

		Homeownership	
		Rent	Own
		(A)	(B)
10. What type of transportation do you typically use to go to work or school?	Bike	B	
	Carpool	B	
	Drive alone (car, truck, motorcycle, scooter)		A
	Public Transit (Bus or shuttle)	B	
	Walk		
	Work from home/Don't work outside the home		A
	Other		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
10. What type of transportation do you typically use to go to work or school?	Total	1188	304	675	349
	Bike	16 1.3%	6 1.8%	6 1.0%	4 1.0%
	Carpool	93 7.8%	18 6.0%	60 8.8%	23 6.6%
	Drive alone (car, truck, motorcycle, scooter)	869 73.2%	216 71.3%	542 80.2%	235 67.4%
	Public Transit (Bus or shuttle)	52 4.4%	21 6.9%	22 3.3%	13 3.7%
	Walk	12 1.0%	3 .9%	8 1.2%	1 .3%
	Work from home/Don't work outside the home	78 6.6%	23 7.6%	22 3.2%	36 10.2%
	Other	4 .3%	2 .6%	2 .3%	0 .0%
	DK/NA	63 5.3%	15 4.8%	14 2.1%	37 10.7%

Comparisons of Column Proportions[b,c]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
10. What type of transportation do you typically use to go to work or school?	Bike			
	Carpool			
	Drive alone (car, truck, motorcycle, scooter)		A C	
	Public Transit (Bus or shuttle)	B		
	Walk			
	Work from home/Don't work outside the home	B		B
	Other			.[a]
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
10. What type of transportation do you typically use to go to work or school?	Total	1177	367	568	242
	Bike	16 1.3%	7 2.0%	5 .8%	3 1.4%
	Carpool	95 8.0%	37 10.1%	43 7.6%	14 5.9%
	Drive alone (car, truck, motorcycle, scooter)	864 73.4%	254 69.3%	432 76.0%	177 73.4%
	Public Transit (Bus or shuttle)	52 4.5%	11 2.9%	24 4.3%	18 7.3%
	Walk	12 1.0%	5 1.3%	5 .9%	2 .9%
	Work from home/Don't work outside the home	75 6.3%	26 7.2%	35 6.1%	14 5.6%
	Other	5 .4%	0 .0%	5 .8%	0 .0%
	DK/NA	60 5.1%	26 7.2%	20 3.6%	13 5.5%

Comparisons of Column Proportions[b,c]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
10. What type of transportation do you typically use to go to work or school?	Bike			
	Carpool			
	Drive alone (car, truck, motorcycle, scooter)			
	Public Transit (Bus or shuttle)			A
	Walk			
	Work from home/Don't work outside the home			
	Other	.[a]		.[a]
	DK/NA	B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
10. What type of transportation do you typically use to go to work or school?	Total	1141	454	293	394
	Bike	13 1.1%	7 1.5%	4 1.4%	2 .5%
	Carpool	92 8.1%	44 9.7%	26 8.9%	23 5.7%
	Drive alone (car, truck, motorcycle, scooter)	845 74.1%	326 71.9%	218 74.4%	300 76.3%
	Public Transit (Bus or shuttle)	47 4.2%	28 6.1%	8 2.7%	12 3.0%
	Walk	11 .9%	3 .7%	4 1.4%	4 1.0%
	Work from home/Don't work outside the home	73 6.4%	20 4.3%	24 8.1%	29 7.5%
	Other	5 .4%	2 .5%	0 .0%	2 .6%
	DK/NA	55 4.8%	24 5.3%	9 3.2%	22 5.5%

Comparisons of Column Proportions[b,c]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
10. What type of transportation do you typically use to go to work or school?	Bike			
	Carpool			
	Drive alone (car, truck, motorcycle, scooter)			
	Public Transit (Bus or shuttle)			
	Walk			
	Work from home/Don't work outside the home			
	Other		.[a]	
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Gender		
		Total	Male	Female
11. On average, how many minutes do you spend traveling to and from work each day?	Total	1057	562	494
	10 minutes or less	219	87	132
		20.7%	15.4%	26.7%
	11 to 20 minutes	233	128	106
		22.1%	22.7%	21.4%
	21 to 40 minutes	270	139	131
		25.5%	24.7%	26.5%
	41 to 60 minutes	199	120	79
		18.9%	21.4%	16.0%
	More than 60 minutes	136	89	47
		12.8%	15.8%	9.5%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less		A
	11 to 20 minutes		
	21 to 40 minutes		
	41 to 60 minutes	B	
	More than 60 minutes	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
11. On average, how many minutes do you spend traveling to and from work each day?	Total	1045	190	255	244	190	85	82
	10 minutes or less	212	31	48	50	41	17	26
		20.3%	16.1%	19.0%	20.5%	21.4%	19.9%	31.3%
	11 to 20 minutes	232	43	57	57	35	20	20
		22.2%	22.7%	22.2%	23.3%	18.7%	23.7%	24.6%
	21 to 40 minutes	269	46	84	52	54	16	18
		25.7%	24.3%	32.9%	21.2%	28.3%	18.3%	21.9%
	41 to 60 minutes	197	45	47	60	26	13	6
		18.8%	23.7%	18.5%	24.7%	14.0%	14.8%	6.8%
	More than 60 minutes	135	25	19	25	34	20	13
		12.9%	13.1%	7.5%	10.3%	17.7%	23.3%	15.4%

Comparisons of Column Proportions[a,b]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less						
	11 to 20 minutes						
	21 to 40 minutes						
	41 to 60 minutes	F		F			
	More than 60 minutes				B	B C	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
11. On average, how many minutes do you spend traveling to and from work each day?	Total	1057	130	119	808
	10 minutes or less	219	22	36	160
		20.7%	17.2%	30.2%	19.8%
	11 to 20 minutes	233	26	24	183
		22.1%	19.8%	20.3%	22.7%
	21 to 40 minutes	270	25	25	220
		25.5%	19.2%	21.0%	27.2%
	41 to 60 minutes	199	36	21	143
		18.9%	27.4%	17.5%	17.7%
	More than 60 minutes	136	21	13	101
		12.8%	16.4%	11.0%	12.6%

Comparisons of Column Proportions[a,b]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less		A C	
	11 to 20 minutes			
	21 to 40 minutes			
	41 to 60 minutes	C		
	More than 60 minutes			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
11. On average, how many minutes do you spend traveling to and from work each day?	Total	1030	406	508	116
	10 minutes or less	212 20.6%	92 22.6%	104 20.6%	16 13.7%
	11 to 20 minutes	228 22.2%	93 22.9%	121 23.8%	15 12.6%
	21 to 40 minutes	267 25.9%	96 23.7%	128 25.2%	43 36.6%
	41 to 60 minutes	193 18.7%	70 17.3%	100 19.8%	22 19.0%
	More than 60 minutes	130 12.6%	55 13.5%	54 10.6%	21 18.1%

Comparisons of Column Proportions[a,b]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less	C	C	A B
	11 to 20 minutes			
	21 to 40 minutes			
	41 to 60 minutes			
	More than 60 minutes			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
11. On average, how many minutes do you spend traveling to and from work each day?	Total	932	264	301	150	217
	10 minutes or less	195 20.9%	54 20.5%	70 23.4%	30 20.2%	40 18.3%
	11 to 20 minutes	202 21.7%	42 15.8%	76 25.3%	31 20.4%	54 24.7%
	21 to 40 minutes	235 25.2%	70 26.6%	72 23.8%	45 29.8%	49 22.4%
	41 to 60 minutes	183 19.6%	64 24.3%	55 18.1%	23 15.2%	41 19.1%
	More than 60 minutes	117 12.6%	34 12.9%	28 9.3%	22 14.3%	34 15.4%

Comparisons of Column Proportions[a,b]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less		A		
	11 to 20 minutes				
	21 to 40 minutes				
	41 to 60 minutes				
	More than 60 minutes				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
11. On average, how many minutes do you spend traveling to and from work each day?	Total	1034	304	730
	10 minutes or less	217 21.0%	67 22.0%	150 20.6%
	11 to 20 minutes	232 22.4%	60 19.5%	172 23.6%
	21 to 40 minutes	261 25.2%	65 21.5%	196 26.8%
	41 to 60 minutes	194 18.8%	69 22.8%	125 17.1%
	More than 60 minutes	130 12.5%	43 14.2%	87 11.9%

Comparisons of Column Proportions[a,b]

