



GODBE RESEARCH
Gain Insight

Kern Council of Governments: 2025 Community Survey

March 2025

Overview and Research Objectives

The Kern Council of Governments commissioned Godbe Research to conduct a telephone and online survey of residents of Kern County with the following research objectives:

- Gauge residents' overall opinion of current and future quality of life in their city or town, as well as the most and least liked aspects;
- Survey the importance of specific issues related to future quality of life in the County;
- Understand the daily commute behavior of the average resident, and the impact of telecommuting and working remotely on current and potential future commute behavior;
- Test support for alternative modes of transportation;
- Gauge perceptions about local traffic flow and the impact of commercial truck traffic;
- Assess opinions on potential registration fee changes for electric vehicles and gas tax revenue replacement;
- Determine housing preferences, as well as awareness of and interest in shared lots and duplexes; and
- Identify any differences in opinion due to demographic and/or behavioral characteristics.

Methodology Overview

- Data Collection Telephone and online interviewing
- Universe 654,441 adult (age 18 or older) residents of Kern County
- Fielding Dates January 13 through 24, 2025
- Interview Length 25 minutes (Phone)
- Sample Size n=1,400 Adult residents
(Cell=262; Landline=36; Text/online=1,102)
25 interviews were conducted in Spanish
- Margin of Error $\pm 2.62\%$

Note: The sample of respondents was compared with the actual adult population of Kern County (weighted to the 2023 American Community Survey (ACS) for gender, age, ethnicity, and homeownership) to examine possible differences between the demographics of the sample of respondents and the actual County population. The data were weighted to the 2023 American Community Survey (ACS) for gender, age, ethnicity, and housing status and weighted to the 2020 Census data for region.



GODBE RESEARCH
Gain Insight



Executive Summary

- The survey results revealed a lower level of satisfaction with the quality of life among Kern County residents compared with 2024. More than half of respondents (57.8%) said they were at least “Somewhat satisfied,” and those indicating “Very satisfied” decreased 7.9% since 2024. As a result, more residents indicated they were somewhat dissatisfied.
- When asked about the outlook on the future quality of life in the County, residents’ opinions shifted a bit more negative than in 2024, with decreases in the “Much better” response category and increases in those responding “Somewhat worse.” There was, however, a decline in the response category “Much worse” compared with 2024. In this survey, 29.8% of respondents felt the quality of life would be at least “Somewhat Better” compared to 35.2% in 2024. Those who predicted life would be worse on some level totaled 40.4%.
- In an open-ended format (multiple responses accepted), residents were asked to list the most and least liked features of their city or town. The top three most-liked features were “Small town atmosphere” (39.6%), “Cost of living” (33.9%), and “Sense of community” (30.7%). The least liked features mentioned were “Homelessness” (57.8%), “Crime rate” (50.6%), and “Air quality” (46.3%).

- Twenty-one issues were assessed for their impact on improving future quality of life in Kern County and then compared with previous years' data. This included a new issue, "Increasing telecommuting job opportunities (L)." Shifts in priority for the top seven were seen in 2025. "Preserving water supply (N)" received the highest priority, trading places with "Improving the quality of public education (U)" from 2024. When comparing to 2024, "Improving fire and emergency medical services (R)" replaced "Creating more high paying jobs (A)" in the top issues. The most important issues for the future were:
 1. "Preserving water supply (N)" (3.60)
 2. "Improving the quality of public education (U)" (3.56)
 3. "Improving crime prevention and gang prevention programs (T)" (3.52)
 4. "Maintaining local streets and roads (G)" (3.52)
 5. "Improving water quality (O)" (3.49)
 6. "Improving fire and emergency medical services (R)" (3.45)
 7. "Improving local health care and social services (S)" (3.38)
- An increase over 2024 results, the majority of residents (78.8%) said they drive alone as their primary mode of transportation to work or school.

- In two new questions, respondents were asked to characterize their work schedule and commute distance. The vast majority (63.9%) reported working full-time, five days a week. With respect to commute distance, a majority of residents (57.5% reported commuting from zero to one hundred miles per week.
- Similar to 2024, 19.8% of residents telecommute/work from home, with about a quarter able to do this five days a week. Nearly two-thirds of telecommuters (63.9%) began working remotely less than five years ago, and the top reasons for working remotely were “More productive/Less wasted time commuting,” “Saving money,” and “Driving less/Putting fewer miles on my car.” Of those not currently telecommuting, but could if they preferred, about one in ten said they could work remotely at least 5 days a week. The top reasons for beginning to telecommute were “Saving money” and “Driving less/Putting fewer miles on my car.” A majority of telecommuters (62.6%) reported a substantial decrease in the number of miles driven each year.
- Attitudes toward traffic flow were slightly more negative in 2025, with “Excellent” at 5.8%, “Good” at 29.8%, “Fair” at 48.8% and “Poor” at 14.9%.

- When asked about local commercial truck traffic, more than half of residents (57.9%) indicated they noticed an increase in this traffic segment. The top three reasons attributed to the increase were “Construction on roads/freeway,” “Additional demand in delivery/Post-Covid delivery behavior” and “Amazon/Fulfillment center/Distribution Center.” Residents continue to view the increase of warehouse facilities as a positive for the community (40.8%), while about one in ten do not. About a third of residents have mixed opinions. More than half of residents (51.7%) still support higher truck registration fees.
- Nearly half of residents (45.8%) indicated electric vehicles should be assessed a higher registration fee to offset the gas tax, but one in five were unsupportive of this (19.5%). About one in five supporters (18.9%) of a discounted vehicle registration fee for electric vehicles also supported taxing oil and gas.
- Commuters who drive alone were asked if they would consider an alternative transit mode, if available. The overwhelming majority (62.7%) reiterated they would continue to “Drive alone.” All but one of the alternatives increased in mentions over 2024, with about one in five opting for “Carpool/vanpool,” “Bike/Electric bike,” “Traditional bus service,” and “Electric vehicle.”

- As in 2024, more than two out of five residents reported living in a single-family home with a large yard (43.4%), while more than a third indicated they live in a single-family home with a small yard (36.5%). About one in seven residents live in an apartment (14.2%), while 3.9% live in a townhouse or condominium, and 0.4% said they live in a multi-use building.
- Examination of potential future housing preferences revealed 77.0% of residents (“Definitely yes”/“Probably yes”) said they would choose a single-family home with large yard, while 72.7% would select the single-family home with small yard. A townhome or condominium was preferred by 43.4% of residents, whereas 34.0% would opt for an apartment and 34.5% would consider a mixed-use building.
- More than half of residents (55.3%) reported owning their home. A third of of residents (34.5%) said they would consider a home that shares a lot with another house or live in a duplex, whereas more than half (57.1%) rejected this option.

- When homeowners were asked if they would consider building a second dwelling unit or converting their home to a duplex, more than a third (36.2%) indicated they would. However, about two out of three residents (40.9%) said they would not. Only 1.6% of residents indicated they already had a second dwelling unit or duplex on their property, while 17.1% reported they did not have property or space available to create a second dwelling unit.



GODBE RESEARCH
Gain Insight



Key Findings

Q1. Satisfaction with Quality of Life (n=1,400)

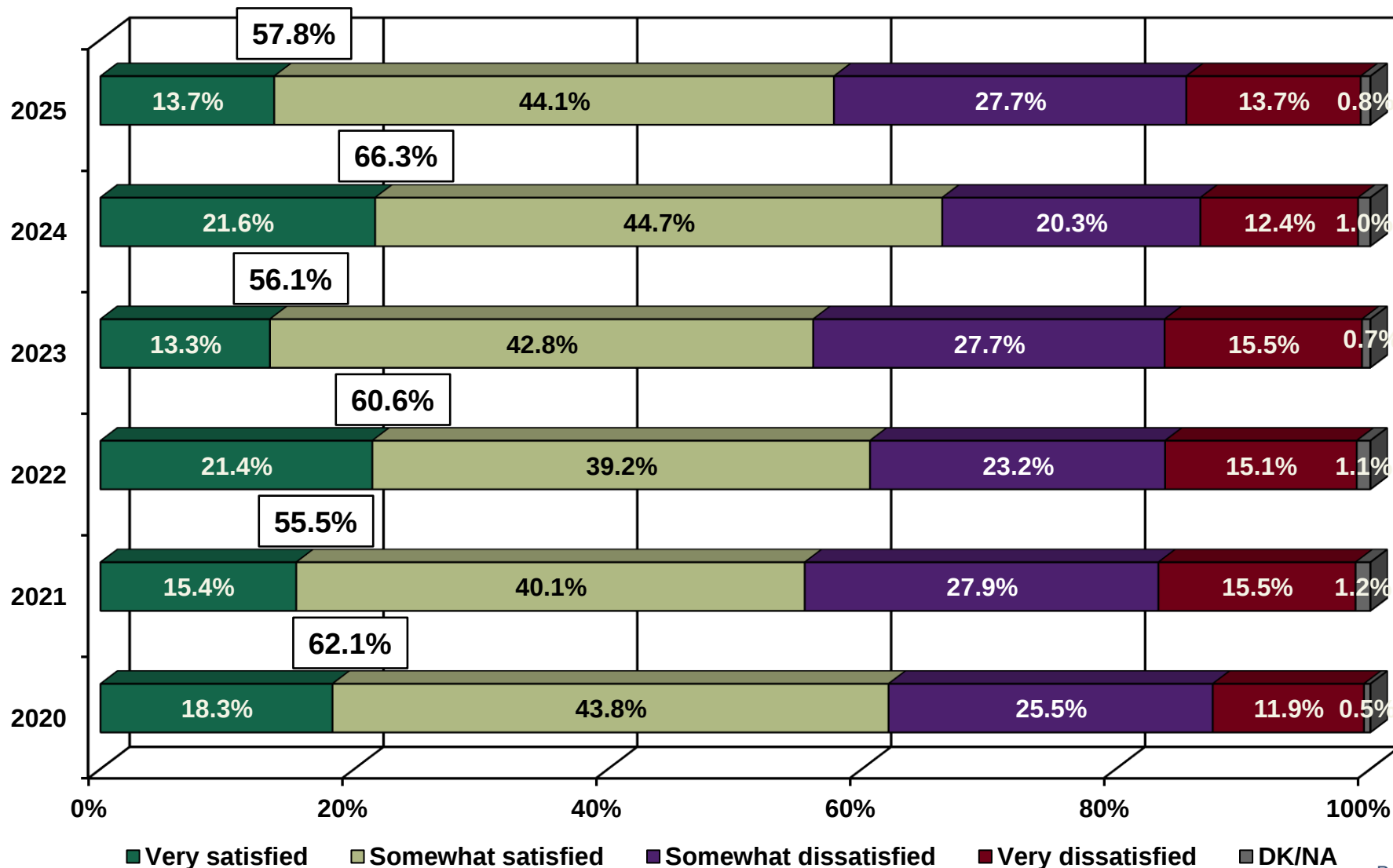
The survey begins asking residents to evaluate their level of satisfaction with the quality of life in their city or town, and the results were then charted for comparison to previous years. The 2025 data uncovered a decline in residents who responded “Very satisfied” when compared with 2024, while those who indicated they feel “Somewhat satisfied” remained similar to the previous year. The reduction in residents who are “Very satisfied” appears to correspond to an increase in the “Somewhat dissatisfied” category. However, more than half of respondents said they were satisfied on some level (57.8%).

The number of residents who said they were “Very satisfied” with the quality of life decreased by 7.9% (13.7% in 2025 vs. 21.6% in 2024). A similar number of residents indicated they felt “Somewhat satisfied” (44.1% in 2025 vs. 44.7% in 2024). As mentioned above, “Somewhat dissatisfied” responses increased by 7.4% (27.7% in 2025 vs. 20.3% in 2024) and “Very dissatisfied” responses remained essentially the same (13.7% in 2025 vs. 12.4% in 2024). About two in five respondents indicated some level of dissatisfaction, while less than one percent did not offer an opinion or declined to answer the question (DK/NA).

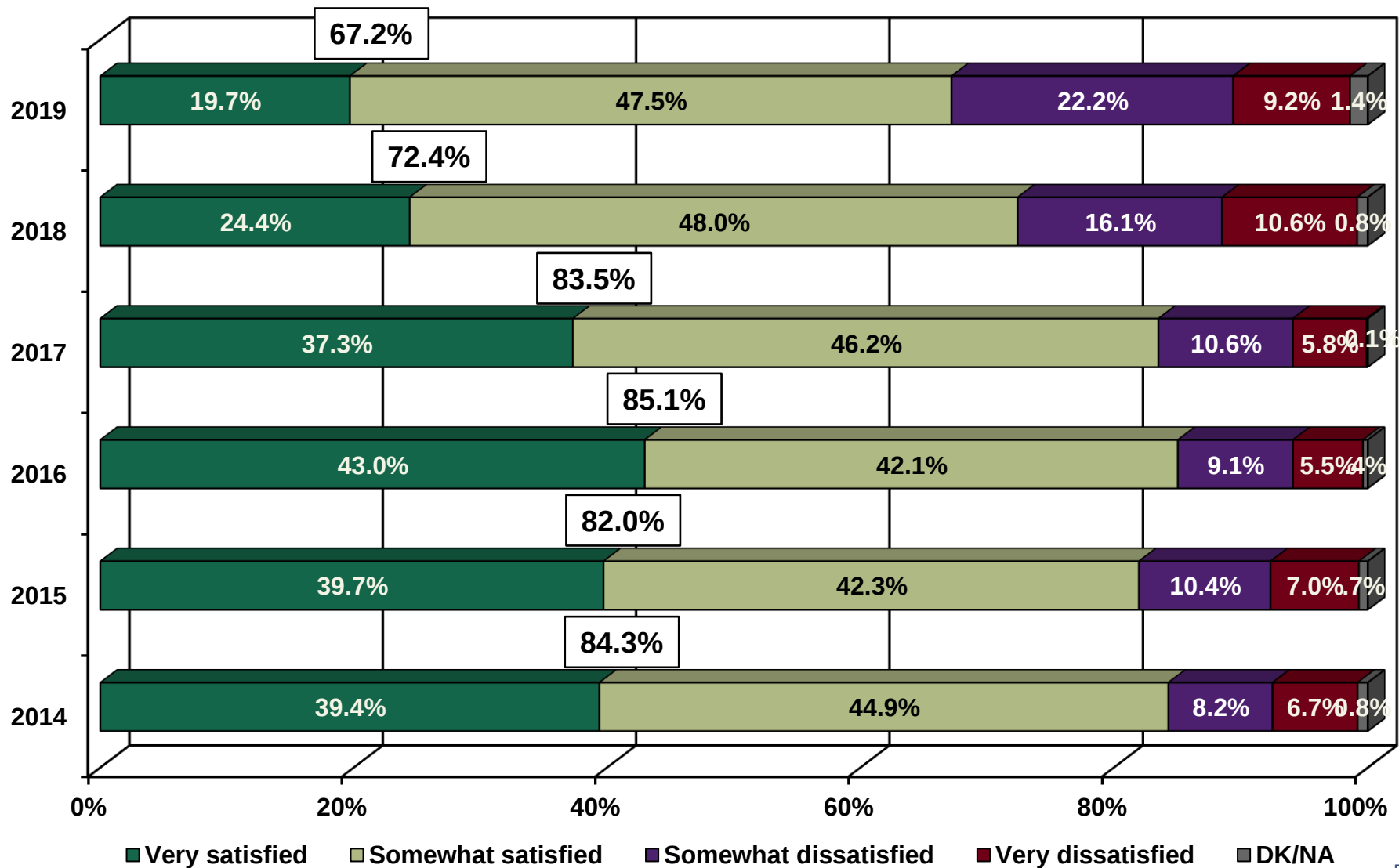
The graphics on the following pages illustrate the relative satisfaction with quality of life for 2025 at 57.8% (“Very satisfied” at 13.7%, “Somewhat satisfied” at 44.1%), compared with survey results from 2024 (66.3%), 2023 (56.1%), 2022 (60.6%), 2021 (55.5%), 2020 (62.1%), 2019 (67.2%), 2018 (72.4%), 2017 (83.5%), 2016 (85.1%), and 2015 (82.0%).

The data for years 2008 through 2025 are charted on the following pages.

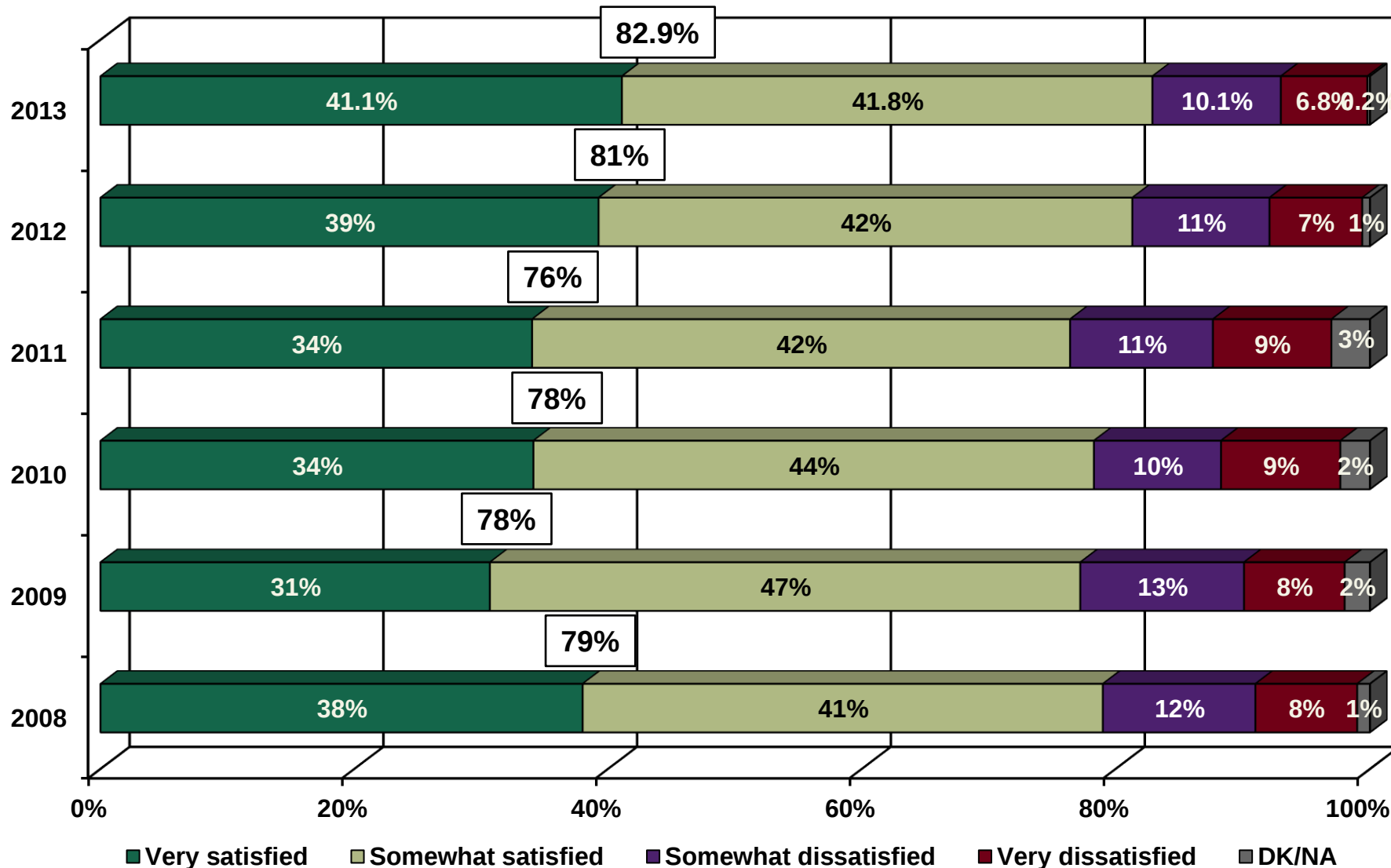
Q1. Satisfaction with Quality of Life (n= 1,400) Continued



Q1. Satisfaction with Quality of Life (n=1,400) Continued



Q1. Satisfaction with Quality of Life (n=1,400) Continued



Q1. Satisfaction with Quality of Life

Gender Comparisons

When the data are analyzed in terms of gender, women had a greater tendency to indicate they are “Somewhat satisfied.”

	Respondents Gender		
	Total	Male	Female
Total	1400	693	707
Very satisfied	192 13.7%	108 15.6%	83 11.8%
Somewhat satisfied	617 44.1%	286 41.3%	331 46.9%
Somewhat dissatisfied	388 27.7%	183 26.4%	206 29.1%
Very dissatisfied	192 13.7%	111 16.0%	81 11.5%
DK/NA	11 0.8%	6 0.8%	5 0.7%

Q1. Satisfaction with Quality of Life

Age Comparisons

In terms of difference in response by age groupings, those ages 55 to 59 were more likely to report they feel “Very satisfied.” The youngest age group (18 to 24) and those 45 to 54 years old had a greater likelihood of stating they are “Somewhat satisfied.” The 25-to-54- and 60-to-84-year-olds indicated a higher tendency to feel “Somewhat dissatisfied.”