		Homeownership	
		Rent	Own
		(A)	(B)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less		
	11 to 20 minutes		
	21 to 40 minutes		
	41 to 60 minutes	B	
	More than 60 minutes		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
11. On average, how many minutes do you spend traveling to and from work each day?	Total	1046	266	639	276
	10 minutes or less	217 20.7%	50 18.8%	125 19.6%	61 22.1%
	11 to 20 minutes	232 22.2%	56 21.0%	148 23.1%	51 18.5%
	21 to 40 minutes	267 25.5%	62 23.4%	169 26.4%	81 29.3%
	41 to 60 minutes	196 18.8%	49 18.6%	130 20.3%	50 18.0%
	More than 60 minutes	134 12.8%	48 18.2%	68 10.6%	33 12.1%

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less			
	11 to 20 minutes			
	21 to 40 minutes			
	41 to 60 minutes			
	More than 60 minutes	B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
11. On average, how many minutes do you spend traveling to and from work each day?	Total	1043	314	514	215
	10 minutes or less	217	77	93	46
		20.8%	24.5%	18.2%	21.6%
	11 to 20 minutes	233	76	110	47
		22.3%	24.2%	21.3%	21.9%
	21 to 40 minutes	266	75	140	51
		25.5%	23.7%	27.2%	24.0%
	41 to 60 minutes	199	49	101	49
		19.1%	15.7%	19.6%	22.9%
	More than 60 minutes	128	37	70	21
		12.3%	11.8%	13.7%	9.7%

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less			
	11 to 20 minutes			
	21 to 40 minutes			
	41 to 60 minutes			
	More than 60 minutes			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
11. On average, how many minutes do you spend traveling to and from work each day?	Total	1013	410	260	343
	10 minutes or less	208	84	49	75
		20.6%	20.6%	18.7%	22.0%
	11 to 20 minutes	222	75	53	95
		22.0%	18.4%	20.2%	27.6%
	21 to 40 minutes	259	101	88	71
		25.6%	24.6%	33.7%	20.6%
	41 to 60 minutes	192	96	33	63
		19.0%	23.3%	12.9%	18.4%
	More than 60 minutes	131	54	38	39
		12.9%	13.1%	14.5%	11.4%

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less			
	11 to 20 minutes			
	21 to 40 minutes		A C	A
	41 to 60 minutes			
	More than 60 minutes	B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Gender		
		Total	Male	Female
12. On average, how many miles do you travel to and from work each day?	Total	1057	562	494
	5 miles or less	254 24.1%	100 17.9%	154 31.1%
	6 to 10 miles	224 21.2%	113 20.1%	111 22.5%
	11 to 20 miles	215 20.4%	124 22.0%	91 18.5%
	21 to 40 miles	192 18.2%	116 20.5%	76 15.5%
	More than 40 miles	170 16.1%	108 19.3%	62 12.5%
	DK/NA	1 .1%	1 .2%	0 .0%

Comparisons of Column Proportions[b,c]

		Gender	
		Male	Female
		(A)	(B)
12. On average, how many miles do you travel to and from work each day?	5 miles or less		A
	6 to 10 miles		
	11 to 20 miles		
	21 to 40 miles	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Gender	
		Male	Female
		(A)	(B)
12. On average, how many miles do you travel to and from work each day?	More than 40 miles	B	
	DK/NA		.a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
12. On average, how many miles do you travel to and from work each day?	Total	1045	190	255	244	190	85	82
	5 miles or less	251	43	68	54	43	18	25
		24.0%	22.7%	26.6%	22.2%	22.9%	21.4%	30.0%
	6 to 10 miles	222	41	58	53	35	17	18
		21.2%	21.6%	22.6%	21.7%	18.4%	20.4%	22.4%
	11 to 20 miles	214	39	55	50	39	15	17
		20.5%	20.6%	21.6%	20.3%	20.8%	17.3%	20.2%
	21 to 40 miles	190	32	44	49	40	13	13
		18.2%	17.1%	17.1%	20.0%	20.9%	15.0%	15.5%
	More than 40 miles	167	34	31	38	32	22	9
		15.9%	18.1%	12.1%	15.7%	17.0%	25.6%	11.2%
	DK/NA	1	0	0	0	0	0	1
		.1%	.0%	.0%	.0%	.0%	.5%	.7%

Comparisons of Column Proportions[b,c]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
12. On average, how many miles do you travel to and from work each day?	5 miles or less						
	6 to 10 miles						
	11 to 20 miles						
	21 to 40 miles						
	More than 40 miles					B	
	DK/NA	.a	.a	.a	.a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
12. On average, how many miles do you travel to and from work each day?	Total	1057	130	119	808
	5 miles or less	254 24.1%	30 23.4%	29 24.6%	195 24.1%
	6 to 10 miles	224 21.2%	20 15.3%	24 20.5%	180 22.3%
	11 to 20 miles	215 20.4%	26 20.4%	21 18.0%	167 20.7%
	21 to 40 miles	192 18.2%	23 18.0%	23 19.1%	146 18.1%
	More than 40 miles	170 16.1%	30 22.9%	21 17.8%	119 14.8%
	DK/NA	1 .1%	0 .0%	0 .0%	1 .1%

Comparisons of Column Proportions[b,c]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
12. On average, how many miles do you travel to and from work each day?	5 miles or less 6 to 10 miles 11 to 20 miles 21 to 40 miles More than 40 miles DK/NA	.[a]	.[a]	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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		Ethnicity			
		Total	Caucasian	Hispanic	Other
12. On average, how many miles do you travel to and from work each day?	Total	1030	406	508	116
	5 miles or less	248 24.1%	111 27.4%	124 24.3%	14 11.7%
	6 to 10 miles	220 21.4%	74 18.2%	109 21.5%	37 31.6%
	11 to 20 miles	208 20.2%	77 19.0%	107 21.1%	24 20.8%
	21 to 40 miles	190 18.4%	80 19.8%	80 15.8%	30 25.4%
	More than 40 miles	162 15.8%	63 15.4%	88 17.3%	12 10.5%
	DK/NA	1 .1%	1 .2%	0 .0%	0 .0%

Comparisons of Column Proportions[b,c]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
12. On average, how many miles do you travel to and from work each day?	5 miles or less	C	C	
	6 to 10 miles			A
	11 to 20 miles			
	21 to 40 miles			B
	More than 40 miles			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
12. On average, how many miles do you travel to and from work each day?	DK/NA		.a	.a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
12. On average, how many miles do you travel to and from work each day?	Total	932	264	301	150	217
	5 miles or less	223 24.0%	82 30.9%	80 26.6%	34 22.8%	27 12.6%
	6 to 10 miles	189 20.3%	62 23.5%	59 19.6%	28 18.4%	40 18.5%
	11 to 20 miles	205 22.0%	54 20.6%	71 23.5%	29 19.2%	51 23.6%
	21 to 40 miles	164 17.5%	36 13.8%	43 14.4%	35 23.0%	49 22.7%
	More than 40 miles	150 16.1%	29 10.9%	47 15.7%	25 16.7%	49 22.6%
	DK/NA	1 .1%	1 .2%	0 .1%	0 .0%	0 .0%

Comparisons of Column Proportions[b,c]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
12. On average, how many miles do you travel to and from work each day?	5 miles or less	D	D		
	6 to 10 miles				
	11 to 20 miles				
	21 to 40 miles				
	More than 40 miles				A
	DK/NA			.[a]	.[a]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
12. On average, how many miles do you travel to and from work each day?	Total	1034	304	730
	5 miles or less	252 24.4%	98 32.3%	154 21.1%
	6 to 10 miles	218 21.1%	66 21.6%	153 20.9%
	11 to 20 miles	211 20.4%	66 21.7%	145 19.8%
	21 to 40 miles	187 18.1%	34 11.2%	153 21.0%
	More than 40 miles	165 15.9%	40 13.2%	125 17.1%
	DK/NA	1 .1%	0 .0%	1 .1%

Comparisons of Column Proportions[b,c]

		Homeownership	
		Rent	Own
		(A)	(B)
12. On average, how many miles do you travel to and from work each day?	5 miles or less	B	
	6 to 10 miles		
	11 to 20 miles		
	21 to 40 miles		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Homeownership	
		Rent	Own
		(A)	(B)
12. On average, how many miles do you travel to and from work each day?	More than 40 miles		
	DK/NA	.a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
12. On average, how many miles do you travel to and from work each day?	Total	1046	266	639	276
	5 miles or less	252 24.1%	63 23.8%	149 23.3%	56 20.4%
	6 to 10 miles	222 21.3%	56 21.0%	135 21.1%	65 23.4%
	11 to 20 miles	213 20.3%	50 19.0%	138 21.6%	56 20.3%
	21 to 40 miles	188 17.9%	50 19.0%	112 17.6%	55 20.0%
	More than 40 miles	170 16.2%	45 17.1%	105 16.4%	43 15.7%
	DK/NA	1 .1%	0 .2%	0 .0%	1 .2%