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1400	191	281	290	202	104	100	150	69	4	10
Very satisfied	192 13.7%	15 8.0%	41 14.5%	39 13.6%	23 11.3%	27 25.6%	12 12.4%	21 13.7%	12 17.4%	2 41.0%	0 0.9%
Somewhat satisfied	617 44.1%	138 72.6%	95 33.8%	110 37.9%	98 48.6%	36 34.2%	47 47.2%	61 40.7%	24 34.9%	2 52.8%	6 61.8%
Somewhat dissatisfied	388 27.7%	17 8.8%	113 40.4%	82 28.2%	60 29.5%	21 20.5%	29 28.7%	47 31.2%	17 25.5%	0 2.4%	2 24.7%
Very dissatisfied	192 13.7%	20 10.5%	31 10.9%	56 19.3%	20 9.8%	19 18.8%	8 8.5%	22 14.4%	15 21.2%	0 3.8%	1 12.7%
DK/NA	11 0.8%	0 0.0%	1 0.4%	3 1.1%	2 0.8%	1 0.9%	3 3.2%	0 0.0%	1 1.0%	0 0.0%	0 0.0%

Q1. Satisfaction with Quality of Life

Ethnicity Comparisons

When viewed in light of differences among representative ethnic groups, Asians and Hispanic/Latino residents were more likely to say they are “Somewhat satisfied.”

	Ethnic Group									
	Total	African American	American Indian/Alaskan	Asian	Caucasian	Hispanic/Latino	Native Hawaiian/Pacific Islander	Two or more races	Some other race	Not sure/DK/NA
Total	1400	38	13	66	414	788	4	60	3	14
Very satisfied	192 13.7%	5 14.2%	0 0.7%	5 7.8%	67 16.3%	109 13.8%	2 40.0%	2 3.6%	0 0.0%	1 6.0%
Somewhat satisfied	617 44.1%	13 35.1%	1 3.9%	34 52.6%	166 40.2%	381 48.4%	1 22.6%	15 25.2%	0 0.0%	5 38.0%
Somewhat dissatisfied	388 27.7%	11 29.0%	8 57.4%	23 35.8%	112 27.0%	202 25.6%	1 37.4%	27 45.8%	0 0.0%	4 26.4%
Very dissatisfied	192 13.7%	8 21.7%	5 38.0%	2 3.8%	64 15.6%	90 11.4%	0 0.0%	15 25.4%	3 100.0%	4 29.5%
DK/NA	11 0.8%	0 0.0%	0 0.0%	0 0.0%	4 1.0%	7 0.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%

Q1. Satisfaction with Quality of Life

Regional Comparisons

West Kern region residents had a higher likelihood of saying they are “Somewhat satisfied.”

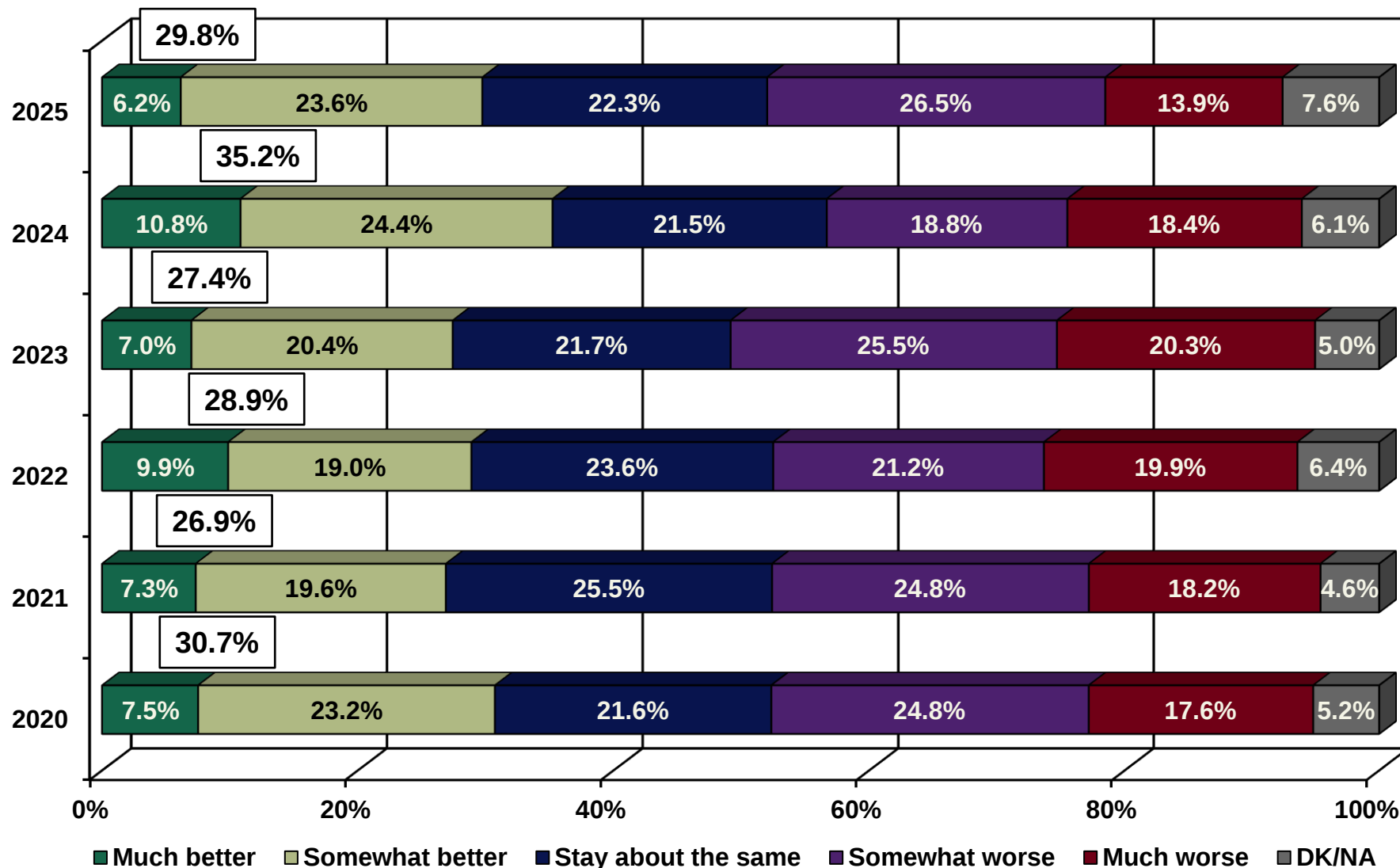
	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1400	37	1130	102	131
Very satisfied	192 13.7%	8 20.5%	134 11.8%	31 30.0%	20 15.0%
Somewhat satisfied	617 44.1%	22 59.0%	510 45.1%	28 27.8%	58 44.2%
Somewhat dissatisfied	388 27.7%	3 8.1%	336 29.7%	21 20.3%	29 22.0%
Very dissatisfied	192 13.7%	5 12.4%	142 12.6%	22 21.9%	23 17.5%
DK/NA	11 0.8%	0 0.0%	9 0.8%	0 0.0%	2 1.3%

Q2. Outlook on Future Quality of Life (n=1,400)

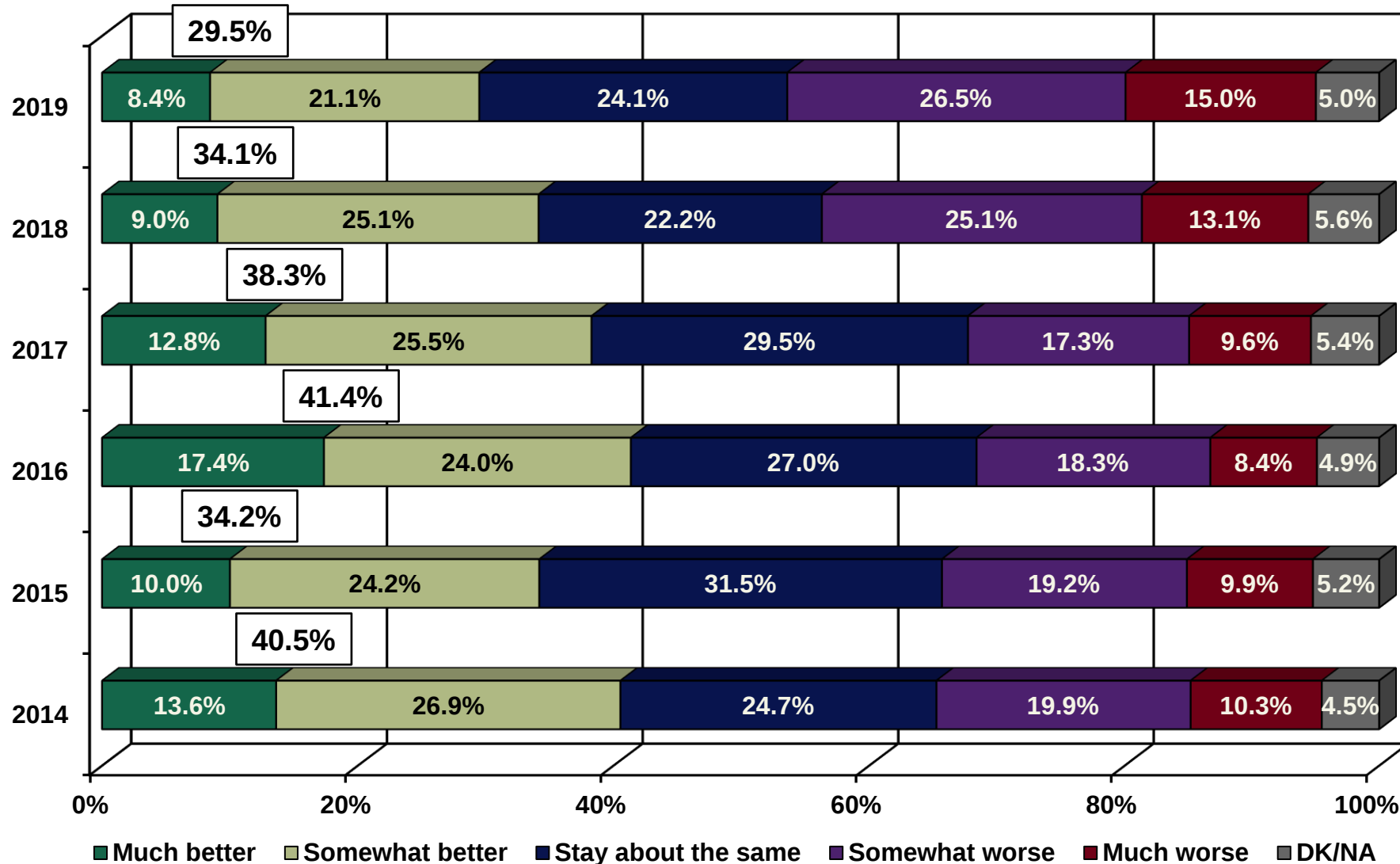
Next, respondents were asked to think about the next 20 years and give a prediction on whether they felt the quality of life in their city or town would become better, worse or stay about the same over that period of time. The pessimistic trend seen in Question 1 continued with their responses. In this study, fewer people indicated they felt the future would be “Much better” (6.2% in 2025 vs. 10.8% in 2024), while the number of “Somewhat better” responses remained about the same (23.6% in 2025 vs. 24.4% in 2024). The negative response categories reflected a higher “Somewhat worse” rating (26.5% in 2025 vs. 18.8% in 2024), in contrast to a lower number of residents reporting they feel the future will be “Much worse” (13.9% in 2025 vs. 18.4% in 2024).

The comparative year-to-year data is charted on the following pages.

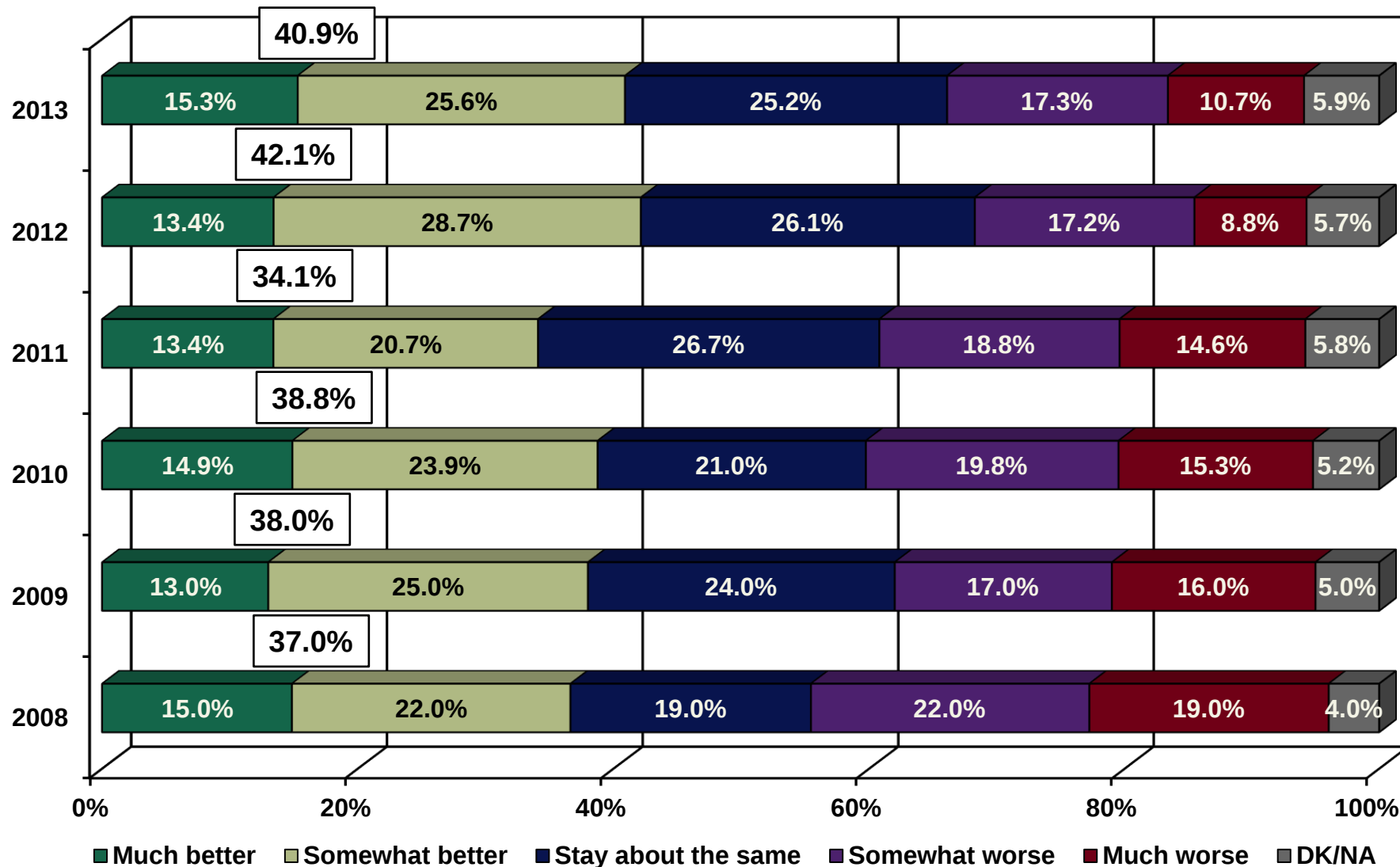
Q2. Outlook on Future Quality of Life (n=1,400) Continued



Q2. Outlook on Future Quality of Life (n=1,400) Continued



Q2. Outlook on Future Quality of Life (n=1,400) Continued



Q2. Outlook on Future Quality of Life Gender Comparisons

In terms of differences in opinion expressed between genders, men were somewhat more likely to feel positive about the future.

	Respondents Gender		
	Total	Male	Female
Total	1400	693	707
Much better	86 6.2%	56 8.1%	30 4.3%
Somewhat better	330 23.6%	143 20.6%	188 26.5%
Stay about the same	312 22.3%	176 25.4%	136 19.2%
Somewhat worse	370 26.5%	149 21.5%	221 31.3%
Much worse	195 13.9%	107 15.4%	88 12.4%
DK/NA	106 7.6%	62 9.0%	44 6.2%

Q2. Outlook on Future Quality of Life Age Comparisons

In terms of age, opinions expressed about the future are a bit of a mixed bag. Respondents ages 25 to 34 and 45 to 54 were the most optimistic and more likely to say they feel the future will be “Somewhat better.” Those residents ages 18 to 24, 55 to 59 and 65 to 84 had a higher tendency to expect a “Somewhat worse” future, while respondents ages 25 to 54 and 60 to 64 were more likely to give the response “Much worse.”

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/DK/NA
Total	1400	191	281	290	202	104	100	150	69	4	10
Much better	86 6.2%	6 3.2%	26 9.4%	16 5.5%	10 5.2%	9 9.0%	9 9.2%	4 2.7%	2 3.1%	0 5.1%	2 22.0%
Somewhat better	330 23.6%	33 17.1%	82 29.3%	82 28.3%	70 34.8%	16 15.8%	13 13.5%	25 16.8%	7 10.0%	1 15.6%	1 6.9%
Stay about the same	312 22.3%	38 19.9%	57 20.4%	65 22.2%	31 15.3%	19 18.7%	29 28.6%	47 31.0%	20 29.3%	3 64.0%	4 41.1%
Somewhat worse	370 26.5%	100 52.4%	44 15.7%	41 14.0%	50 24.7%	39 37.2%	23 22.8%	44 29.6%	28 41.2%	0 0.0%	2 16.7%
Much worse	195 13.9%	6 3.0%	47 16.8%	67 23.0%	27 13.5%	13 12.5%	13 12.9%	15 9.9%	6 9.1%	0 0.0%	1 11.7%
DK/NA	106 7.6%	8 4.4%	24 8.5%	20 6.9%	13 6.6%	7 6.9%	13 13.0%	15 9.8%	5 7.3%	1 15.3%	0 1.5%

Q2. Outlook on Future Quality of Life Ethnicity Comparisons

Asian residents were somewhat optimistic about the future and more likely to respond “Somewhat better.” Hispanic/Latino, African American and Caucasian respondents tended to be more pessimistic, with Hispanic/Latino residents tending to give the “Somewhat worse” response, whereas African Americans and Caucasians had a higher likelihood of favoring the “Much worse” response category.

	Ethnic Group									
	Total	African American	American Indian/ Alaskan	Asian	Caucasian	Hispanic/ Latino	Native Hawaiian/ Pacific Islander	Two or more races	Some other race	Not sure/ DK/NA
Total	1400	38	13	66	414	788	4	60	3	14
Much better	86 6.2%	4 10.5%	0 0.0%	3 3.9%	29 7.1%	48 6.1%	0 0.0%	2 4.0%	0 0.0%	0 0.0%
Somewhat better	330 23.6%	8 21.9%	0 0.6%	41 61.9%	73 17.6%	199 25.2%	1 20.9%	8 13.3%	0 0.0%	1 4.4%
Stay about the same	312 22.3%	9 24.1%	5 35.4%	12 17.8%	95 22.8%	170 21.5%	0 0.0%	15 25.1%	3 100.0%	4 30.0%
Somewhat worse	370 26.5%	4 11.5%	2 15.4%	5 8.3%	92 22.3%	235 29.8%	2 41.6%	27 44.3%	0 0.0%	3 20.7%
Much worse	195 13.9%	10 26.2%	4 33.9%	0 0.3%	90 21.8%	78 10.0%	1 37.4%	5 9.0%	0 0.0%	5 34.5%
DK/NA	106 7.6%	2 5.9%	2 14.6%	5 7.8%	34 8.3%	58 7.4%	0 0.0%	3 4.3%	0 0.0%	1 10.4%

Q2. Outlook on Future Quality of Life Regional Comparisons

When evaluated in light of geographical region, the West Kern and East residents were more likely to express a positive outlook and respond “Much better.” In contrast, respondents in the Central and Mountain regions appeared to be more pessimistic, with Central region residents tending to respond “Somewhat worse” and Mountain residents more likely to say the future will be “Somewhat worse” and “Much worse.”

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1400	37	1130	102	131
Much better	86 6.2%	5 12.8%	62 5.5%	2 1.9%	18 13.5%
Somewhat better	330 23.6%	12 31.3%	279 24.7%	14 13.6%	26 20.1%
Stay about the same	312 22.3%	8 23.0%	253 22.4%	17 16.7%	33 25.2%
Somewhat worse	370 26.5%	4 11.6%	310 27.5%	38 37.5%	17 13.3%
Much worse	195 13.9%	6 14.9%	147 13.0%	28 27.0%	15 11.6%
DK/NA	106 7.6%	2 6.5%	79 7.0%	3 3.3%	21 16.4%

Q3. Most Liked Features of City or Town (n=1,400)

Next, residents were asked in an open-end format with multiple responses allowed to indicate what they liked most about their city or town. The ranking of features has changed somewhat with some features showing significant increases in mentions. In general, residents liked the features “Cost of living,” “Sense of community,” “Natural resources,” “Cultural diversity,” “Youth programs,” and “Well-planned growth” at levels higher than 2024. As in 2024, the highest rated responses were “Small-town atmosphere” at 39.6% in 2025 (-1.9% from 2024), followed by “Cost of living” at 33.9% in 2025 (+6.2% from 2024), and “Sense of community” at 30.7% (+4.1% from 2024).