Comparisons of Column Proportions[b,c]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
12. On average, how many miles do you travel to and from work each day?	5 miles or less			
	6 to 10 miles			
	11 to 20 miles			
	21 to 40 miles			
	More than 40 miles			
	DK/NA		.a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
12. On average, how many miles do you travel to and from work each day?	Total	1043	314	514	215
	5 miles or less	253 24.2%	77 24.4%	116 22.7%	59 27.7%
	6 to 10 miles	223 21.4%	70 22.2%	111 21.6%	42 19.6%
	11 to 20 miles	214 20.6%	65 20.7%	108 21.1%	41 19.1%
	21 to 40 miles	190 18.2%	53 16.8%	102 19.8%	36 16.6%
	More than 40 miles	162 15.5%	50 15.8%	76 14.7%	37 17.0%
	DK/NA	1 .1%	0 .0%	1 .2%	0 .0%

Comparisons of Column Proportions[b,c]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
12. On average, how many miles do you travel to and from work each day?	5 miles or less 6 to 10 miles 11 to 20 miles 21 to 40 miles			

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b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
12. On average, how many miles do you travel to and from work each day?	More than 40 miles DK/NA	.[a]		.[a]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
12. On average, how many miles do you travel to and from work each day?	Total	1013	410	260	343
	5 miles or less	238 23.5%	98 24.0%	55 21.4%	84 24.6%
	6 to 10 miles	220 21.7%	90 22.0%	54 20.8%	76 22.1%
	11 to 20 miles	208 20.6%	80 19.5%	50 19.1%	78 22.9%
	21 to 40 miles	185 18.3%	79 19.2%	51 19.7%	55 16.1%
	More than 40 miles	160 15.8%	63 15.3%	49 18.8%	49 14.2%
	DK/NA	1 .1%	0 .0%	1 .2%	0 .1%

Comparisons of Column Proportions[b,c]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
12. On average, how many miles do you travel to and from work each day?	5 miles or less			
	6 to 10 miles			
	11 to 20 miles			
	21 to 40 miles			
	More than 40 miles			
	DK/NA	.[a]		

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Gender		
		Total	Male	Female
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	877	474	404
	Walk	79 9.0%	31 6.6%	48 11.9%
	Bicycle	91 10.3%	65 13.8%	25 6.3%
	Carpool or vanpool	263 30.0%	127 26.9%	136 33.6%
	Traditional bus service	95 10.8%	45 9.4%	50 12.4%
	Express bus service	159 18.2%	94 19.8%	66 16.2%
	None of the above	174 19.8%	101 21.3%	73 18.1%
	DK/NA	17 1.9%	11 2.3%	6 1.4%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk		A
	Bicycle	B	
	Carpool or vanpool		A
	Traditional bus service		
	Express bus service		
	None of the above		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	868	147	216	203	161	70	71
	Walk	79 9.1%	14 9.7%	22 10.0%	20 10.1%	11 7.0%	5 7.3%	6 9.1%
	Bicycle	91 10.4%	22 14.7%	26 12.1%	22 10.8%	13 8.1%	5 7.5%	3 3.9%
	Carpool or vanpool	261 30.0%	49 33.6%	78 36.3%	61 30.0%	42 25.9%	14 19.6%	17 23.5%
	Traditional bus service	93 10.7%	15 10.5%	16 7.3%	16 7.8%	26 16.3%	10 14.8%	9 12.9%
	Express bus service	159 18.3%	36 24.7%	38 17.4%	31 15.3%	32 19.9%	10 14.1%	13 17.7%
	None of the above	171 19.7%	8 5.6%	34 15.7%	49 24.3%	33 20.4%	25 35.3%	21 30.1%
	DK/NA	15 1.7%	2 1.2%	3 1.2%	4 1.8%	4 2.2%	1 1.5%	2 2.8%

Comparisons of Column Proportions[a,b]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk						
	Bicycle						
	Carpool or vanpool						
	Traditional bus service						
	Express bus service						
	None of the above		A	A	A	A B	A
	DK/NA						

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	877	95	102	680
	Walk	79 9.0%	12 12.6%	12 11.6%	55 8.1%
	Bicycle	91 10.3%	13 14.0%	10 9.6%	68 9.9%
	Carpool or vanpool	263 30.0%	29 30.6%	24 23.3%	210 30.9%
	Traditional bus service	95 10.8%	12 12.5%	8 7.7%	75 11.0%
	Express bus service	159 18.2%	13 13.9%	18 17.3%	128 18.9%
	None of the above	174 19.8%	10 10.1%	30 29.2%	134 19.8%
	DK/NA	17 1.9%	6 6.3%	1 1.3%	9 1.4%

Comparisons of Column Proportions[a,b]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk			
	Bicycle			
	Carpool or vanpool			
	Traditional bus service			
	Express bus service			
	None of the above		A	
	DK/NA	C		

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	853	338	428	87
	Walk	79 9.3%	41 12.1%	36 8.4%	2 2.5%
	Bicycle	90 10.6%	29 8.5%	47 11.0%	14 16.5%
	Carpool or vanpool	255 29.9%	84 24.9%	138 32.2%	33 37.9%
	Traditional bus service	93 10.8%	28 8.2%	61 14.2%	4 4.6%
	Express bus service	155 18.2%	59 17.4%	84 19.6%	12 14.2%
	None of the above	165 19.3%	90 26.6%	56 13.1%	18 21.3%
	DK/NA	17 2.0%	8 2.3%	7 1.5%	3 2.9%

Comparisons of Column Proportions[a,b]

		Ethnicity		
		Caucasian (A)	Hispanic (B)	Other (C)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	C		
	Bicycle			
	Carpool or vanpool			A
	Traditional bus service		A C	
	Express bus service			
	None of the above	B		
	DK/NA			

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	777	188	257	131	201
	Walk	74	26	19	11	18
		9.6%	13.9%	7.5%	8.4%	9.0%
	Bicycle	82	17	37	19	9
		10.6%	9.0%	14.4%	14.9%	4.3%
	Carpool or vanpool	233	55	73	42	63
		29.9%	29.1%	28.5%	31.8%	31.4%
	Traditional bus service	86	28	29	13	16
		11.0%	14.7%	11.2%	10.2%	7.9%
	Express bus service	147	43	48	19	37
		18.9%	22.9%	18.7%	14.4%	18.4%
	None of the above	143	17	47	25	53
		18.3%	9.2%	18.5%	18.8%	26.4%
	DK/NA	13	2	3	2	5
		1.6%	1.2%	1.3%	1.5%	2.5%

Comparisons of Column Proportions[a,b]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk				
	Bicycle		D	D	
	Carpool or vanpool				
	Traditional bus service				
	Express bus service				
	None of the above		A		A
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	860	220	640
	Walk	79 9.2%	23 10.7%	56 8.7%
	Bicycle	90 10.5%	24 11.1%	66 10.3%
	Carpool or vanpool	256 29.7%	65 29.7%	190 29.7%
	Traditional bus service	92 10.7%	25 11.5%	67 10.5%
	Express bus service	155 18.0%	45 20.4%	110 17.2%
	None of the above	171 19.9%	34 15.3%	138 21.5%
	DK/NA	17 1.9%	3 1.3%	14 2.2%

Comparisons of Column Proportions[a,b]

		Homeownership	
		Rent	Own
		(A)	(B)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk		
	Bicycle		
	Carpool or vanpool		
	Traditional bus service		
	Express bus service		
	None of the above		A
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	869	216	542	235
	Walk	79 9.1%	17 7.6%	51 9.4%	24 10.1%
	Bicycle	91 10.4%	27 12.5%	57 10.6%	11 4.9%
	Carpool or vanpool	259 29.8%	59 27.4%	176 32.4%	63 27.0%
	Traditional bus service	94 10.8%	23 10.6%	59 10.9%	30 12.6%
	Express bus service	159 18.3%	45 20.8%	92 16.9%	46 19.5%
	None of the above	172 19.7%	45 20.9%	95 17.6%	53 22.5%
	DK/NA	16 1.8%	0 .1%	11 2.1%	8 3.4%