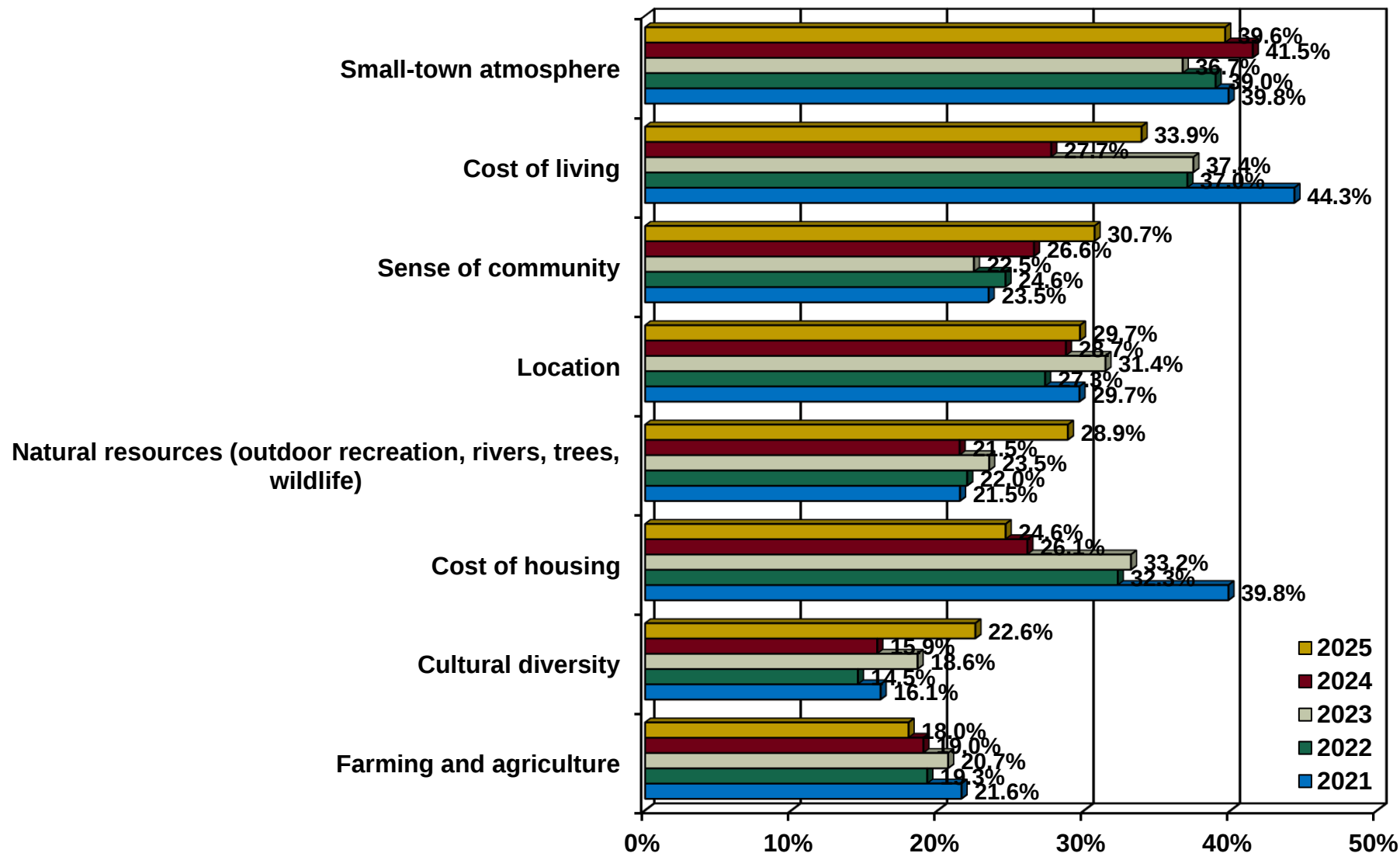
The next tier of responses encompass, in descending order, “Location” at 29.7% (-1.0% from 2024), “Natural resources” at 28.9% (+7.4% from 2024), “Cost of housing” at 24.6% (-1.5% from 2024), and “Cultural diversity” at 22.6% (+6.7% from 2024).

The next tier of responses were mentioned by about one in six residents and include “Farming and agriculture,” “Weather and climate” and “Safe neighborhoods/communities,” all with scores statistically identical to 2024. These features are followed by others that reflect an increase of mentions over 2024. This group includes “Youth programs” at 14.2% (+8.2% from 2024) and “Well-planned growth” at 12.1% (+5.2% from 2024).

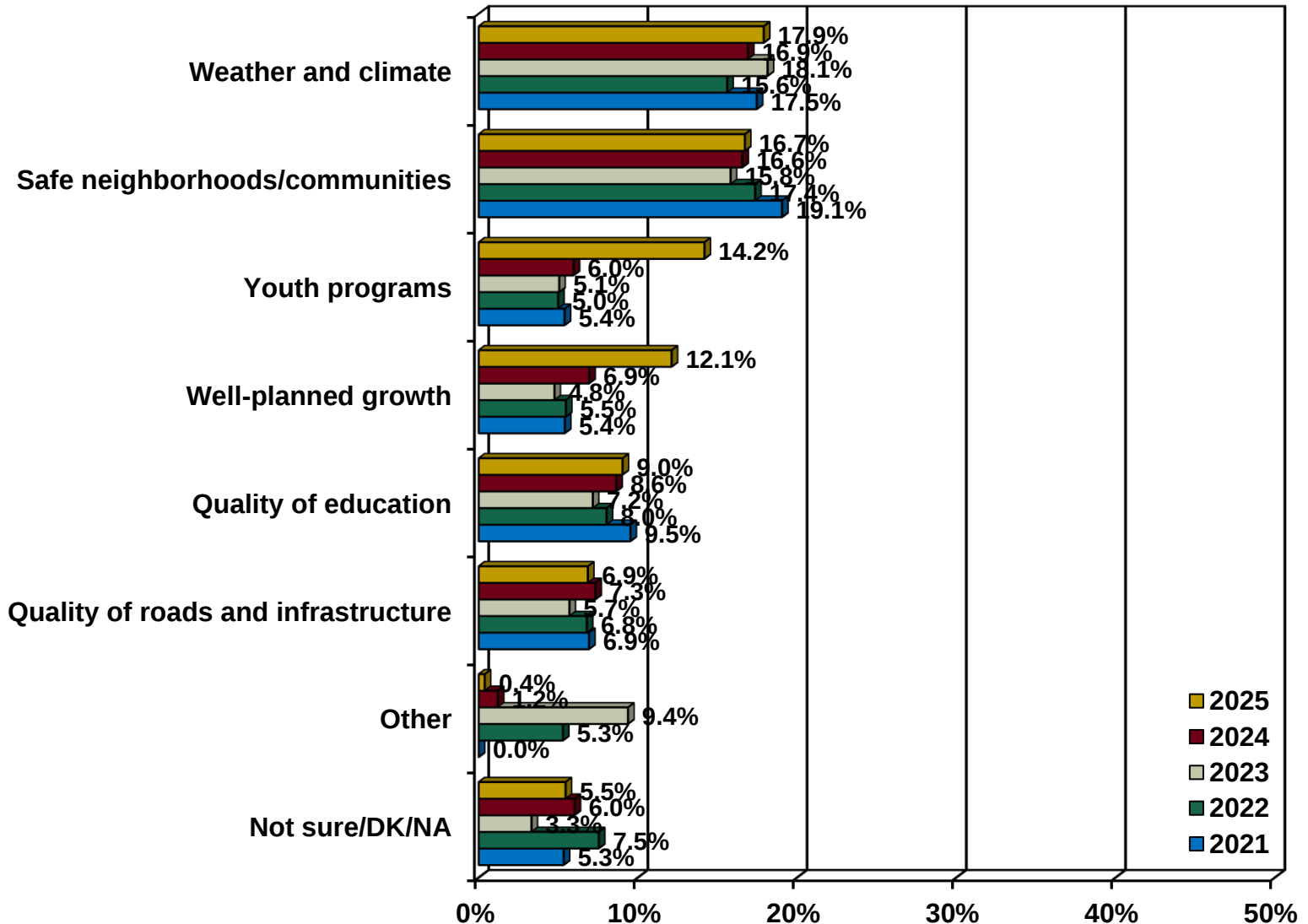
All remaining features received less than ten percent mentions.

Comparative charts are presented on the following pages.

Q3. Most Liked Features of City or Town (n=1,400) Continued



Q3. Most Liked Features of City or Town (n=1,400) Continued



Q4. Least Liked Features of City or Town (n=1,400)

Next, residents were asked which features of their city or town they liked least. As in the previous question, multiple responses were allowed in an open-end format. Overall, most of the features showed significant increases in mentions when compared with 2024. The top three features mentioned were the same as in 2024, and ranked in the same order. Each of the features garnered significantly more mentions in the 2025 survey over 2024. The top responses were “Homelessness” at 57.8% (+9.6% from 2024), “Crime rate” at 50.6% (+9.5% from 2024), and “Air quality” at 46.3% (+10.7% from 2024).

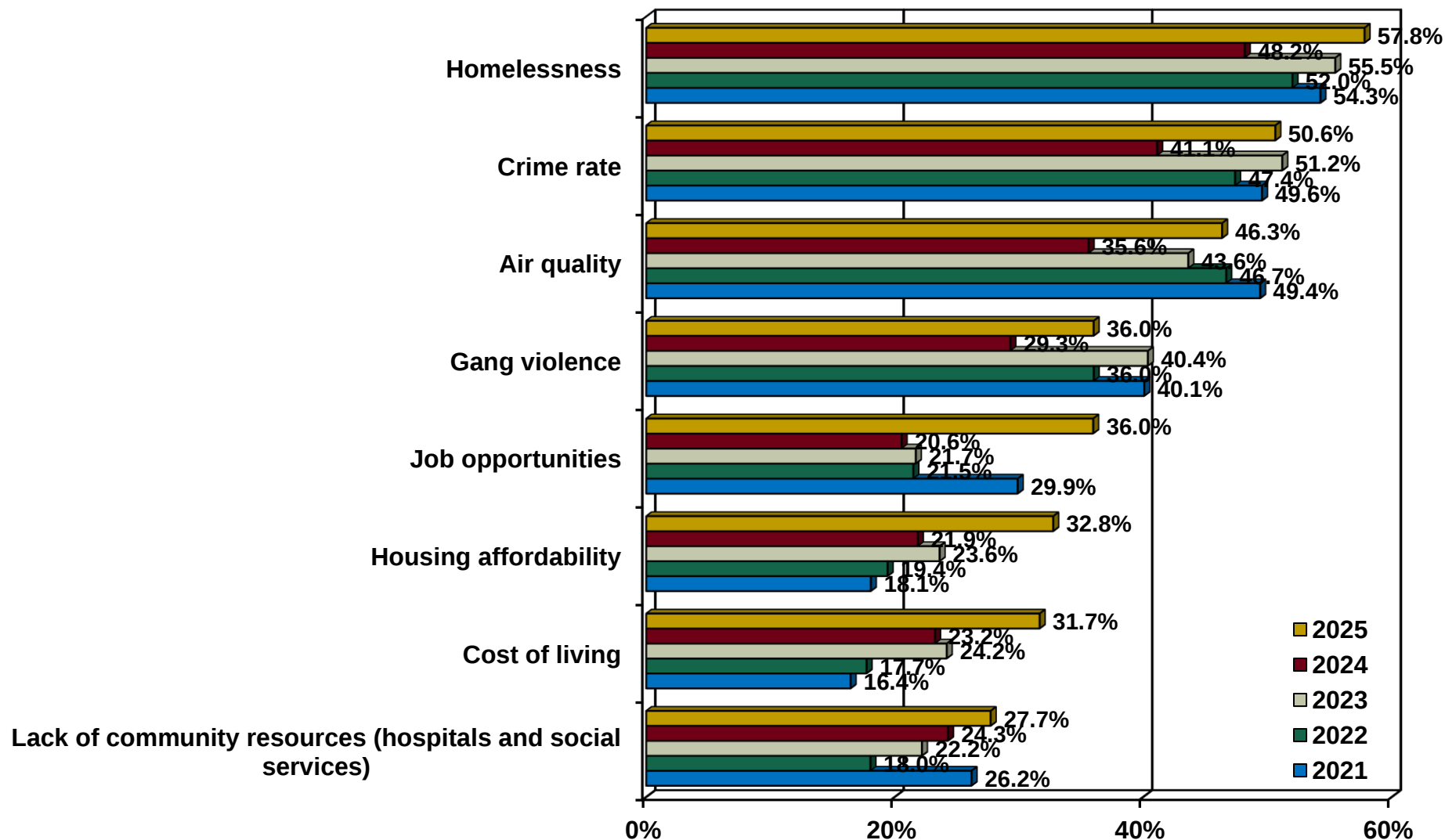
The second tier of responses also revealed significant increases in mentions over 2024 results and include “Gang violence” at 36.0% (+6.7% from 2024), “Job opportunities” at 36.0% (+15.4% from 2024), “Housing affordability” at 32.8% (+10.9% from 2024), and “Cost of living” at 31.7% (+8.5% from 2024).

The third tier of features encompassed “Lack of community resources” at 27.7% (+3.4% from 2024), “Traffic congestion” (+5.6% from 2024) and “Growth and planning” at 20.0% (+1.5% from 2024).

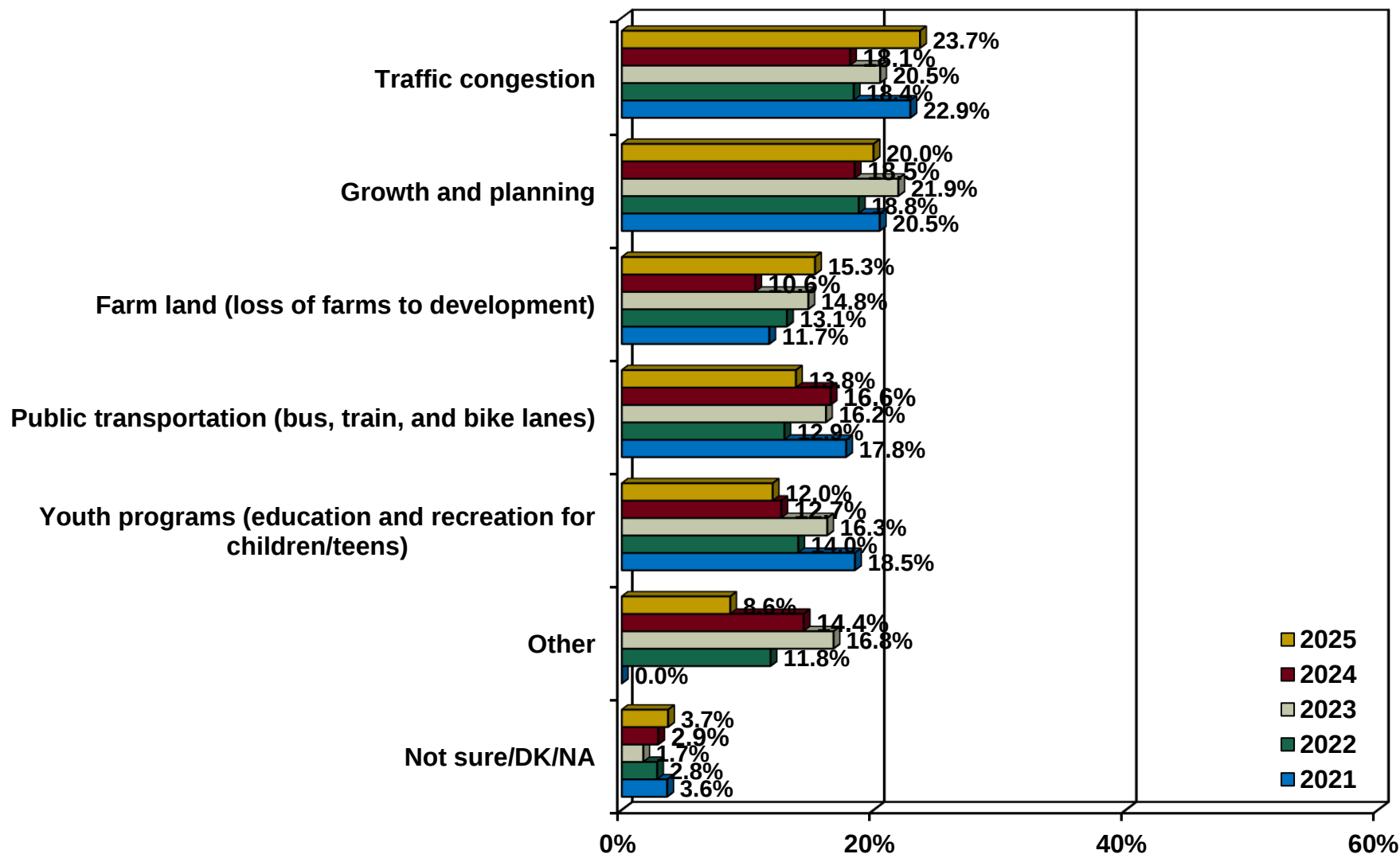
The last tier of features, mentioned by about one in seven residents, included “Farm land” at 15.3% (+4.7% from 2024), “Public transportation” at 13.8% (-2.8% from 2024) and “Youth programs” at 12.0% (-.7% from 2024).

Charts illustrating the results are on the following two pages.

Q4. Least Liked Features of City or Town (n=1,400) Continued



Q4. Least Liked Features of City or Town (n=1,400) Continued



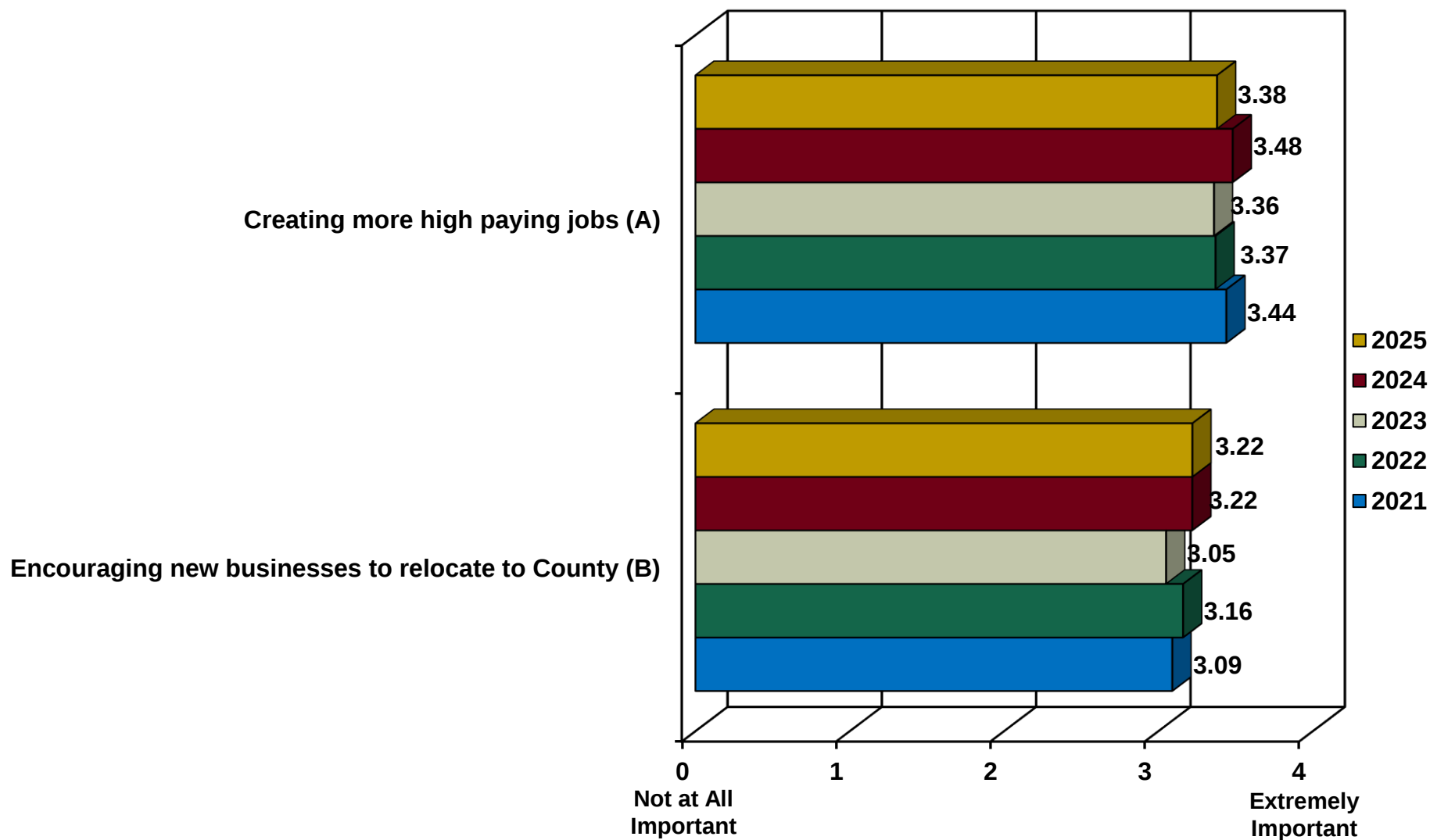
Q5. Economic Vitality and Equitable Services (n=1,400)

In the next section of the survey, residents were asked to think about the next 20 years and score the importance of a group of issues that would impact improving future quality of life in Kern County. In this section issues are grouped by subject matter and the results presented in groups of similar sets of issues. Data tables are presented at the end of this section, which include all of issues segmented by gender, age, region, ethnicity, and household income.