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk Bicycle Carpool or vanpool Traditional bus service Express bus service None of the above DK/NA	C	C	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	864	254	432	177
	Walk	77 9.0%	20 8.0%	44 10.1%	13 7.5%
	Bicycle	91 10.5%	31 12.2%	42 9.8%	18 9.9%
	Carpool or vanpool	259 30.0%	65 25.4%	132 30.6%	62 35.1%
	Traditional bus service	94 10.9%	32 12.4%	41 9.4%	22 12.3%
	Express bus service	158 18.3%	41 16.0%	88 20.3%	29 16.5%
	None of the above	168 19.5%	64 25.2%	76 17.5%	28 15.8%
	DK/NA	17 1.9%	2 .7%	10 2.2%	5 2.9%

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk			
	Bicycle			
	Carpool or vanpool			
	Traditional bus service			
	Express bus service			
	None of the above	B		
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	845	326	218	300
	Walk	76 9.0%	29 8.9%	16 7.5%	31 10.3%
	Bicycle	89 10.5%	42 13.0%	22 10.1%	24 8.1%
	Carpool or vanpool	254 30.1%	112 34.2%	62 28.3%	81 26.9%
	Traditional bus service	92 10.9%	40 12.1%	24 10.9%	29 9.6%
	Express bus service	155 18.3%	60 18.3%	44 20.2%	51 16.9%
	None of the above	163 19.3%	40 12.2%	46 21.3%	76 25.4%
	DK/NA	16 2.0%	4 1.2%	4 1.7%	9 2.9%

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk			
	Bicycle			
	Carpool or vanpool			
	Traditional bus service			
	Express bus service			
	None of the above		A	A
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Gender		
	Total	Male	Female
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.2	1.3
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.2	1.2
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.2	1.3
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.1	1.2

Comparisons of Column Means[a,b]

	Gender	
	Male	Female
	(A)	(B)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.		A
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.		
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.		A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	Gender	
	Male	Female
	(A)	(B)
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.		A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Age						
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.5	1.3	1.1	1.1	1.1	.9
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.4	1.3	1.2	1.1	1.0	1.1
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.4	1.3	1.2	1.1	1.1	1.1
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.3	1.2	1.2	1.2	1.0	1.0

Comparisons of Column Means[a,b]

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
	(A)	(B)	(C)	(D)	(E)	(F)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	C D E F	F				
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	D E F					
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	C D E F					
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	E F		F			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Length of Residence			
	Total	Less than five years	Five years to less than ten years	10 years or more
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.1	1.3	1.2
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.1	1.3	1.2
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.3	1.2	1.2
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.3	1.2	1.1

Comparisons of Column Means[a,b]

	Length of Residence		
	Less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.			
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.			
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.			
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ethnicity			
	Total	Caucasian	Hispanic	Other
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.0	1.4	1.3
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.0	1.4	1.3
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.0	1.4	1.3
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.0	1.3	1.3

Comparisons of Column Means[a,b]

	Ethnicity		
	Caucasian	Hispanic	Other
	(A)	(B)	(C)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.		A	A
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.		A	A
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.		A	A
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.		A	A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Annual Household Income				
	Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.4	1.3	1.0	1.1
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.2	1.2	1.1	1.2
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.3	1.5	1.3	1.1	1.0
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.4	1.2	1.1	1.1

Comparisons of Column Means[a,b]

	Annual Household Income			
	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
	(A)	(B)	(C)	(D)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	C D	C D		
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.				
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	C D	C D		
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	B C D			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Homeownership		
	Total	Rent	Own
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.3	1.2
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.3	1.1
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.4	1.2
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.3	1.1

Comparisons of Column Means[a,b]

	Homeownership	
	Rent	Own
	(A)	(B)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	B	
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	B	
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	B	
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Children or Seniors in the Household			
	Total	Neither	Children in household	Seniors in household
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.1	1.3	1.1
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.2	1.2	1.1
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.2	1.3	1.2
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.1	1.2	1.2

Comparisons of Column Means[a,b]

	Children or Seniors in the Household		
	Neither	Children in household	Seniors in household
	(A)	(B)	(C)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.		A C	
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.		C	
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.			
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Overall Quality of Life Satisfaction			
	Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.2	1.2	1.2
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.2	1.2	1.2
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.2	1.2	1.3
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.1	1.1	1.3

Comparisons of Column Means[a,b]

	Overall Quality of Life Satisfaction		
	Very Satisfied	Somewhat Satisfied	Dissatisfied
	(A)	(B)	(C)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.			
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.			
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.			
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Future Quality of Life			
	Total	Better	Stay about the same	Worse
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.3	1.2	1.1
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.3	1.1	1.1
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.4	1.2	1.1
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.3	1.1	1.0

Comparisons of Column Means[a,b]

	Future Quality of Life		
	Better	Stay about the same	Worse
	(A)	(B)	(C)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	C		
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	B C		
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	B C		
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	B C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

		Gender		
		Total	Male	Female
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1200	621	579
	Not Important	73 6.1%	55 8.8%	18 3.1%
	1	31 2.6%	22 3.5%	9 1.6%
	2	140 11.7%	81 13.0%	60 10.3%
	3	341 28.4%	174 28.1%	166 28.8%
	Extremely Important	597 49.8%	282 45.4%	315 54.5%
	DK/NA	17 1.4%	7 1.1%	10 1.8%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important	B	
	1	B	
	2		
	3		
	Extremely Important		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1186	191	275	250	204	121	144
	Not Important	72 6.1%	3 1.6%	11 4.0%	10 4.0%	19 9.1%	14 11.4%	15 10.6%
	1	30 2.5%	1 .4%	12 4.4%	4 1.7%	5 2.5%	3 2.3%	5 3.5%
	2	138 11.6%	18 9.4%	21 7.6%	41 16.3%	23 11.4%	19 15.6%	16 11.0%
	3	340 28.6%	79 41.2%	77 27.8%	68 27.3%	55 27.1%	27 22.2%	34 23.5%
	Extremely Important	592 49.9%	91 47.5%	152 55.4%	123 49.2%	98 48.1%	57 47.3%	70 48.5%
	DK/NA	15 1.3%	0 .0%	2 .8%	4 1.5%	4 1.8%	2 1.3%	4 2.9%

Comparisons of Column Proportions[b,c]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important				A	A	A
	1						
	2			B			
	3	B C D E F					
	Extremely Important						
	DK/NA	.[a]					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1200	150	134	916
	Not Important	73 6.1%	5 3.0%	9 6.5%	60 6.5%
	1	31 2.6%	5 3.6%	5 3.4%	21 2.3%
	2	140 11.7%	16 10.4%	20 14.6%	105 11.5%
	3	341 28.4%	42 27.9%	35 26.2%	264 28.8%
	Extremely Important	597 49.8%	82 54.4%	66 49.4%	450 49.1%
	DK/NA	17 1.4%	1 .7%	0 .0%	16 1.8%

Comparisons of Column Proportions[b,c]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important			
	1			
	2			
	3			
	Extremely Important			
	DK/NA		.[a]	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1169	506	538	125
	Not Important	68 5.8%	51 10.0%	12 2.2%	6 4.7%
	1	28 2.4%	22 4.3%	5 1.0%	1 .6%
	2	137 11.7%	83 16.3%	42 7.8%	13 10.1%
	3	338 28.9%	142 28.0%	155 28.9%	41 32.5%
	Extremely Important	583 49.9%	201 39.7%	322 59.9%	60 47.7%
	DK/NA	15 1.3%	9 1.7%	1 .2%	6 4.4%

Comparisons of Column Proportions[a,b]

		Ethnicity		
		Caucasian	Hispanic	Other
		(A)	(B)	(C)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important	B		
	1	B		
	2	B		
	3			
	Extremely Important		A C	
	DK/NA	B		B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1050	304	347	167	233
	Not Important	58 5.5%	12 3.9%	14 4.1%	15 8.9%	17 7.2%
	1	29 2.8%	1 .3%	8 2.2%	1 .8%	19 8.2%
	2	117 11.1%	23 7.5%	39 11.3%	26 15.8%	28 12.1%
	3	304 29.0%	80 26.4%	109 31.4%	45 27.2%	70 30.0%
	Extremely Important	534 50.9%	186 61.1%	172 49.6%	78 46.7%	98 42.3%
	DK/NA	8 .8%	2 .8%	5 1.4%	1 .5%	0 .2%