The first segment of this section is Economic Vitality and Equitable Services. The importance rating of each issue is illustrated in comparison with previous year's results. The current survey data for this issue is essentially identical to 2024. "Creating more high paying jobs (A)" (mean score of 3.38) was rated "Extremely important" by three out of five residents, while "Encouraging new businesses to relocate to County (B)" (mean score of 3.22) received an "Extremely important" rating from more than half of the respondents.

These results are illustrated and presented on the following pages for each of the specific issues included in the Economic Vitality and Equitable Services grouping in the form of a summary chart, comparative tables, and subgroup comparisons. This format is followed for each of the sub-sections of this question.

Q5. Economic Vitality and Equitable Services (n=1,400) Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores:
"Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q5. Economic Vitality and Equitable Services Detailed Comparisons

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Creating more high paying jobs (A)	2025	3.38	2.4%	1.6%	12.5%	22.4%	60.3%	0.8%
	2024	3.48	2.0%	2.0%	8.7%	19.8%	66.3%	1.3%
	2023	3.36	2.0%	2.5%	12.5%	22.7%	59.6%	0.7%
	2022	3.37	1.9%	2.6%	11.3%	24.2%	59.0%	1.0%
	2021	3.44	2.0%	2.0%	9.2%	23.1%	63.1%	0.6%
	2020	3.42	1.8%	2.7%	9.0%	24.8%	60.9%	0.9%
	2019	3.44	1.4%	2.3%	9.4%	24.2%	61.5%	1.1%
	2018	3.42	2.4%	2.4%	8.0%	24.4%	61.7%	1.1%
	2017	3.45	2.2%	2.3%	8.4%	21.8%	64.7%	0.6%
	2016	3.41	2.5%	2.4%	9.6%	22.3%	62.8%	.4%
	2015	3.49	2.2%	1.5%	8.3%	21.0%	66.5%	.5%
	2014	3.52	2.9%	1.9%	6.2%	17.6%	70.8%	.5%
	2013	3.48	3.3%	1.8%	8.0%	16.1%	69.4%	1.4%
	2012	3.6	2%	2%	5%	18%	73%	.7%
	2011	3.5	3%	1%	6%	21%	69%	<1%
	2010	3.5	2%	1%	8%	21%	66%	1%
	2009	3.5	2%	3%	8%	22%	65%	<1%
	2008	3.4	3%	1%	8%	22%	65%	1%

Q5. Economic Vitality and Equitable Services

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Encouraging new businesses to relocate to the County in order to diversify the local economy (B)	2025	3.22	3.5%	2.3%	14.9%	26.5%	51.8%	1.1%
	2024	3.22	3.1%	4.4%	12.9%	24.8%	52.6%	2.2%
	2023	3.05	4.5%	4.3%	17.5%	27.4%	44.5%	1.8%
	2022	3.16	3.6%	4.9%	14.1%	24.9%	50.1%	2.2%
	2021	3.09	5.4%	5.2%	13.2%	25.3%	48.2%	2.8%
	2020	3.13	3.6%	3.2%	17.7%	25.4%	48.0%	2.0%
	2019	3.23	2.7%	3.6%	14.7%	25.2%	52.0%	1.8%
	2018	3.16	4.1%	2.7%	15.1%	27.0%	48.8%	2.4%
	2017	3.29	2.4%	3.0%	11.6%	27.9%	53.1%	2.0%
	2016	3.23	3.6%	1.8%	13.6%	29.4%	50.9%	.8%
	2015	3.19	4.0%	3.7%	15.2%	22.9%	52.8%	1.4%
	2014	3.31	3.6%	2.5%	10.3%	25.4%	56.7%	1.6%
	2013	3.29	4.1%	3.2%	9.7%	24.7%	57.3%	1.0%
	2012	3.4	2%	2%	8%	27%	60%	1%
	2011	3.4	3%	3%	11%	21%	61%	1%
	2010	3.4	3%	3%	9%	26%	59%	1%
	2009	3.4	2%	3%	10%	26%	58%	<1%
	2008	3.2	3%	2%	15%	31%	49%	<1%

Q5. Economic Vitality and Equitable Services

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Promoting economic activities to improve the region's global competitiveness	2012	3.2	3%	3%	13%	30%	48%	3%
Providing education and job training to ensure businesses have a strong base of local workers	2012	3.5	2%	2%	5%	23%	69%	<1%
Expanding the kinds of businesses in the region	2012	3.2	3%	3%	12%	33%	49%	1%
Encouraging tourist serving attractions and facilities	2012	2.9	4%	5%	21%	33%	36%	1%
Providing police, fire and emergency medical services in all communities	2012	3.6	2%	2%	5%	17%	75%	<1%

Q5. Economic Vitality and Equitable Services Gender Comparisons

Women were more likely to ascribe importance to “Creating more high paying jobs (A)” and “Encouraging new businesses to relocate to the County in order to diversify the local economy (B).”

	Respondent's Gender		
	Total	Male	Female
A. Creating more high paying jobs	3.38	3.24	3.51
B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.22	3.16	3.28

Q5. Economic Vitality and Equitable Services Age Comparisons

When examined in light of age groups, the 18-to-54- and 60-to-64-year-olds were more likely to place importance on “Creating more high paying jobs (A).” Residents in the youngest age category (18 to 24) had a higher likelihood of ascribing importance to “Encouraging new businesses to relocate to the County in order to diversify the local economy (B).”

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
A. Creating more high paying jobs	3.38	3.75	3.44	3.47	3.35	3.13	3.36	3.10	2.75	2.96	3.33
B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.22	3.46	3.24	3.23	3.28	3.09	3.13	3.10	2.92	3.18	3.06

Q5. Economic Vitality and Equitable Services Regional Comparisons

West Kern and Central region residents showed a greater tendency to place importance on “Creating more high paying jobs (A).” Central region residents were also more likely to identify “Encouraging new businesses to relocate to the County in order to diversify the local economy (B)” as important.

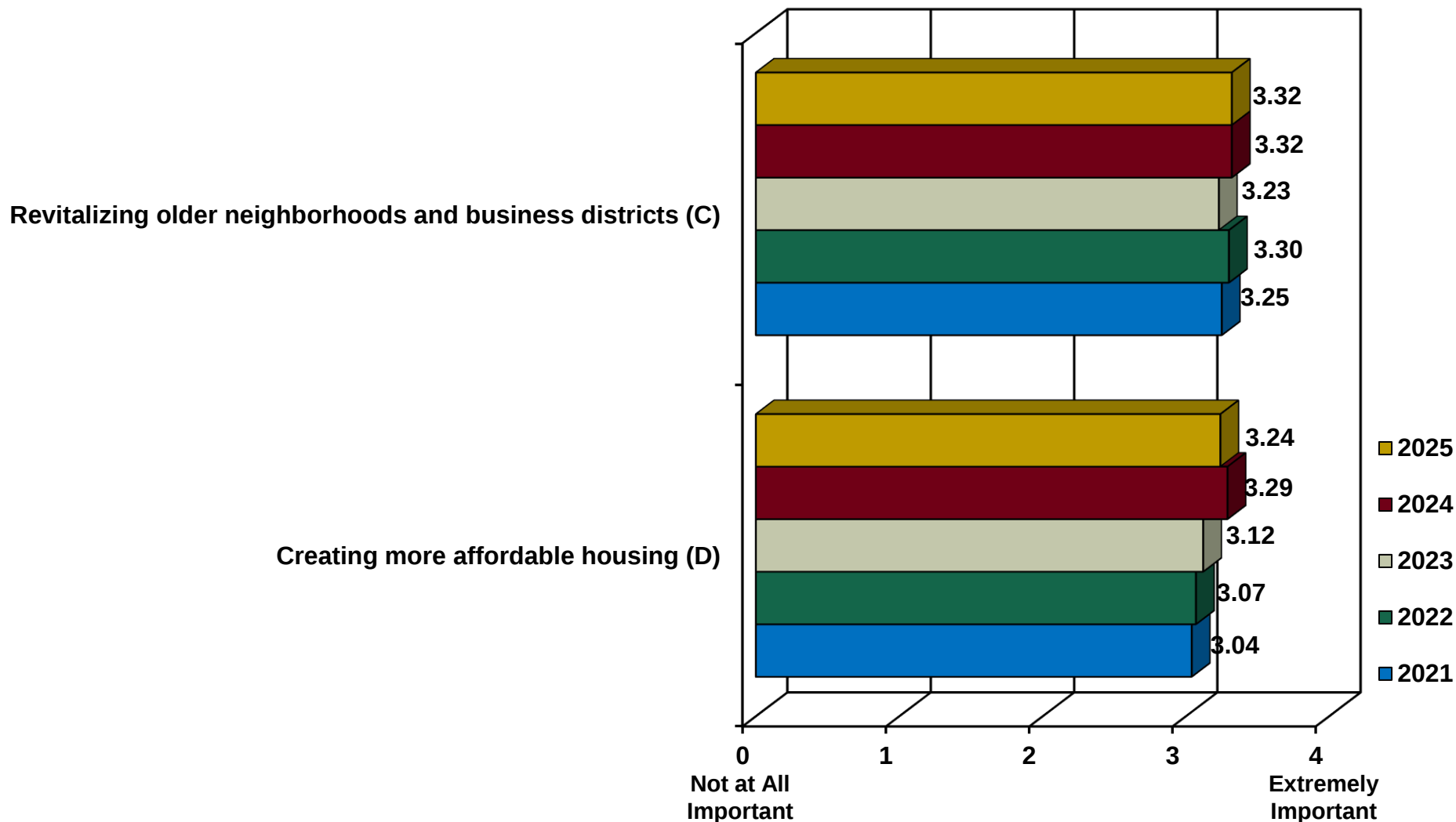
	Zip Code Area				
	Total	West Kern	Central	Mountains	East
A. Creating more high paying jobs	3.38	3.54	3.47	3.01	2.81
B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.22	3.09	3.31	2.85	2.80

Q5. Community Assets and Infrastructure (n=1,400)

In the next sub-section, Community Assets and Infrastructure, both issues tested scored ratings identical to 2024. The issue “Revitalizing older neighborhoods and business districts (C)” achieved a mean score of 3.32 and an “Extremely important” score from more than half of the respondents, while “Creating more affordable housing (D)” received a mean score of 3.24 and garnered an “Extremely important” score from approximately three out of five residents.

The results are presented on the following pages in the form of a summary chart, comparative table, and subgroup comparisons

Q5. Community Assets and Infrastructure (n=1,400) Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores:
"Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q5. Community Assets and Infrastructure Detailed Comparisons

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Revitalizing older neighborhoods and business districts that are becoming rundown (C)	2025	3.32	1.4%	3.8%	10.7%	28.7%	54.4%	1.0%
	2024	3.32	3.2%	2.0%	12.7%	23.2%	58.3%	0.6%
	2023	3.23	1.8%	3.9%	14.4%	28.6%	50.1%	1.3%
	2022	3.30	2.1%	2.4%	12.7%	28.6%	53.1%	1.2%
	2021	3.25	1.7%	3.5%	14.3%	28.4%	51.5%	0.5%
	2020	3.24	2.5%	3.5%	13.1%	28.5%	51.6%	0.8%
	2019	3.16	3.2%	3.8%	15.0%	28.9%	48.3%	0.8%
	2018	3.13	3.7%	3.2%	14.8%	31.4%	45.6%	1.3%
	2017	3.17	2.5%	2.5%	13.8%	36.8%	43.0%	1.5%
	2016	3.15	3.9%	3.6%	11.8%	35.2%	45.0%	.6%
	2015	3.13	3.6%	3.5%	16.9%	27.3%	47.5%	1.3%
	2014	3.21	4.1%	2.2%	11.6%	31.9%	49.4%	.8%
	2013	3.17	4.7%	3.9%	13.0%	26.0%	51.3%	1.1%
	2012	3.3	3%	3%	12%	31%	51%	<1%
	2011	3.2	4%	4%	15%	26%	50%	1%
	2010	3.2	3%	3%	15%	31%	47%	1%
	2009	3.2	2%	4%	16%	30%	48%	0%
	2008	3.3	3%	2%	12%	31%	52%	0%

Q5. Community Assets and Infrastructure

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Creating more affordable housing (D)	2025	3.24	6.5%	3.6%	10.1%	18.9%	60.2%	0.7%
	2024	3.29	4.1%	4.0%	12.0%	17.6%	61.4%	0.9%
	2023	3.12	5.2%	6.1%	14.4%	19.7%	54.0%	0.6%
	2022	3.07	6.0%	6.2%	13.7%	22.0%	51.1%	1.0%
	2021	3.04	5.9%	6.6%	14.7%	21.9%	49.9%	1.0%
	2020	3.06	5.2%	6.1%	15.3%	23.4%	49.0%	1.0%
	2019	2.97	7.6%	5.3%	16.1%	23.6%	46.8%	0.6%
	2018	2.88	8.4%	7.5%	16.6%	21.2%	45.2%	1.1%
	2017	2.93	6.8%	5.0%	19.6%	25.1%	42.6%	1.0%
	2016	2.94	8.3%	6.4%	15.4%	22.0%	47.6%	.2%
	2015	2.93	6.8%	5.6%	18.9%	23.8%	43.9%	.9%
	2014	2.99	6.9%	6.7%	15.5%	21.2%	49.0%	.7%
	2013	3.07	6.9%	5.9%	13.4%	20.4%	52.8%	.6%
	2012	3.2	5%	5%	11%	22%	56%	<1%
	2011	3.0	7%	7%	17%	20%	49%	<1%
	2010	3.1	6%	6%	16%	22%	50%	1%
	2009	2.9	6%	8%	18%	21%	46%	0%
	2008	3.1	6%	6%	14%	21%	52%	0%

Q5. Community Assets and Infrastructure

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Encouraging arts and museums that focus on the region's local historical and cultural heritage	2012	2.9	5%	5%	21%	33%	36%	<1%
Creating local town centers with shopping and entertainment that are easily accessible to residents	2012	3.1	4%	3%	17%	30%	46%	<1%
Maintaining and improving schools, parks and medical services	2012	3.6	1%	1%	6%	19%	72%	<1%

Q5. Community Assets and Infrastructure Gender Comparisons

Analyzed in light of gender, women were more likely to ascribe higher importance to both issues in this section, “Revitalizing older neighborhoods and business districts that are becoming rundown (C)” and “Creating more affordable housing (D).”

	Respondent's Gender		
	Total	Male	Female
C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.32	3.21	3.43
D. Creating more affordable housing	3.24	3.06	3.40

Q5. Community Assets and Infrastructure Age Comparisons

The youngest residents surveyed (18 to 24) were more likely to place importance on “Revitalizing older neighborhoods and business districts that are becoming rundown (C)” and “Creating more affordable housing (D).”

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.32	3.67	3.26	3.34	3.30	2.88	3.31	3.25	3.45	2.87	3.52
D. Creating more affordable housing	3.24	3.73	3.57	2.93	3.14	3.35	3.15	2.75	3.13	1.64	3.57

Q5. Community Assets and Infrastructure Regional Comparisons

The West Kern, Central and East region residents had a greater tendency to view “Revitalizing older neighborhoods and business districts that are becoming rundown (C)” with higher importance than respondents from the Mountain region.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East Kern
C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.32	3.34	3.41	2.67	3.09
D. Creating more affordable housing	3.24	3.54	3.26	3.11	3.02

Q5. Transportation Choices (n=1,400)

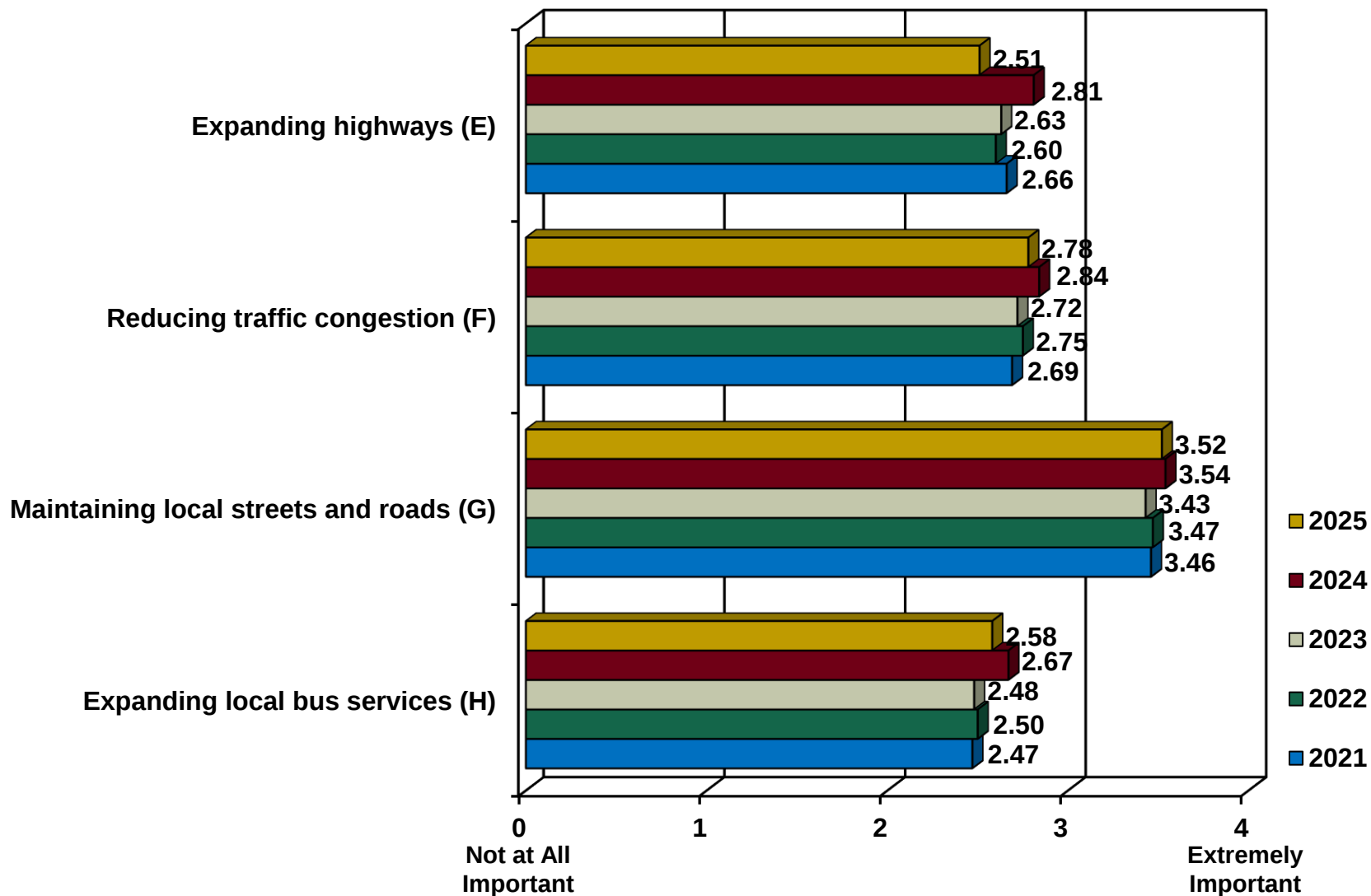
Transportation choices are the focus of this section, and residents were asked to rate the importance of eight transportation issues with respect to improving the future quality of life in Kern County. There is one new issue being tested in 2025, “Increasing telecommuting job opportunities (L).” As with previous sub-sections, the results are presented on the following pages as a summary chart, comparative table, and subgroup comparisons.

The importance ratings for these issues in the current survey are largely the same as in 2024, with the exception of “Expanding highway (E)” which scored slightly lower than in 2024. As in previous years, “Maintaining local streets and roads (G)” garnered a mean score of at least three on a scale of zero to four (mean score of 3.52) and an “Extremely important” rating from nearly two-thirds of residents.

The remaining issues studied, in descending order of importance, were “Maintaining and improving sidewalks and bike lanes (J)” (mean score of 2.86), “Reducing traffic congestion (F)” (mean score of 2.78), “Improving public transportation to other cities (I)” (mean score of 2.74), and “Increasing telecommuting job opportunities (L)” (mean score of 2.63), with each of these achieving an “Extremely important” rating from more than a third of residents. The next tier of issues in descending order of importance, “Expanding local bus services (H)” (mean score of 2.58), “Expanding highways (E)” (mean score of 2.51) and “Providing public transportation, carpooling, and other alternatives to driving alone (K)” (mean score of 2.50) received an “Extremely important” rating from more than a quarter of respondents.