Comparisons of Column Proportions[a,b]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important 1 2 3 Extremely Important DK/NA	B C D		A	A B C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1175	332	843
	Not Important	67 5.7%	8 2.3%	59 7.0%
	1	30 2.5%	1 .2%	29 3.5%
	2	139 11.8%	31 9.3%	108 12.8%
	3	332 28.3%	84 25.3%	248 29.5%
	Extremely Important	592 50.4%	206 62.2%	385 45.7%
	DK/NA	15 1.3%	2 .7%	13 1.6%

Comparisons of Column Proportions[a,b]

		Homeownership	
		Rent	Own
		(A)	(B)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important		A
	1		A
	2		
	3		
	Extremely Important	B	
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1188	304	675	349
	Not Important	72	30	20	26
		6.1%	9.8%	3.0%	7.5%
	1	31	8	17	8
		2.6%	2.8%	2.6%	2.2%
	2	140	31	85	40
		11.7%	10.1%	12.6%	11.4%
	3	338	74	223	87
		28.5%	24.5%	33.0%	24.9%
	Extremely Important	592	154	326	182
		49.9%	50.6%	48.2%	52.1%
	DK/NA	15	7	4	7
		1.3%	2.2%	.6%	1.9%

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important	B		B
	1			
	2			
	3		A C	
	Extremely Important			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1177	367	568	242
	Not Important	68 5.8%	20 5.5%	37 6.5%	11 4.5%
	1	28 2.4%	9 2.5%	14 2.5%	5 1.9%
	2	140 11.9%	53 14.6%	59 10.4%	28 11.5%
	3	337 28.6%	93 25.3%	182 32.1%	62 25.7%
	Extremely Important	588 49.9%	187 50.8%	268 47.2%	133 54.9%
	DK/NA	16 1.4%	5 1.4%	7 1.3%	4 1.5%

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important 1 2 3 Extremely Important			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1141	454	293	394
	Not Important	69 6.0%	13 2.8%	26 9.0%	30 7.5%
	1	30 2.7%	3 .7%	13 4.6%	14 3.5%
	2	130 11.4%	44 9.6%	28 9.6%	58 14.6%
	3	326 28.5%	126 27.8%	98 33.4%	101 25.7%
	Extremely Important	571 50.0%	263 57.9%	123 42.2%	184 46.8%
	DK/NA	16 1.4%	5 1.1%	4 1.2%	7 1.8%

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important		A	A
	1		A	A
	2			
	3			
	Extremely Important	B C		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Gender		
		Total	Male	Female
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1200	621	579
	80 percent to 100 percent	142 11.8%	70 11.3%	71 12.3%
	60 percent to 80 percent	258 21.5%	126 20.3%	132 22.7%
	40 percent to 60 percent	286 23.9%	135 21.7%	151 26.1%
	20 percent to 40 percent	229 19.1%	126 20.4%	103 17.8%
	Less than 20 percent	204 17.0%	116 18.7%	88 15.1%
	None	34 2.9%	23 3.7%	11 1.9%
	DK/NA	47 3.9%	24 3.8%	23 4.0%

Comparisons of Column Proportions[a,b]

		Gender	
		Male	Female
		(A)	(B)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent		
	60 percent to 80 percent		
	40 percent to 60 percent		
	20 percent to 40 percent		
	Less than 20 percent		
	None		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1186	191	275	250	204	121	144
	80 percent to 100 percent	141 11.9%	15 7.9%	31 11.2%	34 13.8%	27 13.3%	16 12.9%	18 12.3%
	60 percent to 80 percent	256 21.6%	58 30.5%	57 20.8%	41 16.5%	41 20.1%	23 19.0%	35 24.5%
	40 percent to 60 percent	283 23.9%	46 24.0%	69 24.9%	65 26.1%	47 22.8%	29 24.0%	28 19.4%
	20 percent to 40 percent	227 19.1%	42 21.9%	53 19.4%	51 20.5%	42 20.6%	16 13.3%	23 15.6%
	Less than 20 percent	202 17.0%	25 13.1%	59 21.4%	45 18.1%	31 15.4%	23 19.2%	18 12.4%
	None	34 2.9%	2 1.1%	3 1.1%	2 .9%	8 3.8%	9 7.2%	10 7.2%
	DK/NA	42 3.6%	3 1.5%	3 1.1%	10 4.2%	8 4.0%	5 4.5%	12 8.6%

Comparisons of Column Proportions[a,b]

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
		(A)	(B)	(C)	(D)	(E)	(F)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent						
	60 percent to 80 percent	C					
	40 percent to 60 percent						
	20 percent to 40 percent						
	Less than 20 percent						
	None					B C	B C
	DK/NA						A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence			
		Total	Less than five years	Five years to less than ten years	10 years or more
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1200	150	134	916
	80 percent to 100 percent	142 11.8%	18 12.1%	13 10.0%	110 12.0%
	60 percent to 80 percent	258 21.5%	34 22.9%	27 20.5%	196 21.4%
	40 percent to 60 percent	286 23.9%	33 22.0%	31 23.2%	222 24.3%
	20 percent to 40 percent	229 19.1%	27 18.0%	31 22.8%	172 18.8%
	Less than 20 percent	204 17.0%	25 16.7%	18 13.3%	161 17.6%
	None	34 2.9%	3 1.8%	4 2.8%	28 3.1%
	DK/NA	47 3.9%	10 6.5%	10 7.4%	27 2.9%

Comparisons of Column Proportions[a,b]

		Length of Residence		
		Less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent			
	60 percent to 80 percent			
	40 percent to 60 percent			
	20 percent to 40 percent			
	Less than 20 percent			
	None			
	DK/NA		C	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Total	Caucasian	Hispanic	Other
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1169	506	538	125
	80 percent to 100 percent	139 11.9%	38 7.4%	89 16.5%	13 10.1%
	60 percent to 80 percent	250 21.4%	85 16.9%	122 22.7%	43 34.4%
	40 percent to 60 percent	280 23.9%	115 22.7%	141 26.3%	24 18.9%
	20 percent to 40 percent	226 19.3%	110 21.7%	99 18.3%	17 13.6%
	Less than 20 percent	198 16.9%	101 20.0%	72 13.4%	25 20.1%
	None	33 2.8%	26 5.1%	5 1.0%	1 1.2%
	DK/NA	43 3.7%	31 6.2%	10 1.8%	2 1.6%

Comparisons of Column Proportions[a,b]

		Ethnicity		
		Caucasian (A)	Hispanic (B)	Other (C)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent		A	
	60 percent to 80 percent			A B
	40 percent to 60 percent			
	20 percent to 40 percent			
	Less than 20 percent	B		
	None	B		
	DK/NA	B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Annual Household Income				
		Total	Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1050	304	347	167	233
	80 percent to 100 percent	127 12.1%	47 15.3%	43 12.3%	15 8.8%	23 9.9%
	60 percent to 80 percent	231 22.0%	72 23.7%	82 23.6%	35 21.1%	42 17.9%
	40 percent to 60 percent	253 24.1%	88 28.8%	87 25.1%	33 20.0%	45 19.3%
	20 percent to 40 percent	207 19.7%	46 15.2%	69 19.8%	42 25.1%	51 21.7%
	Less than 20 percent	174 16.5%	37 12.1%	50 14.5%	28 16.8%	59 25.4%
	None	25 2.4%	7 2.2%	4 1.1%	7 4.4%	7 2.9%
	DK/NA	33 3.2%	8 2.7%	12 3.5%	6 3.8%	7 3.0%

Comparisons of Column Proportions[a,b]

		Annual Household Income			
		Less than $30,000	$30,000 to less than $60,000	$60,000 to less than $80,000	$80,000 or more
		(A)	(B)	(C)	(D)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent				
	60 percent to 80 percent				
	40 percent to 60 percent			A	
	20 percent to 40 percent				
	Less than 20 percent				A B
	None				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Homeownership		
		Total	Rent	Own
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1175	332	843
	80 percent to 100 percent	142 12.0%	49 14.7%	93 11.0%
	60 percent to 80 percent	254 21.6%	77 23.1%	177 21.0%
	40 percent to 60 percent	279 23.7%	98 29.6%	181 21.4%
	20 percent to 40 percent	222 18.9%	50 15.0%	172 20.4%
	Less than 20 percent	200 17.0%	48 14.6%	151 18.0%
	None	34 2.9%	1 .3%	33 3.9%
	DK/NA	45 3.8%	9 2.7%	36 4.2%

Comparisons of Column Proportions[a,b]

		Homeownership	
		Rent	Own
		(A)	(B)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent		
	60 percent to 80 percent		
	40 percent to 60 percent	B	
	20 percent to 40 percent		A
	Less than 20 percent		
	None		A
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children or Seniors in the Household			
		Total	Neither	Children in household	Seniors in household
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1188	304	675	349
	80 percent to 100 percent	142 11.9%	28 9.2%	87 12.9%	46 13.1%
	60 percent to 80 percent	255 21.5%	56 18.5%	151 22.4%	80 23.0%
	40 percent to 60 percent	283 23.9%	73 24.2%	160 23.7%	78 22.3%
	20 percent to 40 percent	228 19.2%	58 19.1%	139 20.5%	57 16.2%
	Less than 20 percent	201 16.9%	65 21.4%	109 16.2%	56 16.0%
	None	34 2.9%	14 4.7%	8 1.2%	17 4.8%
	DK/NA	44 3.7%	9 2.8%	21 3.2%	16 4.7%

Comparisons of Column Proportions[a,b]

		Children or Seniors in the Household		
		Neither	Children in household	Seniors in household
		(A)	(B)	(C)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent 60 percent to 80 percent 40 percent to 60 percent 20 percent to 40 percent Less than 20 percent None DK/NA	B		B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Overall Quality of Life Satisfaction			
		Total	Very Satisfied	Somewhat Satisfied	Dissatisfied
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1177	367	568	242
	80 percent to 100 percent	138 11.8%	40 11.0%	57 10.0%	41 17.0%
	60 percent to 80 percent	257 21.8%	102 27.8%	113 20.0%	41 17.0%
	40 percent to 60 percent	282 24.0%	72 19.6%	155 27.2%	55 22.9%
	20 percent to 40 percent	223 18.9%	65 17.7%	115 20.2%	43 17.6%
	Less than 20 percent	198 16.8%	59 16.2%	93 16.3%	46 18.9%
	None	33 2.8%	15 4.2%	13 2.3%	5 2.0%
	DK/NA	46 3.9%	13 3.5%	23 4.0%	11 4.5%

Comparisons of Column Proportions[a,b]

		Overall Quality of Life Satisfaction		
		Very Satisfied	Somewhat Satisfied	Dissatisfied
		(A)	(B)	(C)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent	B C		B
	60 percent to 80 percent			
	40 percent to 60 percent		A	
	20 percent to 40 percent			
	Less than 20 percent			
	None			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Future Quality of Life			
		Total	Better	Stay about the same	Worse
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1141	454	293	394
	80 percent to 100 percent	135 11.9%	55 12.2%	28 9.7%	51 13.1%
	60 percent to 80 percent	242 21.3%	120 26.3%	61 20.9%	62 15.6%
	40 percent to 60 percent	279 24.4%	124 27.2%	83 28.3%	72 18.3%
	20 percent to 40 percent	216 18.9%	68 15.0%	55 19.0%	92 23.5%
	Less than 20 percent	198 17.4%	68 15.1%	46 15.6%	84 21.3%
	None	33 2.9%	8 1.7%	10 3.4%	15 3.8%
	DK/NA	38 3.3%	11 2.4%	9 3.2%	17 4.4%

Comparisons of Column Proportions[a,b]

		Future Quality of Life		
		Better	Stay about the same	Worse
		(A)	(B)	(C)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent	C		
	60 percent to 80 percent	C	C	A
	40 percent to 60 percent			
	20 percent to 40 percent			
	Less than 20 percent			
	None			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	200	600	200	200
	Very satisfied	422 35.2%	74 37.0%	166 27.6%	106 52.9%	76 38.2%
	Somewhat satisfied	540 45.0%	79 39.3%	302 50.3%	76 37.8%	83 41.7%
	Somewhat dissatisfied	132 11.0%	23 11.4%	80 13.4%	12 5.8%	18 8.8%
	Very dissatisfied	89 7.4%	20 9.8%	43 7.2%	6 3.1%	20 9.9%
	DK/NA	17 1.4%	5 2.5%	9 1.5%	1 .4%	3 1.3%

Comparisons of Column Proportions[a,b]

		J. Region			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
1. I'd like to begin by getting your overall opinion of living in your city or town. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied			A B D	B
	Somewhat satisfied		A C		
	Somewhat dissatisfied		C		
	Very dissatisfied	C			C
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	200	600	200	200
	Much better	165 13.7%	22 10.8%	84 14.1%	22 11.1%	37 18.4%
	Somewhat better	297 24.7%	46 23.1%	164 27.3%	47 23.6%	39 19.5%
	Stay about the same	315 26.3%	65 32.2%	132 22.0%	60 30.0%	59 29.3%
	Somewhat worse	198 16.5%	27 13.3%	107 17.9%	35 17.6%	29 14.5%
	Much worse	161 13.5%	23 11.5%	88 14.7%	26 12.8%	24 12.2%
	DK/NA	64 5.3%	18 9.1%	24 4.0%	10 4.8%	12 6.0%

Comparisons of Column Proportions[a,b]

		J. Region			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better				
	Somewhat better				
	Stay about the same	B			
	Somewhat worse				
	Much worse				
	DK/NA	B			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	J. Region				
	Total	West Kern	Central Valley	Mountains	East Kern
3A. Preventing the loss of farm land to residential and commercial development	3.1	3.1	3.3	3.1	2.6
3B. Improving air quality	3.3	3.5	3.6	2.8	2.6
3C. Reducing residential air pollution, such as wood-burning fireplaces	2.4	2.5	2.9	1.7	1.8
3D. Providing programs to reduce energy consumption and conserve natural resources	3.2	3.1	3.4	3.0	3.2
3E. Creating more high paying jobs	3.5	3.4	3.6	3.2	3.5
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.4	3.5	3.4	3.1	3.4
3G. Improving the energy-efficiency of existing businesses	3.0	2.9	3.3	2.7	2.8
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	3.2	3.2	3.3	2.7	3.0
3I. Creating more affordable housing	2.9	3.2	3.1	2.4	2.7
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	2.4	2.6	2.6	1.8	2.3
3K. Improving the energy-efficiency of existing housing	3.1	3.1	3.3	2.7	2.9
3L. Expanding highways	2.8	2.8	3.1	2.4	2.5
3M. Reducing traffic congestion	2.9	2.8	3.3	2.5	2.1
3N. Maintaining local streets and roads	3.4	3.4	3.5	3.2	3.4
3O. Expanding local bus services	2.8	2.7	3.0	2.5	2.7

	J. Region				
	Total	West Kern	Central Valley	Mountains	East Kern
3P. Improving public transportation to other cities	2.8	2.8	3.0	2.5	2.8
3Q. Maintaining and improving sidewalks and bike lanes	2.9	2.9	3.1	2.3	2.7
3R. Providing public transportation, carpooling, and other alternatives to driving alone	2.9	2.8	3.1	2.6	2.8
3S. Preserving open spaces and native animal habitats	2.9	2.6	3.1	2.9	2.8
3T. Improving fire and emergency medical services	3.3	3.3	3.4	3.0	3.1
3U. Improving local health care and social services	3.3	3.3	3.4	2.9	3.2
3V. Improving crime prevention and gang prevention programs	3.6	3.6	3.7	3.3	3.4
3W. Improving the quality of public education	3.6	3.5	3.8	3.3	3.5
3X. Preserving water supply	3.6	3.5	3.7	3.5	3.4
3Y. Improving flood protection	2.7	2.4	3.0	2.2	2.3
3Z. Improving water quality	3.3	3.3	3.5	3.1	3.1

Comparisons of Column Means[a,b]

	J. Region			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
3A. Preventing the loss of farm land to residential and commercial development	D	D	D	
3B. Improving air quality	C D	C D		
3C. Reducing residential air pollution, such as wood-burning fireplaces	C D	A C D		
3D. Providing programs to reduce energy consumption and conserve natural resources		A C		
3E. Creating more high paying jobs	C	C		C
3F. Encouraging new businesses to relocate to the County in order to diversify the local economy	C	C		C
3G. Improving the energy-efficiency of existing businesses		A C D		
3H. Revitalizing older neighborhoods and business districts that are becoming rundown	C	C D		C
3I. Creating more affordable housing	C D	C D		
3J. Developing a variety of housing options, including apartments, townhomes and condominiums	C D	C D		C