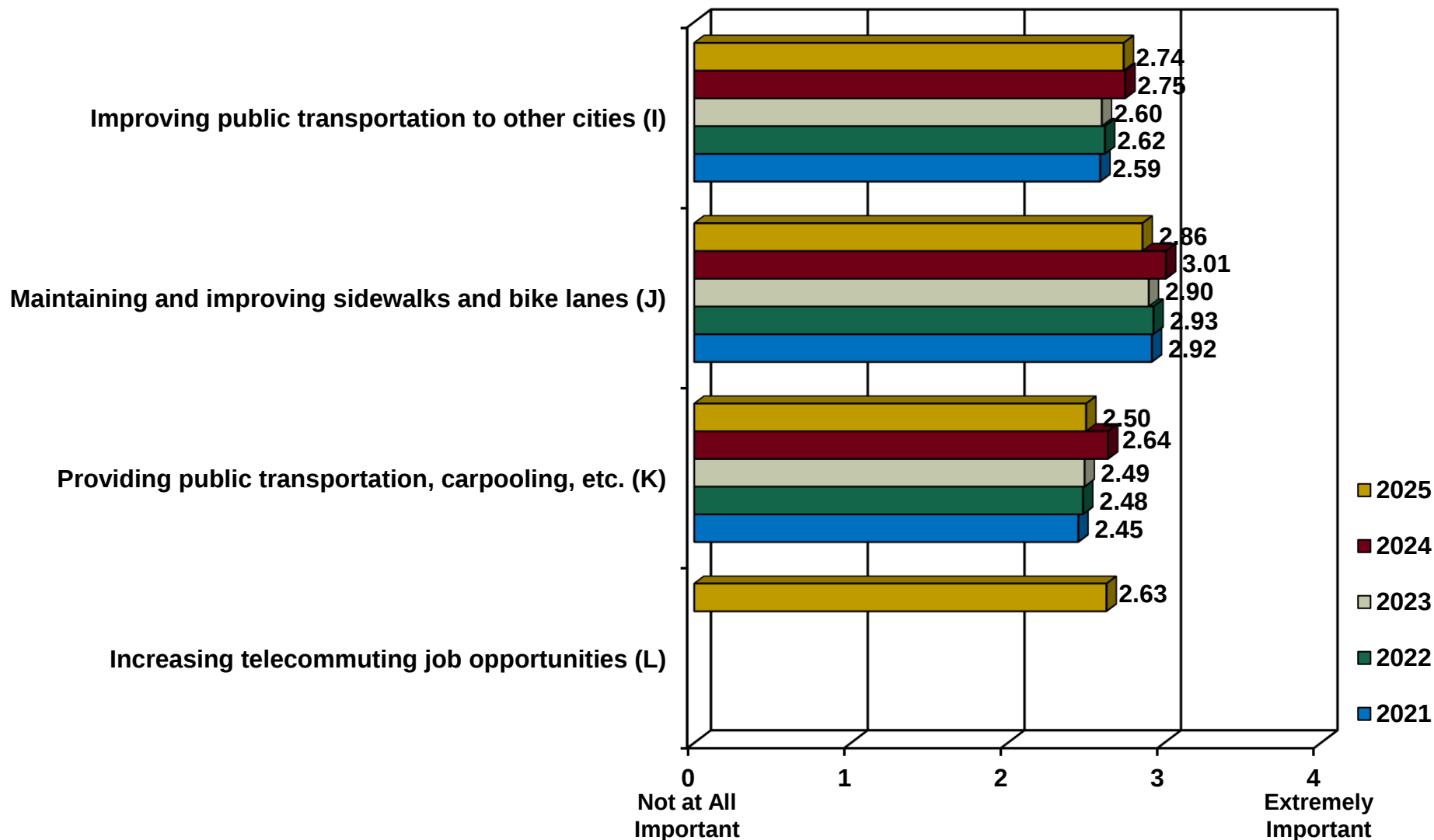
The summary chart, comparative table, and subgroup comparisons are shown on the following pages.

Q5. Transportation Choices (n=1,400) Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores:
"Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q5. Transportation Choices (n=1,400) Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores:
"Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q5. Transportation Choices

Detailed Comparisons

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Expanding highways (E)	2025	2.51	10.3%	13.1%	21.4%	23.3%	30.3%	1.6%
	2024	2.81	8.2%	7.6%	17.4%	26.8%	38.5%	1.5%
	2023	2.63	8.9%	8.2%	24.1%	26.6%	31.1%	1.1%
	2022	2.60	9.6%	8.5%	24.2%	25.6%	30.9%	1.1%
	2021	2.66	8.2%	7.4%	24.4%	28.6%	30.5%	1.0%
	2020	2.74	7.5%	7.1%	23.4%	26.3%	34.5%	1.3%
	2019	2.70	6.7%	8.2%	24.4%	28.8%	31.3%	0.6%
	2018	2.67	8.7%	7.3%	24.0%	26.5%	32.6%	0.8%
	2017	2.79	7.2%	5.8%	21.4%	31.3%	33.3%	1.0%
	2016	2.85	5.8%	7.7%	18.0%	32.1%	36.1%	.3%
	2015	2.80	7.6%	7.4%	19.2%	28.7%	36.6%	.3%
	2014	2.93	6.2%	4.3%	20.6%	27.4%	40.7%	.7%
	2013	2.87	7.3%	7.1%	18.9%	23.9%	42.1%	.7%
	2012	3.0	4%	5%	17%	32%	41%	<1%
	2011	2.9	6%	7%	21%	26%	39%	<1%
	2010	3.0	5%	5%	20%	29%	41%	1%
	2009	2.9	4%	7%	18%	31%	39%	1%
	2008	3.0	5%	5%	18%	25%	47%	0%

Q5. Transportation Choices

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Reducing traffic congestion (F)	2025	2.78	7.4%	8.0%	23.4%	20.3%	39.9%	0.9%
	2024	2.84	7.0%	8.0%	19.1%	24.9%	40.3%	0.7%
	2023	2.72	8.0%	7.7%	23.2%	26.0%	34.5%	0.8%
	2022	2.75	7.3%	8.3%	21.3%	27.8%	34.8%	0.4%
	2021	2.69	8.5%	9.7%	21.1%	24.6%	35.2%	0.9%
	2020	2.85	8.2%	7.9%	16.5%	24.6%	42.3%	0.5%
	2019	2.74	7.9%	9.1%	21.6%	23.6%	37.2%	0.6%
	2018	2.69	10.6%	6.9%	20.1%	26.0%	35.3%	1.2%
	2017	2.68	8.9%	9.1%	20.9%	25.4%	34.5%	1.2%
	2016	2.79	7.8%	8.2%	19.4%	26.0%	38.2%	.4%
	2015	2.77	7.8%	8.6%	20.4%	24.6%	38.4%	.3%
	2014	2.90	7.3%	6.8%	17.0%	26.6%	42.0%	.3%
	2013	2.99	7.0%	6.8%	15.1%	22.5%	48.4%	.2%
	2012	3.1	6%	5%	15%	27%	47%	<1%
	2011	2.9	8%	6%	18%	23%	43%	2%
	2010	3.0	5%	6%	18%	25%	45%	1%
	2009	3.1	4%	6%	15%	26%	48%	1%
	2008	3.2	4%	5%	14%	20%	57%	0%

Q5. Transportation Choices

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Maintaining local streets and roads (G)	2025	3.52	0.7%	1.0%	9.6%	23.3%	65.1%	0.3%
	2024	3.54	1.3%	1.1%	8.0%	21.7%	67.2%	0.7%
	2023	3.43	0.7%	1.4%	11.2%	26.9%	59.3%	0.4%
	2022	3.47	0.5%	1.2%	9.9%	27.7%	60.2%	0.6%
	2021	3.46	0.9%	1.3%	9.3%	27.5%	60.7%	0.3%
	2020	3.44	1.1%	2.3%	9.7%	24.8%	61.7%	0.4%
	2019	3.49	0.9%	0.9%	9.1%	26.0%	62.8%	0.3%
	2018	3.42	1.4%	1.8%	8.9%	29.0%	58.4%	0.6%
	2017	3.41	1.6%	1.1%	8.3%	32.6%	56.0%	0.3%
	2016	3.39	2.0%	1.6%	7.7%	32.2%	56.3%	.2%
	2015	3.39	1.7%	2.1%	10.8%	26.6%	58.6%	.2%
	2014	3.45	2.0%	.9%	8.4%	27.6%	60.9%	.2%
	2013	3.45	2.3%	1.6%	8.8%	23.5%	63.6%	.3%
	2012	3.5	2%	<1%	9%	27%	62%	<1%
	2011	3.5	1%	2%	7%	23%	67%	<1%
	2010	3.5	1%	1%	7%	31%	60%	<1%
	2009	3.4	1%	2%	7%	34%	56%	0%
	2008	3.5	1%	1%	8%	27%	62%	0%

Q5. Transportation Choices

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Expanding local bus services (H)	2025	2.58	9.1%	7.9%	24.6%	27.5%	27.2%	3.8%
	2024	2.67	9.6%	8.7%	20.4%	24.1%	34.6%	2.8%
	2023	2.48	10.7%	10.1%	26.1%	23.2%	27.8%	2.2%
	2022	2.50	10.1%	12.4%	23.5%	23.0%	29.5%	1.5%
	2021	2.47	11.4%	11.6%	22.8%	22.7%	28.6%	2.8%
	2020	2.53	10.0%	10.2%	23.5%	26.0%	27.7%	2.7%
	2019	2.45	12.4%	11.6%	22.1%	23.3%	28.4%	2.2%
	2018	2.44	12.6%	9.2%	24.0%	27.2%	25.3%	1.7%
	2017	2.66	8.0%	8.1%	22.9%	28.9%	30.1%	2.0%
	2016	2.69	8.7%	8.5%	20.2%	26.7%	33.5%	2.3%
	2015	2.72	8.2%	8.2%	21.5%	24.7%	34.8%	2.5%
	2014	2.78	7.6%	6.3%	21.6%	27.8%	35.1%	1.6%
	2013	2.73	8.5%	7.7%	22.4%	23.4%	36.4%	1.6%
	2012	2.9	5%	5%	20%	27%	41%	2%
	2011	2.7	6%	10%	22%	26%	35%	2%
	2010	2.9	4%	7%	23%	25%	39%	1%
	2009	2.8	4%	7%	23%	32%	32%	2%
	2008	2.9	6%	5%	20%	28%	39%	1%

Q5. Transportation Choices

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving public transportation to other cities (I)	2025	2.74	9.4%	9.2%	18.1%	21.1%	39.3%	2.9%
	2024	2.75	8.9%	9.1%	19.6%	20.8%	39.9%	1.9%
	2023	2.60	9.8%	9.5%	23.2%	23.0%	32.2%	2.3%
	2022	2.62	10.6%	9.7%	21.8%	22.3%	34.7%	0.9%
	2021	2.59	11.2%	9.1%	21.2%	23.0%	33.3%	2.2%
	2020	2.68	8.6%	8.9%	22.7%	23.4%	35.0%	1.3%
	2019	2.56	11.0%	9.4%	23.9%	22.5%	32.3%	0.9%
	2018	2.54	11.0%	11.1%	21.8%	23.0%	31.5%	1.6%
	2017	2.76	8.6%	6.8%	20.4%	26.3%	36.0%	1.9%
	2016	2.78	7.9%	7.0%	19.8%	27.5%	36.0%	1.7%
	2015	2.78	8.3%	6.8%	21.4%	24.4%	38.0%	1.1%
	2014	2.82	7.3%	8.1%	18.1%	26.4%	38.8%	1.2%
	2013	2.81	9.3%	6.0%	19.2%	24.6%	40.0%	1.0%
	2012	3.0	5%	5%	18%	28%	44%	<1%
	2011	2.9	6%	7%	19%	27%	40%	<1%
	2010	2.9	5%	7%	21%	27%	39%	1%
	2009	2.8	6%	7%	21%	29%	36%	0%
	2008	3.0	5%	8%	17%	27%	43%	1%

Q5. Transportation Choices

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Maintaining and improving sidewalks and bike lanes (J)	2025	2.86	6.1%	8.8%	16.3%	29.2%	38.4%	1.3%
	2024	3.01	4.4%	6.7%	17.6%	24.5%	45.3%	1.4%
	2023	2.90	3.5%	7.9%	23.1%	25.9%	39.1%	0.5%
	2022	2.93	3.3%	9.4%	19.4%	26.3%	41.2%	0.5%
	2021	2.92	4.4%	7.6%	19.7%	27.7%	40.2%	0.4%
	2020	2.87	5.7%	7.6%	19.9%	27.3%	39.1%	0.4%
	2019	2.79	5.5%	8.1%	24.2%	25.1%	36.5%	0.6%
	2018	2.81	6.1%	7.5%	22.0%	27.0%	36.7%	0.7%
	2017	2.97	4.3%	4.9%	18.7%	32.8%	38.6%	0.7%
	2016	2.87	5.4%	6.2%	19.7%	33.1%	35.5%	.1%
	2015	2.94	4.5%	7.0%	20.6%	25.0%	42.5%	.4%
	2014	2.96	3.6%	6.5%	19.4%	31.0%	38.9%	.5%
	2013	2.99	5.5%	5.2%	17.7%	27.4%	43.7%	.6%
	2012	3.1	2%	6%	14%	33%	45%	1%
	2011	3.0	5%	6%	18%	28%	43%	1%
	2010	2.9	5%	8%	22%	26%	39%	1%
	2009	2.9	4%	7%	22%	29%	38%	0%
	2008	3.0	5%	5%	20%	27%	43%	0%

Q5. Transportation Choices

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Providing public transportation, carpooling, and other alternatives to driving alone (K)	2025	2.50	12.8%	10.6%	20.0%	25.5%	30.2%	0.8%
	2024	2.64	10.1%	9.5%	22.0%	21.1%	35.8%	1.6%
	2023	2.49	11.3%	9.6%	26.4%	22.6%	28.9%	1.3%
	2022	2.48	12.3%	10.8%	23.9%	18.8%	31.7%	2.5%
	2021	2.45	12.3%	12.5%	21.4%	22.6%	29.2%	1.9%
	2020	2.53	10.0%	9.9%	26.0%	22.8%	29.9%	1.3%
	2019	2.45	13.3%	10.4%	25.0%	19.3%	31.2%	0.8%
	2018	2.43	12.5%	10.1%	23.9%	26.4%	25.5%	1.6%
	2017	2.63	8.0%	7.8%	25.8%	28.7%	29.0%	0.7%
	2016	2.73	8.2%	7.6%	20.9%	28.8%	33.8%	.6%
	2015	2.80	6.4%	6.5%	22.2%	29.0%	34.6%	1.2%
	2014	2.78	6.8%	7.3%	21.4%	28.6%	34.8%	1.2%
	2013	2.80	7.7%	6.9%	20.4%	26.4%	37.6%	.9%
	2012	3.0	4%	6%	18%	31%	41%	1%
	2011	2.8	6%	8%	21%	28%	37%	<1%
	2010	2.9	5%	7%	19%	31%	37%	1%
	2009	2.9	4%	7%	21%	30%	38%	0%
Increasing telecommuting job opportunities (L)	2025	2.63	10.6%	6.8%	24.3%	19.3%	34.5%	4.5%
Improving traffic safety for motorists, pedestrians and bicyclists	2012	3.4	2%	4%	12%	24%	59%	0%
Improving truck and rail hubs to move produce to market faster	2012	3.0	5%	5%	17%	34%	37%	3%

Q5. Transportation Choices Gender Comparisons

Women were more likely to place importance on each of the transportation issues, except for “Expanding highways (E).”

	Respondent's Gender		
	Total	Male	Female
E. Expanding highways	2.51	2.57	2.45
F. Reducing traffic congestion	2.78	2.69	2.86
G. Maintaining local streets and roads	3.52	3.45	3.58
H. Expanding local bus services	2.58	2.34	2.81
I. Improving public transportation to other cities	2.74	2.51	2.97
J. Maintaining and improving sidewalks and bike lanes	2.86	2.73	2.99
K. Providing public transportation, carpooling, and other alternatives to driving alone	2.50	2.33	2.68
L. Increasing telecommuting job opportunities	2.63	2.50	2.76

Q5. Transportation Choices Age Comparisons

Younger residents, ages 18 to 34, exhibited a greater tendency to rate “Expanding local bus services (H),” “Improving public transportation to other cities (I),” “Maintaining and improving sidewalks and bike lanes (J),” and “Providing public transportation, carpooling, and other alternatives to driving alone (K)” as important. The 25-to-84-year-olds were more likely to ascribe importance to “Expanding highways (E).” Further, the 18-to-24-year-olds were less likely to consider “Expanding highways (E)” important.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/DK/NA
E. Expanding highways	2.51	1.56	2.52	2.53	2.88	2.92	2.85	2.61	2.44	2.63	3.83
F. Reducing traffic congestion	2.78	3.07	2.72	2.60	2.84	2.73	2.67	2.78	3.09	2.85	2.18
G. Maintaining local streets and roads	3.52	3.69	3.41	3.39	3.58	3.70	3.58	3.48	3.48	3.63	3.68
H. Expanding local bus services	2.58	2.96	2.94	2.46	2.47	2.37	2.46	2.22	2.08	2.81	2.95
I. Improving public transportation to other cities	2.74	3.57	3.08	2.59	2.47	2.30	2.50	2.23	2.53	2.13	2.93
J. Maintaining and improving sidewalks and bike lanes	2.86	3.06	3.00	2.89	2.80	2.52	2.94	2.50	2.96	2.99	3.14
K. Providing public transportation, carpooling, and other alternatives to driving alone	2.50	3.00	2.90	2.30	2.36	1.91	2.29	2.16	2.83	2.06	1.94
L. Increasing telecommuting job opportunities	2.63	2.52	2.94	2.64	2.84	2.28	2.59	2.23	2.45	1.05	3.14

Q5. Transportation Choices Regional Comparisons

In terms of regional differences, residents of West Kern, Central and Mountain regions were more likely to place importance on “Expanding highways (E),” “Reducing traffic congestion (F),” and “Maintaining local streets and roads (G).” West Kern and Central region residents had a greater likelihood of ascribing importance to “Improving public transportation to other cities (I),” “Maintaining and improving sidewalks and bike lanes (J)” and “Providing public transportation, carpooling, and other alternatives to driving alone (K).” Further, West Kern, Central and East region residents tended to rate “Increasing telecommuting job opportunities (L)” as important, and Central region residents also placed high importance on “Expanding local bus services (H).”

	Zip Code Area				
	Total	West Kern	Central	Mountains	East Kern
E. Expanding highways	2.51	2.79	2.57	2.74	1.74
F. Reducing traffic congestion	2.78	2.73	2.98	2.21	1.51
G. Maintaining local streets and roads	3.52	3.64	3.55	3.51	3.19
H. Expanding local bus services	2.58	2.74	2.61	2.19	2.55
I. Improving public transportation to other cities	2.74	3.12	2.76	2.37	2.71
J. Maintaining and improving sidewalks and bike lanes	2.86	3.26	2.91	2.42	2.67
K. Providing public transportation, carpooling, and other alternatives to driving alone	2.50	2.87	2.55	2.05	2.33
L. Increasing telecommuting job opportunities	2.63	3.20	2.67	1.87	2.75

Q5. Conserve Undeveloped Land and Natural Resources (n=1,400)

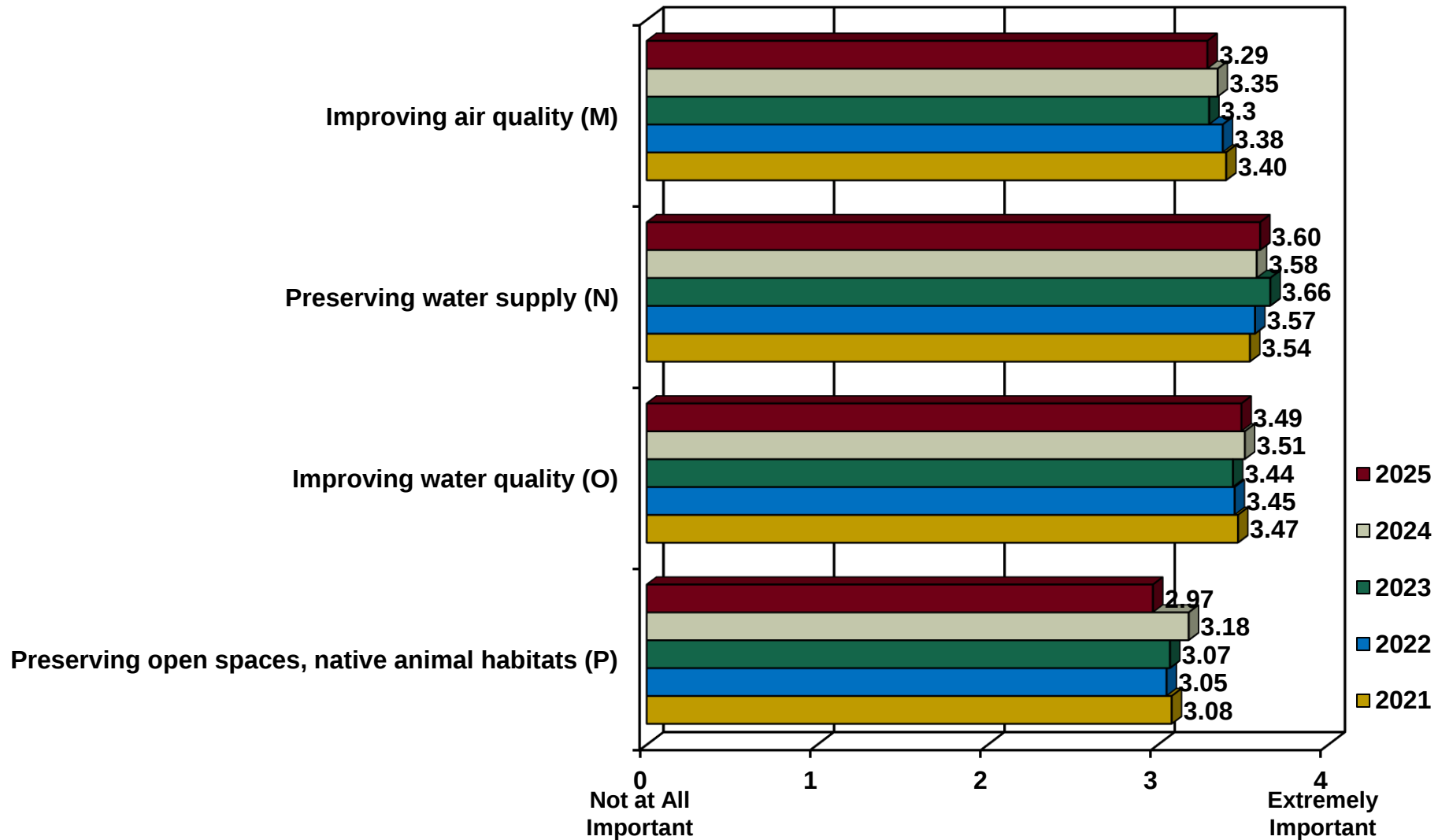
The importance of conserving undeveloped land and natural resources for improving the future quality of life in Kern County is spotlighted in this section. Results for three of the four issues examined are essentially identical to 2024 and achieved a mean score of at least three on a scale of zero to four. One issue saw a slight reduction in importance dropping below the threshold of three on this scale. The four issues, however, reflect the same rank order as in the previous year's survey results.

The highest rated issues were "Preserving water supply (N)" (mean score of 3.60), "Improving water quality (O)" (mean score of 3.49) and "Improving air quality (M)" (mean score of 3.29). The lowest ranked issue was "Preserving open spaces, native animal habitats (P)" (mean score of 2.97).

"Preserving water supply (N)" achieved an "Extremely important" score from nearly three-quarters of the residents, while "Improving air quality (L)" and "Improving water quality (N)" received an "Extremely important" rating from about two-thirds. "Preserving open spaces, native animal habitats (O)," scored an "Extremely important" rating from less than half of the respondents.

The data are shown on the following pages in the form of a summary chart, comparative table, and subgroup comparisons.

Q5. Conserve Undeveloped Land and Natural Resources (n=1,400) Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores:
"Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q5. Conserve Undeveloped Land and Natural Resources

Detailed Comparisons

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving air quality (M)	2025	3.29	4.5%	4.7%	12.4%	13.7%	64.4%	0.3%
	2024	3.35	4.8%	2.6%	9.3%	18.3%	63.7%	1.4%
	2023	3.30	4.5%	4.0%	11.5%	16.8%	62.6%	0.6%
	2022	3.38	3.6%	4.1%	10.5%	13.7%	67.7%	0.4%
	2021	3.40	4.1%	3.6%	8.4%	16.0%	67.4%	0.5%
	2020	3.41	3.1%	4.6%	9.2%	13.5%	69.3%	0.3%
	2019	3.42	3.8%	3.2%	8.1%	16.7%	67.1%	1.0%
	2018	3.43	5.0%	3.0%	7.4%	12.7%	71.4%	0.4%
	2017	3.46	3.5%	3.4%	7.8%	13.4%	71.2%	0.6%
	2016	3.43	4.9%	2.6%	7.2%	15.2%	69.7%	.4%
	2015	3.46	4.8%	3.1%	6.3%	12.2%	73.1%	.4%
	2014	3.48	4.0%	2.7%	6.4%	14.5%	72.1%	.3%
	2013	3.42	3.7%	3.2%	9.0%	14.8%	68.8%	.4%
	2012	3.5	3%	3%	6%	17%	72%	<1%
	2011	3.4	5%	4%	8%	15%	68%	<1%
	2010	3.4	4%	4%	8%	18%	66%	<1%
	2009	3.4	3%	4%	11%	16%	66%	0%
	2008	3.5	4%	3%	7%	11%	74%	0%

Q5. Conserve Undeveloped Land and Natural Resources

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Preserving water supply (N)	2025	3.60	1.9%	1.2%	6.6%	15.1%	74.7%	0.6%
	2024	3.58	0.9%	1.1%	8.2%	18.3%	70.1%	1.5%
	2023	3.66	0.7%	1.1%	6.1%	15.4%	76.2%	0.6%
	2022	3.57	1.8%	2.1%	5.0%	19.4%	71.5%	0.3%
	2021	3.54	1.9%	1.7%	7.0%	18.5%	70.4%	0.5%
	2020	3.55	2.2%	1.8%	6.7%	17.1%	71.8%	0.4%
	2019	3.54	1.7%	2.1%	7.6%	18.0%	70.0%	0.7%
	2018	3.51	2.5%	1.2%	8.6%	17.6%	69.6%	0.5%
	2017	3.67	0.8%	1.3%	4.8%	16.0%	76.4%	0.6
	2016	3.66	2.1%	1.0%	4.5%	13.2%	79.0%	.2%
	2015	3.70	1.5%	1.0%	4.9%	11.3%	81.0%	.4%
	2014	3.64	1.8%	2.2%	3.3%	15.1%	77.4%	.1%
	2013	3.55	2.4%	2.5%	6.0%	16.2%	72.6%	.4%
	2012	3.6	2%	2%	5%	14%	77%	<1%
	2011	3.6	1%	2%	7%	15%	74%	1%
	2010	3.6	2%	1%	5%	16%	76%	<1%
	2009	3.6	1%	2%	5%	19%	73%	0%
	2008	3.6	1%	2%	6%	14%	75%	0%

Q5. Conserve Undeveloped Land and Natural Resources

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving water quality (O)	2025	3.49	1.0%	3.4%	9.9%	16.3%	68.3%	1.1%
	2024	3.51	1.9%	1.9%	9.0%	17.2%	68.8%	1.1%
	2023	3.44	1.2%	3.2%	10.7%	19.6%	64.7%	0.7%
	2022	3.45	2.0%	3.2%	9.5%	18.1%	66.5%	0.6%
	2021	3.47	2.4%	3.3%	7.4%	18.6%	67.3%	1.1%
	2020	3.47	2.1%	3.6%	7.4%	18.3%	67.9%	0.6%
	2019	3.47	2.0%	2.2%	9.4%	19.5%	66.1%	0.8%
	2018	3.44	2.5%	2.1%	9.7%	20.3%	64.6%	0.9%
	2017	3.43	2.7%	2.2%	9.6%	19.6%	65.2%	0.5%
	2016	3.43	3.0%	2.5%	8.3%	20.1%	65.6%	.5%
	2015	3.40	3.5%	2.8%	10.0%	16.7%	66.0%	1.1%
	2014	3.49	4.0%	2.0%	5.9%	16.8%	70.9%	.5%
	2013	3.46	3.4%	2.7%	8.5%	15.0%	70.0%	.4%
	2012	3.6	2%	2%	6%	17%	72%	1%
	2011	3.4	5%	4%	8%	15%	68%	<1%
	2010	3.4	4%	4%	8%	18%	66%	<1%
	2009	3.4	3%	4%	11%	16%	66%	0%
	2008	3.5	4%	3%	7%	11%	74%	0%

Q5. Conserve Undeveloped Land and Natural Resources

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Preserving open spaces and native animal habitats (P)	2025	2.97	5.2%	4.6%	23.9%	20.3%	45.3%	0.9%
	2024	3.18	4.1%	4.4%	13.5%	23.8%	51.7%	2.5%
	2023	3.07	5.1%	5.7%	16.6%	21.6%	50.3%	0.8%
	2022	3.05	4.8%	6.7%	16.5%	22.9%	48.8%	0.4%
	2021	3.08	5.0%	5.1%	15.6%	24.7%	48.6%	1.0%
	2020	3.02	4.7%	6.7%	16.8%	24.9%	46.4%	0.6%
	2019	2.90	7.4%	6.3%	17.6%	23.7%	43.1%	1.9%
	2018	2.84	7.3%	5.9%	20.9%	24.5%	39.2%	2.3%
	2017	3.03	4.9%	4.9%	16.5%	29.4%	43.6%	0.7%
	2016	2.96	6.3%	5.8%	16.2%	28.6%	42.7%	.4%
	2015	2.94	5.8%	5.5%	19.7%	26.6%	41.6%	.8%
	2014	2.86	7.9%	7.3%	16.6%	26.9%	41.1%	.3%
	2013	2.98	6.3%	5.8%	16.8%	25.4%	44.8%	.9%
	2012	3.1	3%	5%	17%	28%	47%	<1%
	2011	2.9	6%	7%	19%	27%	40%	<1%
	2010	2.9	5%	7%	21%	27%	39%	1%
	2009	2.8	6%	7%	21%	29%	36%	0%
	2008	3.0	5%	8%	17%	27%	43%	1%

Q5. Conserve Undeveloped Land and Natural Resources

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving County lakes and aquatics facilities	2014	2.98	4.4%	4.2%	19.3%	30.5%	39.4%	2.3%
Preventing the loss of farm land to residential and commercial development	2012	3.1	4%	5%	15%	28%	48%	1%
	2011	3.2	3%	5%	16%	25%	50%	2%
	2010	3.1	3%	5%	16%	26%	50%	1%
	2009	3.2	4%	4%	13%	28%	50%	1%
	2008	2.9	6%	5%	20%	28%	39%	1%
Maintaining airspace for testing military aircraft	2012	2.5	12%	11%	22%	23%	30%	2%
Maintaining and improving parks and recreation facilities near residential neighborhoods	2012	3.3	2%	2%	13%	31%	52%	<1%
Creating multi-use trails	2012	2.6	8%	9%	26%	30%	24%	3%

Q5. Conserve Undeveloped Land and Natural Resources

Gender Comparisons

Women had a greater tendency to cite importance for all issues except “Preserving water supply (N).”

	Respondent's Gender		
	Total	Male	Female
M. Improving air quality	3.29	3.11	3.47
N. Preserving water supply	3.60	3.58	3.63
O. Improving water quality	3.49	3.40	3.58
P. Preserving open spaces and native animal habitats	2.97	2.86	3.07

Q5. Conserve Undeveloped Land and Natural Resources

Age Comparisons

Most age groups tended to place importance on “Improving air quality (M)” and “Preserving water supply (N).” The youngest residents also were more likely to ascribe importance to “Improving water quality (O),” whereas the 25-to-54- and 65-to-84-year-olds had a higher likelihood of citing importance for “Preserving open spaces and native animal habitats (P).”

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
M. Improving air quality	3.29	3.76	3.28	3.25	3.21	2.64	3.35	3.23	3.54	2.98	2.96
N . Preserving water supply	3.60	3.77	3.68	3.56	3.73	2.79	3.71	3.62	3.86	3.76	2.36
O. Improving water quality	3.49	3.85	3.56	3.43	3.45	3.11	3.32	3.42	3.64	3.61	3.44
P. Preserving open spaces and native animal habitats	2.97	2.69	3.44	3.07	2.96	2.27	2.73	2.74	3.33	2.93	2.90

Q5. Conserve Undeveloped Land and Natural Resources

Regional Comparisons

In terms of geographical differences, residents of West Kern and Central regions were more likely to express importance for “Improving air quality (M),” “Preserving water supply (N)” and “Improving water quality (O).” Additionally, East region respondents tended to ascribe importance to the two water focused issues, “Preserving water supply (N)” and “Improving water quality (O).”

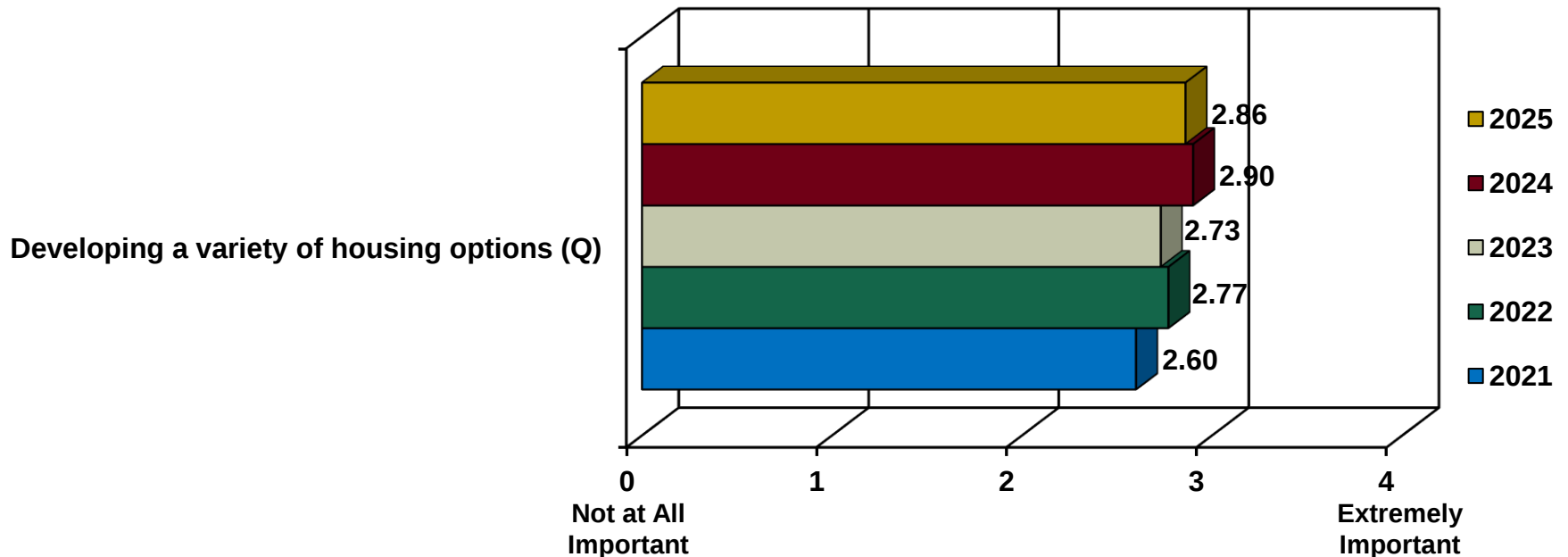
	Zip Code Area				
	Total	West Kern	Central	Mountains	East Kern
M. Improving air quality	3.29	3.49	3.51	2.28	2.16
N. Preserving water supply	3.60	3.62	3.69	2.98	3.33
O. Improving water quality	3.49	3.57	3.59	2.83	3.19
P. Preserving open spaces and native animal habitats	2.97	3.22	2.98	2.76	2.93

Q5. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices (n=1,400)

Next, this sub-section centers on importance of the use of compact, efficient development where appropriate and providing a variety of housing choices for improving the future quality of life in Kern County. The single issue in this section received an essentially identical importance rating compared to the previous year. The issue “Developing a variety of housing options (Q)” was given an “Extremely important” score by nearly half the residents.

Summary chart, comparative table, and subgroup comparisons are on the following pages.

Q5. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices (n=1,400) Continued



Q5. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices

Detailed Comparisons

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Developing a variety of housing options, including apartments, townhomes and condominiums (Q)	2025	2.86	9.4%	7.5%	17.0%	19.0%	46.2%	0.9%
	2024	2.90	7.9%	7.1%	17.6%	20.2%	45.2%	2.0%
	2023	2.73	8.5%	7.2%	22.1%	26.0%	35.2%	1.0%
	2022	2.77	9.6%	8.4%	17.5%	23.1%	40.3%	1.2%
	2021	2.60	10.8%	10.2%	21.7%	21.6%	34.9%	0.8%
	2020	2.68	8.9%	10.5%	20.0%	23.1%	36.3%	1.1%
	2019	2.58	10.8%	9.0%	22.8%	24.8%	31.9%	0.7%
	2018	2.45	12.9%	10.3%	23.0%	23.2%	28.5%	2.1%
	2017	2.57	9.3%	10.1%	23.7%	25.8%	29.6%	1.5%
	2016	2.63	11.2%	8.2%	18.2%	30.6%	31.2%	.6%
	2015	2.56	10.9%	8.9%	23.4%	25.3%	30.4%	1.2%
	2014	2.68	7.4%	7.7%	23.6%	30.3%	29.8%	1.2%
	2013	2.65	10.9%	6.3%	22.2%	26.7%	32.8%	1.1%
	2012	2.8	8%	7%	19%	32%	34%	1%
	2011	2.5	11%	10%	27%	24%	28%	1%
	2010	2.5	8%	11%	29%	24%	27%	1%
	2009	2.4	9%	12%	29%	26%	22%	1%
	2008	2.5	8%	12%	27%	23%	29%	0%
Preserving and rehabilitating existing housing	2012	3.1	3%	3.6%	16%	35%	42%	1%
Encouraging new housing that is energy efficient	2012	3.3	4%	4%	10%	29%	53%	1%
Preserving the community character of the region	2012	3.1	3%	5%	16%	34%	40%	3%

Q5. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices

Gender Comparisons

Women were more likely to express importance for this issue.

	Respondent's Gender		
	Total	Male	Female
Q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.86	2.67	3.04

Q5. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices Age Comparisons

The 18-34 year old age groups were more likely to signal importance for this issue.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.86	3.54	3.31	2.67	2.78	2.10	2.68	2.27	2.84	1.26	3.31

Q5. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices

Regional Comparisons

West Kern and Central region residents were more likely to express importance for this issue.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East Kern
Q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.86	3.15	2.97	2.15	2.41

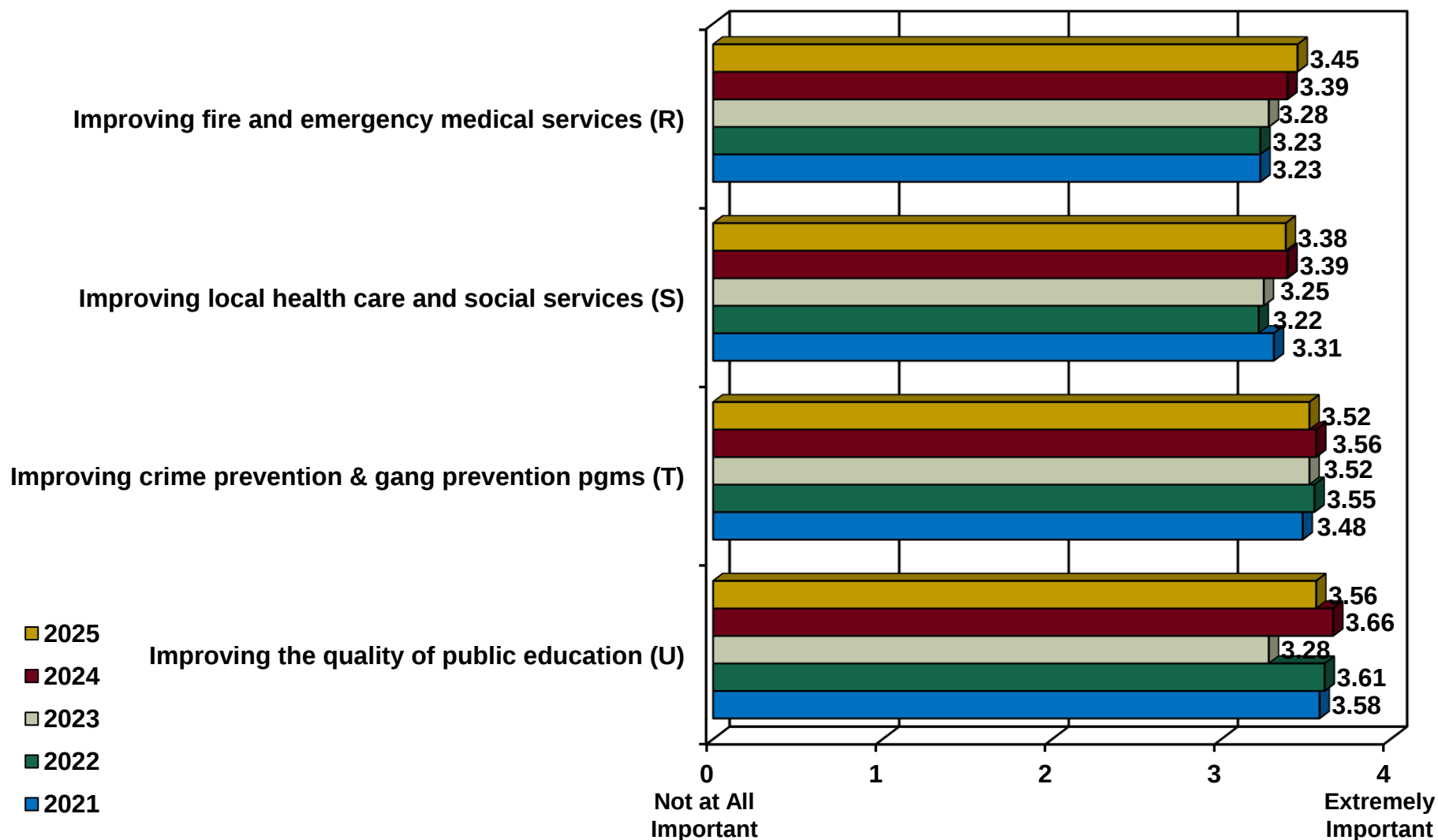
Q5. Services, Safety and Equity (n=1,400)

In the last sub-section of this question, we focus on the importance of a variety of services, safety and equity issues for improving the future quality of life in Kern County. Each of the four issues received an importance rating statistically similar to the 2024 results, and all four issues received a mean score of at least three on a scale of zero to four.