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	J. Region			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
3K. Improving the energy-efficiency of existing housing	C	C D		
3L. Expanding highways	C	A C D		
3M. Reducing traffic congestion	D	A C D	D	
3N. Maintaining local streets and roads	C	C		C
3O. Expanding local bus services		C		
3P. Improving public transportation to other cities	C	C		
3Q. Maintaining and improving sidewalks and bike lanes	C	C D		C
3R. Providing public transportation, carpooling, and other alternatives to driving alone		A C D		
3S. Preserving open spaces and native animal habitats		A D		
3T. Improving fire and emergency medical services		C D		
3U. Improving local health care and social services	C	C		C
3V. Improving crime prevention and gang prevention programs	C D	C D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Comparisons of Column Means[a,b]

	J. Region			
	West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
3W. Improving the quality of public education		A C D		
3X. Preserving water supply		C D		
3Y. Improving flood protection		A C D		
3Z. Improving water quality		A C D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Total	1200	200	600	200	200
	Crime rate/gang violence	201 16.7%	25 12.6%	106 17.7%	38 19.0%	31 15.7%
	Farming and agriculture	25 2.1%	4 2.1%	14 2.3%	4 2.2%	3 1.3%
	Healthcare/hospitals	48 4.0%	9 4.5%	16 2.7%	15 7.3%	9 4.3%
	Improved public transportation	23 1.9%	4 1.9%	9 1.5%	6 2.8%	4 2.2%
	Natural resources (outdoor recreation, rivers, trees, wildlife)	42 3.5%	9 4.3%	24 4.0%	2 1.0%	7 3.7%
	Open space between cities (NOT PARKS)	3 .2%	1 .4%	1 .2%	1 .4%	0 .1%
	Quality of jobs	259 21.6%	47 23.4%	131 21.8%	41 20.7%	40 19.9%

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Sense of community	28 2.3%	7 3.5%	13 2.2%	1 .4%	7 3.6%
	Streets, roads, freeways	85 7.1%	19 9.5%	46 7.7%	12 5.9%	8 4.0%
	Unique attractions (parks, restaurants, shopping, and museums)	7 .6%	2 1.0%	3 .6%	0 .0%	1 .7%
	Water resources	54 4.5%	15 7.4%	17 2.8%	11 5.3%	12 6.1%
	Well-planned growth	70 5.8%	17 8.5%	29 4.9%	19 9.7%	4 2.1%
	Environmental issues (air pollution, water contamination)	128 10.6%	20 10.0%	81 13.5%	21 10.5%	6 2.9%
	Housing	64 5.3%	11 5.4%	43 7.2%	5 2.5%	5 2.5%
	Illegal Immigration	25 2.1%	12 5.8%	7 1.2%	5 2.5%	1 .7%
	Education	100 8.3%	9 4.5%	57 9.4%	12 6.2%	22 11.1%
	Economic stability/Inflation/Cost of living	41 3.4%	4 2.0%	16 2.7%	9 4.6%	11 5.6%
	Other	121 10.1%	15 7.4%	57 9.5%	18 9.1%	31 15.3%
	DK/NA	96 8.0%	17 8.7%	43 7.2%	14 7.2%	21 10.7%

Comparisons of Column Proportions[b,c]

		J. Region			
		West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Crime rate/gang violence				
	Farming and agriculture				
	Healthcare/hospitals			B	
	Improved public transportation				
	Natural resources (outdoor recreation, rivers, trees, wildlife)				
	Open space between cities (NOT PARKS)				
	Quality of jobs				
	Sense of community				
	Streets, roads, freeways				
	Unique attractions (parks, restaurants, shopping, and museums)			.[a]	
	Water resources	B			
	Well-planned growth	D		D	
	Environmental issues (air pollution, water contamination)	D	D	D	
	Housing				
	Illegal Immigration	B D			
	Education				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Comparisons of Column Proportions[b,c]

		J. Region			
		West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
4. The population of Kern County is expected to grow significantly within the next 20 years. With this in mind, what do you think is the single, most important issue for the future of Kern County?	Economic stability/Inflation/Cost of living				
	Other				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	J. Region				
	Total	West Kern	Central Valley	Mountains	East Kern
5A. A single-family home with a small yard	1.0	1.0	1.0	.8	1.0
5B. A single-family home with a large yard	1.4	1.3	1.5	1.3	1.6
5C. A townhouse or condominium	.5	.5	.6	.5	.4
5D. A building with offices and stores on the first floor and condominiums on the upper floors	.3	.2	.3	.3	.2
5E. An apartment	.3	.3	.4	.2	.3

Comparisons of Column Means[a,b]

	J. Region			
	West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
5A. A single-family home with a small yard				
5B. A single-family home with a large yard		C		A C
5C. A townhouse or condominium		D		
5D. A building with offices and stores on the first floor and condominiums on the upper floors		D		
5E. An apartment		C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	J. Region				
	Total	West Kern	Central Valley	Mountains	East Kern
6A. Information on general energy saving tips	1.5	1.4	1.5	1.3	1.4
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED	1.3	1.2	1.4	1.0	1.3
6C. Online tools to help you evaluate your home's energy efficiency and ways to save	1.2	1.1	1.3	1.1	1.2
6D. Information and rebates on whole house fans and other alternatives to air conditioning	1.3	1.2	1.3	1.0	1.2
6E. Information and rebates on solar panels	1.1	1.0	1.1	1.0	1.1
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	1.4	1.4	1.4	1.2	1.4
6G. Rebates for installing cool roofing and attic and wall insulation	1.2	1.2	1.2	1.0	1.3
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems	1.2	1.1	1.3	.9	1.2
6I. Rebates for replacing interior and exterior lighting systems	1.2	1.1	1.3	.9	1.2

Comparisons of Column Means[a,b]

	J. Region			
	West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
6A. Information on general energy saving tips		C		
6B. Information on energy-efficient lighting, such as compact fluorescent lamps and LED		A C		C
6C. Online tools to help you evaluate your home's energy efficiency and ways to save		A C		
6D. Information and rebates on whole house fans and other alternatives to air conditioning		C		
6E. Information and rebates on solar panels				
6F. Buyer's guides and rebates for purchasing energy-efficient appliances, air conditioners, water heaters and more	C	C		C
6G. Rebates for installing cool roofing and attic and wall insulation	C	C		C
6H. Rebates for testing and sealing air conditioning and heating vents and duct systems		A C		C
6I. Rebates for replacing interior and exterior lighting systems	C	C		C

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b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Total	1200	200	600	200	200
	Conserve natural resources	109 9.1%	23 11.7%	61 10.1%	12 6.2%	13 6.4%
	Prevent climate change/global warming	25 2.1%	2 1.2%	6 1.1%	8 4.0%	9 4.4%
	Protect the environment	59 4.9%	9 4.3%	28 4.6%	11 5.3%	12 5.8%
	Save money on utility bills	798 66.4%	122 60.9%	405 67.4%	137 68.5%	134 67.0%
	Personal comfort	10 .8%	2 1.1%	4 .7%	3 1.6%	0 .1%
	Other	54 4.5%	11 5.3%	26 4.3%	10 4.9%	8 3.8%
	DK/NA	145 12.1%	31 15.5%	71 11.8%	19 9.5%	25 12.4%

Comparisons of Column Proportions[a,b]

		J. Region			
		West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
7. What would be the MOST important benefit of improving the energy-efficiency of your residence?	Conserve natural resources				
	Prevent climate change/global warming			B	B
	Protect the environment				
	Save money on utility bills				
	Personal comfort				
	Other				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

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		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Total	1200	200	600	200	200
	Don't have enough information	41 3.4%	5 2.4%	23 3.8%	8 4.2%	5 2.3%
	Don't have time for projects	21 1.7%	3 1.4%	13 2.1%	3 1.3%	2 1.2%
	Don't own residence/Currently rent residence	98 8.2%	21 10.4%	43 7.2%	17 8.5%	17 8.7%
	Too expensive/Can't afford changes	460 38.3%	73 36.3%	223 37.2%	82 40.8%	83 41.6%
	Not a priority/Other issues are more important	89 7.4%	18 9.0%	45 7.4%	9 4.4%	17 8.6%
	No, not interested in energy-efficiency	65 5.4%	13 6.6%	33 5.4%	13 6.4%	7 3.3%
	No, already completed energy-efficient projects	289 24.1%	43 21.6%	145 24.1%	52 25.8%	49 24.7%
	Other	77 6.4%	13 6.4%	29 4.9%	19 9.4%	16 7.9%
	DK/NA	119 9.9%	26 13.0%	72 11.9%	10 4.9%	11 5.6%