The highest rated issues were “Improving the quality of public education (U)” (mean score of 3.56) and “Improving crime prevention and gang prevention programs (T)” (mean score of 3.52), each receiving an “Extremely important” rating from about two-thirds of the residents. Next in order was “Improving fire and emergency medical services (R)” (mean score of 3.45) and “Improving local health care and social services (S)” (mean score of 3.38). Each of these issues garnered an “Extremely important” rating from about three in five respondents, except for “Improving crime prevention and gang prevention programs (T)” which received an “Extremely important” rating by more than two-thirds of residents.

The data are presented on the following pages in the form of a summary chart, comparative table, and subgroup comparisons.

Q5. Services, Safety and Equity (n=1,400) Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores:
"Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q5. Services, Safety and Equity

Detailed Comparisons

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving fire and emergency medical services (R)	2025	3.45	0.8%	3.3%	9.2%	23.4%	62.3%	1.1%
	2024	3.39	2.2%	2.9%	11.1%	21.0%	61.3%	1.6%
	2023	3.28	2.1%	3.1%	15.0%	23.4%	55.0%	1.3%
	2022	3.23	2.8%	3.9%	13.5%	25.8%	52.5%	1.5%
	2021	3.23	2.2%	4.9%	13.5%	25.3%	52.2%	2.0%
	2020	3.21	1.8%	4.8%	15.0%	26.8%	50.4%	1.3%
	2019	3.17	3.0%	4.0%	16.6%	25.3%	50.1%	1.0%
	2018	3.21	2.9%	3.6%	15.4%	24.9%	51.7%	1.4%
	2017	3.30	2.8%	2.5%	12.5%	25.9%	54.9%	1.4%
	2016	3.25	2.9%	3.5%	12.3%	27.7%	52.6%	1.0%
	2015	3.24	4.6%	2.9%	13.9%	21.1%	57.0%	.5%
Improving local health care and social services (S)	2025	3.38	1.1%	2.2%	13.2%	23.8%	58.9%	0.8%
	2024	3.39	3.2%	2.4%	9.4%	21.2%	62.3%	1.5%
	2023	3.25	2.8%	3.6%	15.2%	21.9%	56.1%	0.4%
	2022	3.22	3.5%	4.7%	12.2%	25.2%	53.8%	0.6%
	2021	3.31	3.4%	3.4%	10.9%	22.4%	59.0%	0.9%
	2020	3.33	2.4%	3.6%	11.1%	24.0%	57.7%	1.2%
	2019	3.26	2.9%	3.5%	15.0%	21.4%	56.2%	1.0%
	2018	3.26	3.6%	4.7%	10.8%	23.3%	56.8%	0.8%
	2017	3.32	2.1%	2.8%	12.1%	26.0%	56.0%	1.1%
	2016	3.27	3.4%	3.2%	10.5%	27.8%	54.3%	.7%
	2015	3.30	3.4%	3.4%	11.5%	22.8%	58.4%	.5%

Q5. Services, Safety and Equity

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving crime prevention and gang prevention programs (T)	2025	3.52	1.2%	2.9%	9.8%	14.4%	71.4%	0.2%
	2024	3.56	1.5%	2.7%	6.8%	16.2%	71.9%	0.9%
	2023	3.52	2.1%	2.9%	8.1%	13.7%	72.0%	1.3%
	2022	3.55	1.3%	2.7%	7.2%	17.2%	70.9%	0.8%
	2021	3.48	1.6%	2.6%	9.7%	17.8%	67.6%	0.7%
	2020	3.55	2.1%	2.3%	7.2%	15.7%	72.4%	0.4%
	2019	3.55	1.5%	1.9%	7.2%	18.5%	69.9%	1.0%
	2018	3.52	2.4%	1.5%	7.1%	18.4%	69.3%	1.2%
	2017	3.55	1.6%	2.1%	6.8%	18.1%	71.1%	0.4%
	2016	3.56	1.9%	1.6%	6.1%	19.5%	70.8%	.0%
	2015	3.42	2.9%	3.3%	8.6%	19.5%	65.5%	.2%
Improving the quality of public education (U)	2025	3.56	0.7%	1.5%	5.0%	25.6%	65.3%	1.8%
	2024	3.66	1.4%	1.1%	4.7%	14.9%	76.4%	1.5%
	2023	3.59	1.3%	1.7%	7.5%	15.7%	73.1%	0.6%
	2022	3.61	1.3%	1.7%	6.7%	15.5%	73.8%	1.1%
	2021	3.58	2.1%	1.4%	6.3%	16.1%	73.6%	0.5%
	2020	3.61	1.4%	1.6%	5.4%	17.0%	73.1%	1.5%
	2019	3.53	1.7%	2.1%	7.7%	17.9%	68.8%	1.8%
	2018	3.55	2.3%	1.9%	6.4%	16.8%	72.3%	0.3%
	2017	3.60	1.5%	1.0%	6.9%	17.4%	72.4%	0.9%
	2016	3.60	2.5%	2.0%	3.9%	16.2%	74.8%	.7%
	2015	3.59	2.0%	1.8%	5.7%	15.6%	73.8%	1.1%

Q5. Services, Safety and Equity

Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving local libraries	2016	2.82	6.7%	6.1%	20.5%	31.0%	34.9%	.7%
	2015	2.82	7.6%	6.1%	19.6%	28.4%	36.7%	1.6%

Q5. Services, Safety and Equity

Gender Comparisons

In terms of gender, women were more likely to signal importance for “Improving fire and emergency medical services (R),” “Improving local health care and social services (S)” and “Improving crime prevention and gang prevention programs (T).”

	Respondent's Gender		
	Total	Male	Female
R. Improving fire and emergency medical services	3.45	3.38	3.51
S. Improving local health care and social services	3.38	3.25	3.51
T. Improving crime prevention and gang prevention programs	3.52	3.43	3.61
U. Improving the quality of public education	3.56	3.58	3.54

Q5. Services, Safety and Equity

Age Comparisons

Generally, younger residents were more likely to be acutely concerned about “Improving fire and emergency medical services (R)” and “Improving local health care and social services (S).”

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/DK/NA
R. Improving fire and emergency medical services	3.45	3.78	3.54	3.45	3.46	2.95	3.18	3.37	3.40	3.31	3.30
S. Improving local health care and social services	3.38	3.74	3.53	3.33	3.37	2.98	3.31	3.18	3.20	2.96	3.36
T. Improving crime prevention and gang prevention programs	3.52	3.64	3.36	3.51	3.64	3.49	3.48	3.56	3.71	3.69	2.70
U. Improving the quality of public education	3.56	3.39	3.73	3.53	3.62	3.62	3.43	3.46	3.68	3.22	3.53

Q5. Services, Safety and Equity Regional Comparisons

West Kern and Central region residents tended to more frequently cite importance for “Improving fire and emergency medical services (R),” “Improving local health care and social services (S)” and “Improving crime prevention and gang prevention programs (T).” East Kern residents also had a greater tendency to express importance for “Improving local health care and social services (S).”

	Zip Code Area				
	Total	West Kern	Central	Mountains	East Kern
R. Improving fire and emergency medical services	3.45	3.66	3.49	3.04	3.33
S. Improving local health care and social services	3.38	3.63	3.37	3.08	3.64
T. Improving crime prevention and gang prevention programs	3.52	3.68	3.62	3.15	2.90
U. Improving the quality of public education	3.56	3.59	3.56	3.58	3.52

Q5. Importance of Specific Issues in Next 20 Years

Top Rated Issues

The survey assessed the importance of 21 issues related to improving the future quality of life in Kern County and was tracked against previous years' surveys. The seven top-rated issues shown below were randomized when presented to the survey respondents. The six areas of focus were: (a) Economic Vitality and Equitable Services; (b) Community Assets and Infrastructure; (c) Transportation Choices; (d) Conserving Undeveloped Land and Natural Resources; (e) Use Compact, Efficient Development Where Appropriate and Provide Variety of Housing Choices; and (f) Services and Public Safety.

The top seven rated issues, across categories rated on a scale of 4 "Extremely important" to 0 "Not important" were:

1. "Preserving water supply (N)" (3.60)
2. "Improving the quality of public education (U)" (3.56)
3. "Improving crime prevention and gang prevention programs (T)" (3.52)
4. "Maintaining local streets and roads (G)" (3.52)
5. "Improving water quality (O)" (3.49)
6. "Improving fire and emergency medical services (R)" (3.45)
7. "Improving local health care and social services (S)" (3.38)

Q5. Importance of Specific Issues in Next 20 Years

Gender Comparisons

	Respondent's Gender		
	Total	Male	Female
A. Creating more high paying jobs	3.38	3.24	3.51
B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.22	3.16	3.28
C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.32	3.21	3.43
D. Creating more affordable housing	3.24	3.06	3.40
E. Expanding highways	2.51	2.57	2.45
F. Reducing traffic congestion	2.78	2.69	2.86
G. Maintaining local streets and roads	3.52	3.45	3.58
H. Expanding local bus services	2.58	2.34	2.81
I. Improving public transportation to other cities	2.74	2.51	2.97
J. Maintaining and improving sidewalks and bike lanes	2.86	2.73	2.99
K. Providing public transportation, carpooling, and other alternatives to driving alone	2.50	2.33	2.68
L. Increasing telecommuting job opportunities	2.63	2.50	2.76
M. Improving air quality	3.29	3.11	3.47
N. Preserving water supply	3.60	3.58	3.63
O. Improving water quality	3.49	3.40	3.58
P. Preserving open spaces and native animal habitats	2.97	2.86	3.07
Q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.86	2.67	3.04
R. Improving fire and emergency medical services	3.45	3.38	3.51
S. Improving local health care and social services	3.38	3.25	3.51
T. Improving crime prevention and gang prevention programs	3.52	3.43	3.61
U. Improving the quality of public education	3.56	3.58	3.54

Q5. Importance of Specific Issues in Next 20 Years

Age Comparisons

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/DK/NA
A. Creating more high paying jobs	3.38	3.75	3.44	3.47	3.35	3.13	3.36	3.10	2.75	2.96	3.33
B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.22	3.46	3.24	3.23	3.28	3.09	3.13	3.10	2.92	3.18	3.06
C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.32	3.67	3.26	3.34	3.30	2.88	3.31	3.25	3.45	2.87	3.52
D. Creating more affordable housing	3.24	3.73	3.57	2.93	3.14	3.35	3.15	2.75	3.13	1.64	3.57
E. Expanding highways	2.51	1.56	2.52	2.53	2.88	2.92	2.85	2.61	2.44	2.63	3.83
F. Reducing traffic congestion	2.78	3.07	2.72	2.60	2.84	2.73	2.67	2.78	3.09	2.85	2.18
G. Maintaining local streets and roads	3.52	3.69	3.41	3.39	3.58	3.70	3.58	3.48	3.48	3.63	3.68
H. Expanding local bus services	2.58	2.96	2.94	2.46	2.47	2.37	2.46	2.22	2.08	2.81	2.95
I. Improving public transportation to other cities	2.74	3.57	3.08	2.59	2.47	2.30	2.50	2.23	2.53	2.13	2.93
J. Maintaining and improving sidewalks and bike lanes	2.86	3.06	3.00	2.89	2.80	2.52	2.94	2.50	2.96	2.99	3.14
K. Providing public transportation, carpooling, and other alternatives to driving alone	2.50	3.00	2.90	2.30	2.36	1.91	2.29	2.16	2.83	2.06	1.94
L. Increasing telecommuting job opportunities	2.63	2.52	2.94	2.64	2.84	2.28	2.59	2.23	2.45	1.05	3.14
M. Improving air quality	3.29	3.76	3.28	3.25	3.21	2.64	3.35	3.23	3.54	2.98	2.96
N. Preserving water supply	3.60	3.77	3.68	3.56	3.73	2.79	3.71	3.62	3.86	3.76	2.36
O. Improving water quality	3.49	3.85	3.56	3.43	3.45	3.11	3.32	3.42	3.64	3.61	3.44
P. Preserving open spaces and native animal habitats	2.97	2.69	3.44	3.07	2.96	2.27	2.73	2.74	3.33	2.93	2.90
Q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.86	3.54	3.31	2.67	2.78	2.10	2.68	2.27	2.84	1.26	3.31
R. Improving fire and emergency medical services	3.45	3.78	3.54	3.45	3.46	2.95	3.18	3.37	3.40	3.31	3.30
S. Improving local health care and social services	3.38	3.74	3.53	3.33	3.37	2.98	3.31	3.18	3.20	2.96	3.36
T. Improving crime prevention and gang prevention programs	3.52	3.64	3.36	3.51	3.64	3.49	3.48	3.56	3.71	3.69	2.70
U. Improving the quality of public education	3.56	3.39	3.73	3.53	3.62	3.62	3.43	3.46	3.68	3.22	3.53

Q5. Importance of Specific Issues in Next 20 Years

Regional Comparisons

	Zip Code Area				
	Total	West Kern	Central	Mountains	East Kern
A. Creating more high paying jobs	3.38	3.54	3.47	3.01	2.81
B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.22	3.09	3.31	2.85	2.80
C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.32	3.34	3.41	2.67	3.09
D. Creating more affordable housing	3.24	3.54	3.26	3.11	3.02
E. Expanding highways	2.51	2.79	2.57	2.74	1.74
F. Reducing traffic congestion	2.78	2.73	2.98	2.21	1.51
G. Maintaining local streets and roads	3.52	3.64	3.55	3.51	3.19
H. Expanding local bus services	2.58	2.74	2.61	2.19	2.55
I. Improving public transportation to other cities	2.74	3.12	2.76	2.37	2.71
J. Maintaining and improving sidewalks and bike lanes	2.86	3.26	2.91	2.42	2.67
K. Providing public transportation, carpooling, and other alternatives to driving alone	2.50	2.87	2.55	2.05	2.33
L. Increasing telecommuting job opportunities	2.63	3.20	2.67	1.87	2.75
M. Improving air quality	3.29	3.49	3.51	2.28	2.16
N. Preserving water supply	3.60	3.62	3.69	2.98	3.33
O. Improving water quality	3.49	3.57	3.59	2.83	3.19
P. Preserving open spaces and native animal habitats	2.97	3.22	2.98	2.76	2.93
Q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.86	3.15	2.97	2.15	2.41
R. Improving fire and emergency medical services	3.45	3.66	3.49	3.04	3.33
S. Improving local health care and social services	3.38	3.63	3.37	3.08	3.64
T. Improving crime prevention and gang prevention programs	3.52	3.68	3.62	3.15	2.90
U. Improving the quality of public education	3.56	3.59	3.56	3.58	3.52

Q5. Importance of Specific Issues in Next 20 Years

Ethnicity Comparisons

	Ethnic Group									
	Total	African American	American Indian/ Alaskan	Asian	Caucasian	Hispanic/ Latino	Native Hawaiian/ Pacific Islander	Two or more races	Some other race	Not sure/ DK/NA
A. Creating more high paying jobs	3.38	3.64	2.72	3.35	3.17	3.50	3.55	3.20	4.00	3.24
B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.22	3.57	2.11	3.39	2.97	3.35	2.64	3.21	4.00	2.85
C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.32	3.56	2.62	3.29	3.07	3.48	3.82	3.08	3.00	3.17
D. Creating more affordable housing	3.24	2.94	3.18	2.15	3.02	3.49	3.15	3.04	4.00	2.11
E. Expanding highways	2.51	2.97	2.08	2.09	2.25	2.70	0.58	2.13	0.00	2.91
F. Reducing traffic congestion	2.78	2.86	3.10	1.57	2.40	3.13	1.14	2.27	1.00	2.44
G. Maintaining local streets and roads	3.52	3.65	3.39	3.14	3.35	3.69	3.63	2.70	3.00	3.44
H. Expanding local bus services	2.58	3.03	1.69	2.60	2.35	2.77	1.84	1.64	3.00	2.06
I. Improving public transportation to other cities	2.74	3.13	1.44	2.57	2.45	2.98	1.92	1.77	3.00	2.50
J. Maintaining and improving sidewalks and bike lanes	2.86	3.30	1.92	2.83	2.61	3.09	1.93	1.82	3.00	2.48
K. Providing public transportation, carpooling, and other alternatives to driving alone	2.50	2.70	1.15	2.12	2.28	2.75	2.14	1.56	3.00	1.77
L. Increasing telecommuting job opportunities	2.63	3.40	1.99	2.50	2.43	2.81	3.69	1.67	2.00	2.27
M. Improving air quality	3.29	3.37	2.53	3.81	3.04	3.44	2.06	2.72	4.00	3.05
N. Preserving water supply	3.60	3.67	3.21	3.42	3.59	3.66	2.81	3.25	4.00	3.48
O. Improving water quality	3.49	3.50	3.52	3.40	3.26	3.62	2.77	3.62	4.00	3.24
P. Preserving open spaces and native animal habitats	2.97	2.85	2.60	3.48	2.96	2.99	2.12	2.34	3.00	2.83
Q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.86	2.84	1.95	2.03	2.50	3.11	2.79	3.25	4.00	2.27
R. Improving fire and emergency medical services	3.45	3.43	3.22	3.07	3.29	3.60	3.38	3.05	4.00	3.06
S. Improving local health care and social services	3.38	3.66	2.73	3.22	3.18	3.53	2.63	3.07	4.00	3.02
T. Improving crime prevention and gang prevention programs	3.52	3.54	3.26	3.72	3.35	3.61	2.43	3.50	2.00	3.54
U. Improving the quality of public education	3.56	3.54	2.96	3.26	3.48	3.63	3.40	3.68	4.00	3.41

Q5. Importance of Specific Issues in Next 20 Years

Household Income Comparisons

	Annual Household Income							
	Total	Less than \$24,999	\$25,000-\$49,999	\$50,000-\$74,999	\$75,000-\$99,999	\$100,000-\$124,999	\$125,000 or more	Not sure / DK/NA
A. Creating more high paying jobs	3.38	3.56	3.56	3.21	3.36	3.52	3.29	3.05
B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.22	3.22	3.28	3.23	3.23	3.20	3.34	2.87
C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.32	3.29	3.56	3.29	3.35	3.32	3.28	2.91
D. Creating more affordable housing	3.24	3.51	3.64	3.47	3.10	3.01	2.86	2.87
E. Expanding highways	2.51	2.66	2.05	2.59	2.60	2.78	2.70	2.33
F. Reducing traffic congestion	2.78	3.04	3.16	2.76	2.77	2.64	2.63	2.15
G. Maintaining local streets and roads	3.52	3.61	3.65	3.37	3.56	3.62	3.37	3.44
H. Expanding local bus services	2.58	2.88	2.73	2.72	2.59	2.60	2.15	2.44
I. Improving public transportation to other cities	2.74	2.99	3.11	2.63	2.84	2.90	2.34	2.22
J. Maintaining and improving sidewalks and bike lanes	2.86	3.15	3.06	2.69	2.86	2.85	2.70	2.71
K. Providing public transportation, carpooling, and other alternatives to driving alone	2.50	2.99	2.84	2.49	2.51	2.49	2.21	1.83
L. Increasing telecommuting job opportunities	2.63	3.23	2.49	2.93	2.71	2.86	2.18	2.24
M. Improving air quality	3.29	3.36	3.70	3.10	3.30	3.34	3.15	2.84
N. Preserving water supply	3.60	3.73	3.76	3.60	3.70	3.58	3.57	3.08
O. Improving water quality	3.49	3.77	3.68	3.43	3.45	3.65	3.39	2.96
P. Preserving open spaces and native animal habitats	2.97	3.24	2.76	2.99	3.11	2.97	3.04	2.70
Q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.86	3.22	3.28	2.83	2.76	2.73	2.73	2.14
R. Improving fire and emergency medical services	3.45	3.78	3.56	3.52	3.53	3.58	3.20	2.88
S. Improving local health care and social services	3.38	3.61	3.57	3.48	3.36	3.29	3.21	3.04
T. Improving crime prevention and gang prevention programs	3.52	3.40	3.79	3.41	3.39	3.67	3.53	3.25
U. Improving the quality of public education	3.56	3.65	3.48	3.54	3.66	3.55	3.58	3.48

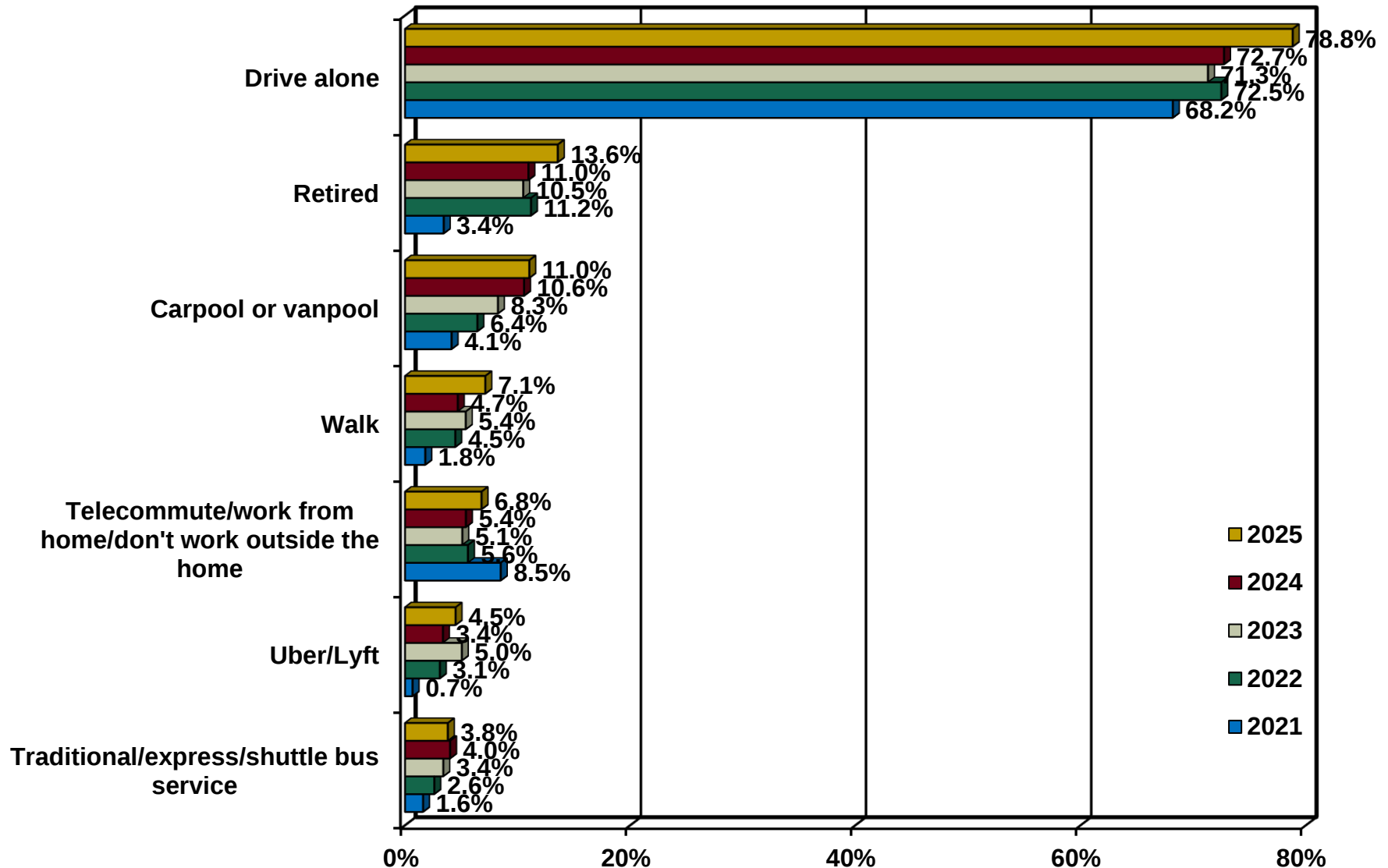
Q6. Primary Type of Transportation Used Traveling to Work or School (n=1,357)

The next section of the survey focuses on transportation behavior and attitudes, centered the type of transit mode residents use for commuting to their workplace or school. As in previous years, “Drive alone” garnered the most mentions, with an increase of 6.1% over the 2024 results. All other modes of transportation received similar number of mentions compared with past data, with a slight increase in those reporting they are retired.