Comparisons of Column Proportions[a,b]

		J. Region			
		West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
8. Is there anything that has prevented you from improving the energy-efficiency of your residence?	Don't have enough information				
	Don't have time for projects				
	Don't own residence/Currently rent residence				
	Too expensive/Can't afford changes				
	Not a priority/Other issues are more important				
	No, not interested in energy-efficiency				
	No, already completed energy-efficient projects				
	Other				
	DK/NA	C	C		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Total	1200	200	600	200	200
	Excellent	273 22.7%	71 35.7%	44 7.4%	85 42.5%	72 36.2%
	Good	388 32.3%	68 34.0%	175 29.2%	67 33.5%	78 38.8%
	Fair	398 33.1%	47 23.3%	279 46.4%	34 17.0%	39 19.3%
	Poor	133 11.1%	14 7.0%	100 16.6%	13 6.7%	6 2.9%
	DK/NA	9 .7%	0 .0%	2 .4%	1 .4%	6 2.8%

Comparisons of Column Proportions[b,c]

		J. Region			
		West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
9. Next, I'd like to ask you about your daily commute and local transportation issues. Based on your personal experience, how would you rate traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent	B		B	B
	Good				
	Fair		A C D		
	Poor		A C D		
	DK/NA	.[a]			B

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
10. What type of transportation do you typically use to go to work or school?	Total	1200	200	600	200	200
	Bike	11 .9%	1 .4%	6 1.1%	2 1.1%	1 .6%
	Carpool	103 8.6%	14 7.1%	47 7.8%	19 9.4%	24 11.8%
	Drive alone (car, truck, motorcycle, scooter)	856 71.3%	135 67.6%	463 77.1%	126 63.0%	132 66.1%
	Public Transit (Bus or shuttle)	44 3.7%	3 1.7%	31 5.1%	2 .9%	8 4.1%
	Walk	18 1.5%	8 4.1%	5 .8%	3 1.5%	2 1.0%
	Work from home/Don't work outside the home	94 7.9%	22 11.1%	24 4.0%	29 14.5%	19 9.4%
	Other	3 .3%	0 .0%	3 .4%	0 .0%	1 .3%
	DK/NA	71 5.9%	16 8.1%	22 3.7%	19 9.6%	13 6.8%

Comparisons of Column Proportions[b,c]

		J. Region			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
10. What type of transportation do you typically use to go to work or school?	Bike				
	Carpool				
	Drive alone (car, truck, motorcycle, scooter)		A C D		
	Public Transit (Bus or shuttle)				
	Walk	B			
	Work from home/Don't work outside the home	B		B	B
	Other	.[a]		.[a]	
	DK/NA			B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
11. On average, how many minutes do you spend traveling to and from work each day?	Total	1035	162	554	152	167
	10 minutes or less	256 24.7%	66 40.9%	107 19.4%	35 22.7%	48 28.7%
	11 to 20 minutes	217 20.9%	33 20.2%	127 22.9%	28 18.5%	29 17.4%
	21 to 40 minutes	241 23.3%	25 15.2%	147 26.5%	26 17.2%	44 26.1%
	41 to 60 minutes	175 16.9%	17 10.4%	112 20.1%	26 16.8%	21 12.5%
	More than 60 minutes	146 14.1%	22 13.3%	61 11.1%	38 24.8%	26 15.2%

Comparisons of Column Proportions[a,b]

		J. Region			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
11. On average, how many minutes do you spend traveling to and from work each day?	10 minutes or less	B C			
	11 to 20 minutes				
	21 to 40 minutes		A		
	41 to 60 minutes		A		
	More than 60 minutes			B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
12. On average, how many miles do you travel to and from work each day?	Total	1035	162	554	152	167
	5 miles or less	264 25.5%	57 35.1%	132 23.9%	33 21.5%	42 25.1%
	6 to 10 miles	198 19.1%	28 17.1%	128 23.2%	16 10.5%	26 15.8%
	11 to 20 miles	197 19.0%	24 14.9%	118 21.3%	30 19.6%	25 14.9%
	21 to 40 miles	177 17.1%	24 14.6%	94 17.0%	20 13.2%	39 23.2%
	More than 40 miles	197 19.0%	29 17.9%	81 14.6%	52 34.2%	35 21.0%
	DK/NA	2 .2%	1 .5%	0 .0%	2 1.0%	0 .0%

Comparisons of Column Proportions[b,c]

		J. Region			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
12. On average, how many miles do you travel to and from work each day?	5 miles or less	B C			
	6 to 10 miles		C		
	11 to 20 miles				
	21 to 40 miles				
	More than 40 miles			A B D	
	DK/NA		.[a]		.[a]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	856	135	463	126	132
	Walk	84 9.9%	22 16.1%	39 8.5%	12 9.2%	12 8.8%
	Bicycle	86 10.1%	10 7.3%	49 10.5%	14 11.1%	14 10.4%
	Carpool or vanpool	256 29.9%	46 33.8%	152 32.8%	31 24.5%	28 20.9%
	Traditional bus service	107 12.5%	17 12.5%	51 10.9%	17 13.3%	23 17.6%
	Express bus service	138 16.2%	8 6.3%	87 18.9%	23 18.4%	19 14.7%
	None of the above	165 19.2%	29 21.1%	78 16.8%	27 21.0%	32 24.1%
	DK/NA	19 2.2%	4 3.0%	7 1.5%	3 2.5%	5 3.5%

Comparisons of Column Proportions[a,b]

		J. Region			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
13. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk				
	Bicycle				
	Carpool or vanpool				
	Traditional bus service				
	Express bus service		A	A	
	None of the above				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	J. Region				
	Total	West Kern	Central Valley	Mountains	East Kern
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	1.2	1.2	1.3	1.1	1.0
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.2	1.3	1.3	1.1	1.1
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.	1.2	1.1	1.3	1.0	1.1
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.	1.2	1.2	1.2	1.0	1.1

Comparisons of Column Means[a,b]

	J. Region			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
14A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving to reduce automobile emissions.	D	C D		
14B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	C	C D		
14C. Gas prices almost hit $5 dollars last summer, and many residents did not have any choice but to continue to drive alone. Kern County needs a better public transportation system.		A C D		
14D. Public transportation could connect Kern County with surrounding areas and improve job opportunities and housing options for residents.		C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1200	200	600	200	200
	Not Important	65 5.4%	11 5.7%	25 4.1%	16 7.8%	13 6.7%
	1	36 3.0%	4 2.1%	8 1.4%	14 6.9%	10 5.0%
	2	142 11.9%	24 11.8%	55 9.2%	32 15.8%	32 16.0%
	3	340 28.3%	56 28.1%	171 28.5%	51 25.3%	62 30.9%
	Extremely Important	599 49.9%	101 50.6%	334 55.7%	86 43.0%	77 38.5%
	DK/NA	18 1.5%	3 1.7%	6 1.0%	2 1.2%	6 2.9%

Comparisons of Column Proportions[a,b]

		J. Region			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
15. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Not Important				
	1			B	B
	2				B
	3				
	Extremely Important		C D		
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		J. Region				
		Total	West Kern	Central Valley	Mountains	East Kern
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	Total	1200	200	600	200	200
	80 percent to 100 percent	143 11.9%	25 12.6%	82 13.7%	10 4.8%	26 13.1%
	60 percent to 80 percent	269 22.4%	47 23.5%	136 22.6%	45 22.3%	42 20.8%
	40 percent to 60 percent	278 23.2%	39 19.3%	152 25.3%	46 22.8%	42 20.8%
	20 percent to 40 percent	237 19.8%	44 22.2%	108 18.0%	44 21.8%	41 20.5%
	Less than 20 percent	180 15.0%	18 9.1%	97 16.1%	35 17.4%	30 15.2%
	None	47 3.9%	14 7.2%	8 1.4%	16 8.1%	8 4.1%
	DK/NA	46 3.8%	12 6.1%	17 2.8%	6 2.8%	11 5.6%

Comparisons of Column Proportions[a,b]

		J. Region			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
16. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and	80 percent to 100 percent	C	C		C
	60 percent to 80 percent				
	40 percent to 60 percent				
	20 percent to 40 percent				
	Less than 20 percent				
	None	B		B	
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

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