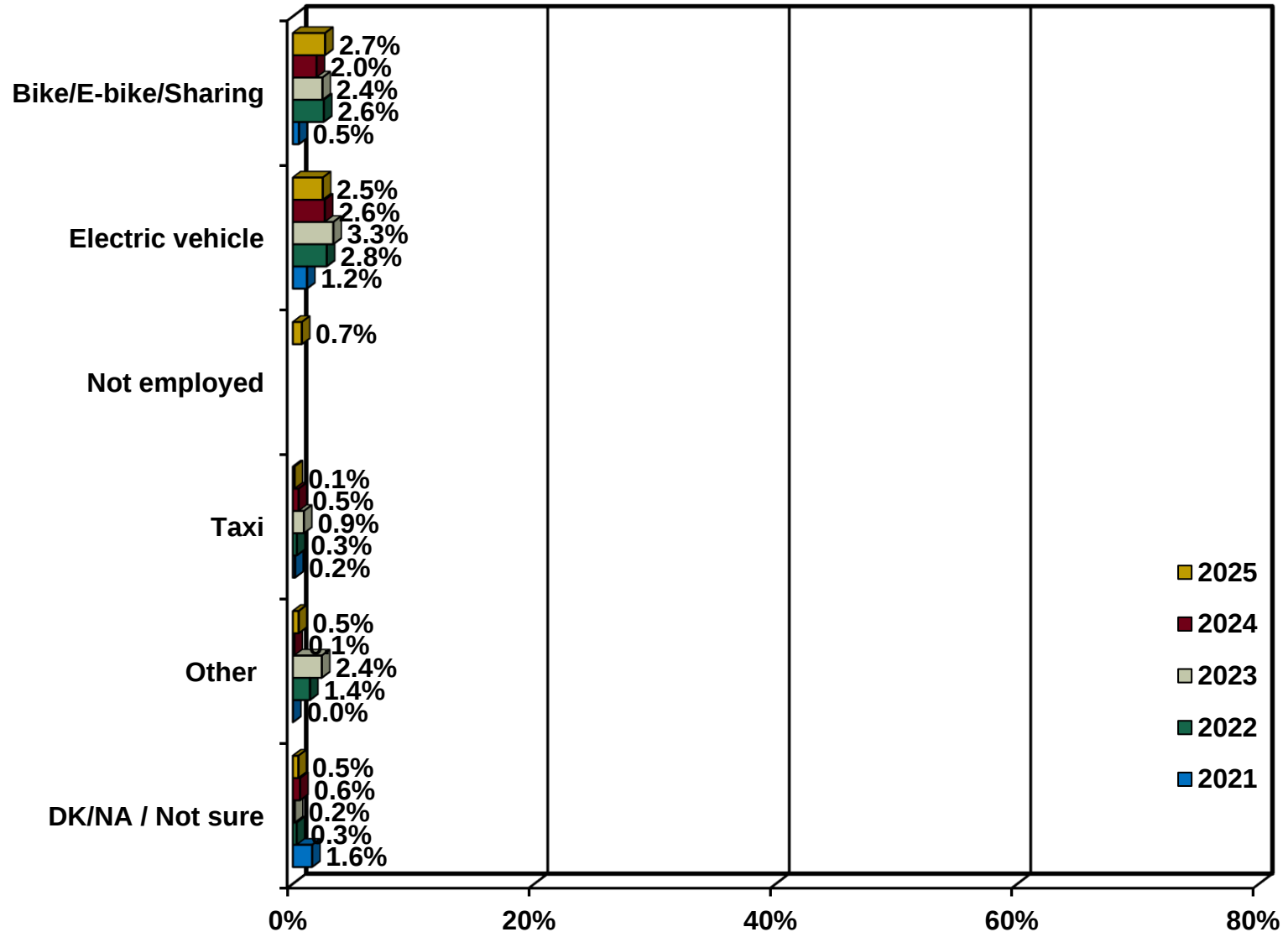
The data are illustrated on the following pages.

Note: Does not include 43 non-responses.

Q6. Primary Type of Transportation Used Traveling to Work or School (n=1,357) Continued



Q6. Primary Type of Transportation Used Traveling to Work or School (n=1,357) Continued



Q6. Primary Type of Transportation Used Traveling to Work or School Gender Comparisons

Men were more likely to state they drive alone, use an electric vehicle or take traditional bus service for their primary transit mode. In contrast, women had a greater tendency to indicate preferences for carpool/vanpool, Uber/Lyft and walking.

The data is presented on the next page.

Note: Does not include 43 non-responses.

Q6. Primary Type of Transportation Used Traveling to Work or School Gender Comparisons Continued

	Respondents Gender		
	Total	Male	Female
Total	1357	669	688
Bike / Electric bike	36 2.7%	27 4.0%	9 1.3%
Carpool or vanpool	150 11.0%	62 9.2%	88 12.8%
Drive alone	1070 78.8%	535 80.0%	534 77.7%
Electric vehicle	34 2.5%	23 3.4%	11 1.6%
Shuttle service	9 0.6%	5 0.8%	3 0.5%
Taxi	2 0.1%	0 0.0%	2 0.3%
Traditional bus service	44 3.2%	30 4.5%	14 2.0%
Uber/Lyft	61 4.5%	21 3.1%	40 5.8%
Walk	97 7.1%	34 5.1%	63 9.1%
Telecommute / Work from home / don't work outside the home	92 6.8%	41 6.1%	51 7.4%
Retired	184 13.6%	98 14.7%	86 12.5%
Not employed	10 0.7%	3 0.4%	7 1.1%
Other	6 0.5%	3 0.4%	3 0.5%
Not sure	6 0.5%	4 0.6%	2 0.3%

Q6. Primary Type of Transportation Used Traveling to Work or School Age Comparisons

In terms of age, residents younger than the traditional retirement age of 65 were more likely to say they drive alone. Consistent with this, respondents ages 60 and older were more likely to respond they are retired. Also, younger residents cited with more frequency that they rely on a carpool/vanpool and traditional bus service. The 60-to-64-year-olds had a greater tendency say they book Uber or Lyft for their transit needs.

The data table is on the following page.

Note: Does not include 43 non-responses.

Q6. Primary Type of Transportation Used Traveling to Work or School Age Comparisons Continued

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
Total	1357	191	263	280	193	100	100	150	68	4	9
Bike / Electric bike	36 2.7%	8 4.4%	5 1.9%	7 2.4%	7 3.4%	2 1.9%	1 1.2%	4 2.8%	0 0.0%	0 0.0%	2 22.7%
Carpool or vanpool	150 11.0%	25 13.1%	36 13.8%	31 11.1%	31 16.1%	11 11.5%	9 9.1%	4 2.4%	0 0.0%	0 0.0%	2 24.0%
Drive alone	1070 78.8%	167 87.8%	222 84.7%	241 86.3%	160 82.7%	86 85.7%	71 71.3%	74 49.3%	41 60.3%	2 49.9%	5 56.2%
Electric vehicle	34 2.5%	0 0.0%	4 1.4%	14 4.9%	7 3.5%	3 3.4%	2 2.2%	3 2.2%	0 0.7%	0 0.0%	0 0.0%
Shuttle service	9 0.6%	0 0.0%	0 0.0%	5 1.8%	1 0.5%	0 0.0%	1 0.9%	0 0.0%	2 2.5%	0 0.0%	0 0.0%
Taxi	2 0.1%	1 0.5%	0 0.0%	0 0.0%	1 0.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Traditional bus service	44 3.2%	14 7.3%	16 6.0%	4 1.4%	6 2.9%	0 0.0%	3 3.4%	1 0.5%	1 1.1%	0 0.0%	0 0.0%
Uber/Lyft	61 4.5%	3 1.8%	12 4.6%	9 3.3%	11 5.8%	3 2.9%	11 11.1%	6 3.7%	2 2.5%	0 0.0%	4 42.6%
Walk	97 7.1%	19 10.0%	19 7.1%	24 8.6%	12 6.3%	1 1.0%	6 6.4%	8 5.5%	3 4.8%	0 0.0%	4 46.7%
Telecommute / Work from home / don't work outside the home	92 6.8%	4 2.0%	25 9.5%	24 8.6%	16 8.4%	6 5.7%	9 9.4%	7 4.6%	1 1.6%	0 0.0%	0 0.0%
Retired	184 13.6%	0 0.0%	0 0.0%	2 0.8%	6 3.3%	3 3.1%	28 28.1%	94 62.3%	47 68.8%	4 91.1%	0 1.2%
Not employed	10 0.7%	4 1.9%	3 1.1%	2 0.6%	0 0.0%	1 1.0%	0 0.0%	0 0.0%	1 1.5%	0 0.0%	0 0.0%
Other	6 0.5%	1 0.5%	0 0.1%	2 0.6%	2 0.9%	0 0.1%	0 0.4%	1 0.4%	1 0.8%	0 0.0%	0 0.0%
Not sure	6 0.5%	0 0.0%	2 0.7%	2 0.8%	2 1.0%	0 0.0%	0 0.0%	0 0.1%	0 0.0%	0 0.0%	0 0.0%

Q6. Primary Type of Transportation Used Traveling to Work or School Regional Comparisons

West Kern region residents were more likely to report they carpool/vanpool and use traditional bus service.

The data are shown on the next page.

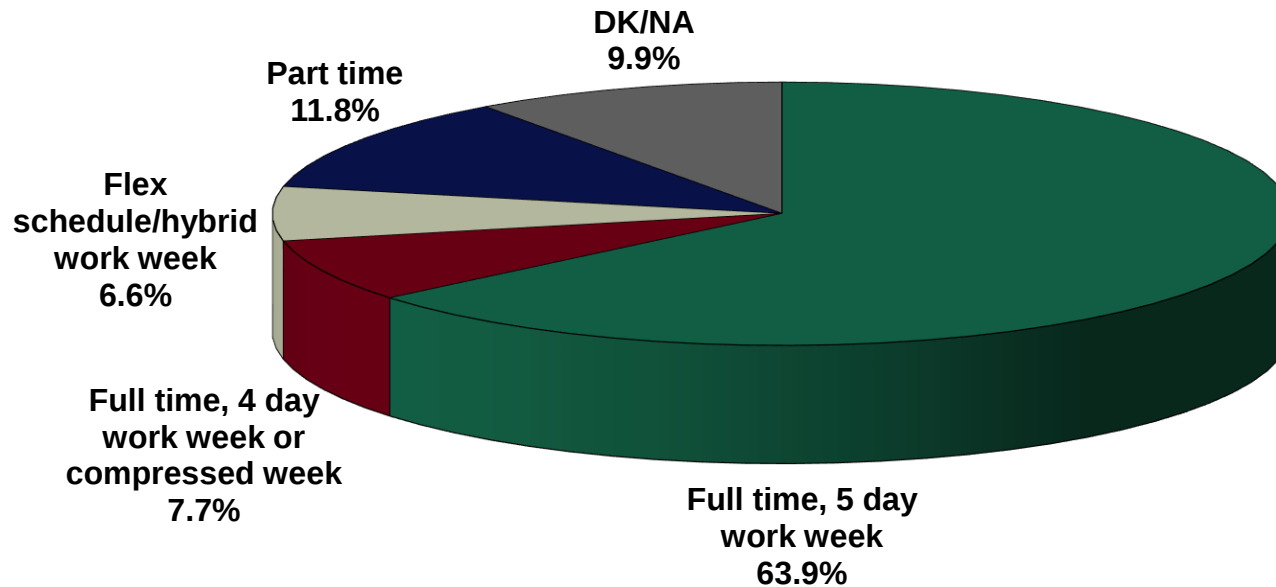
Note: Does not include 43 non-responses.

Q6. Primary Type of Transportation Used Traveling to Work or School Regional Comparisons

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1357	37	1095	99	127
Bike / Electric bike	36 2.7%	2 4.2%	29 2.7%	2 2.0%	3 2.6%
Carpool or vanpool	150 11.0%	10 27.1%	129 11.8%	5 5.1%	5 4.2%
Drive alone	1070 78.8%	27 72.4%	858 78.4%	82 83.0%	104 81.6%
Electric vehicle	34 2.5%	0 1.3%	24 2.2%	2 2.0%	7 5.7%
Shuttle service	9 0.6%	0 0.0%	7 0.7%	1 0.6%	1 0.5%
Taxi	2 0.1%	0 0.0%	1 0.1%	0 0.0%	1 0.7%
Traditional bus service	44 3.2%	3 9.1%	40 3.7%	0 0.0%	0 0.1%
Uber/Lyft	61 4.5%	2 4.3%	58 5.3%	0 0.2%	1 0.8%
Walk	97 7.1%	4 10.6%	84 7.7%	4 3.7%	5 4.0%
Telecommute / Work from home / don't work outside the home	92 6.8%	2 4.6%	77 7.1%	6 6.3%	7 5.5%
Retired	184 13.6%	0 0.0%	159 14.5%	11 10.8%	14 11.3%
Not employed	10 0.7%	0 0.0%	10 0.9%	0 0.0%	0 0.0%
Other	6 0.5%	0 1.0%	4 0.3%	1 0.9%	1 1.2%
Not sure	6 0.5%	0 0.0%	5 0.5%	1 0.8%	0 0.0%

Q7. Work Schedule (Q6 ≠ Retired) (n=1,083)

In a new question for the survey, respondents were asked to describe the nature of their work schedule. The majority of respondents said they work full time, five days a week. About one in ten responded that they work part time, while a smaller number said they work a full time 4-day/compressed week schedule or have a flex/hybrid work schedule.



Q7. Work Schedule Gender Comparisons

Men had a greater likelihood of reporting they work a full time, 5-day work week schedule.

	Respondents Gender		
	Total	Male	Female
Total	1083	537	546
Full time, 5 day work week	692 63.9%	359 66.8%	334 61.1%
Full time, 4 day work week or compressed week	83 7.7%	39 7.2%	45 8.2%
Flex schedule / hybrid work week	72 6.6%	31 5.8%	41 7.4%
Part time	128 11.8%	59 11.1%	68 12.5%
DK/NA	107 9.9%	49 9.1%	59 10.7%

Q7. Work Schedule Age Comparisons

Residents ages 18 to 59 had a higher likelihood of reporting they work a full time, 5-day work week schedule. The 25-to-44-year-olds were more likely to say they work a full time, 4-day work week or compressed week schedule. The youngest residents (18 to 24) and older residents (65 to 74), had a greater tendency to say they work part time.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1083	183	235	252	172	90	66	55	20	0	9
Full time, 5 day work week	692 63.9%	117 63.6%	144 61.2%	185 73.7%	124 72.1%	64 70.8%	34 51.9%	20 37.1%	3 12.9%	0 0.0%	2 17.6%
Full time, 4 day work week or compressed week	83 7.7%	3 1.8%	30 12.7%	27 10.8%	9 5.3%	3 3.7%	6 9.7%	4 7.3%	0 0.0%	0 0.0%	0 0.0%
Flex schedule / hybrid work week	72 6.6%	11 5.9%	11 4.8%	14 5.4%	17 9.9%	10 10.7%	2 3.8%	5 9.2%	2 9.4%	0 42.8%	0 0.0%
Part time	128 11.8%	34 18.4%	27 11.6%	19 7.6%	10 5.6%	8 9.4%	7 11.2%	18 33.1%	2 8.1%	0 57.2%	2 24.6%
DK/NA	107 9.9%	19 10.3%	23 9.7%	6 2.5%	12 7.2%	5 5.5%	15 23.5%	7 13.4%	14 69.6%	0 0.0%	5 57.8%

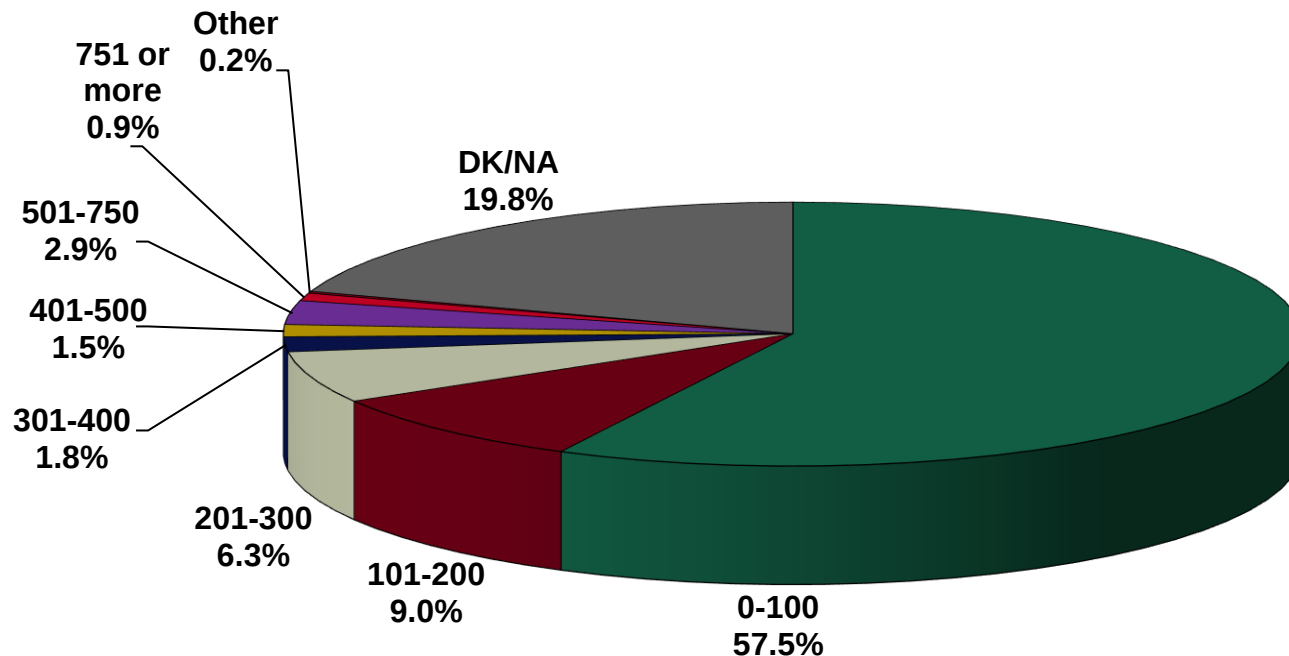
Q7. Work Schedule Regional Comparisons

With respect to differences among the residents from the four geographical regions, those living in the Central and Mountain regions were more likely to report they work a full time, 5-day week schedule, whereas East region residents had a greater likelihood of saying they work a full time, 4-day work week or compressed week schedule. West Kern respondents tended to indicate at higher levels that they work part time.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1083	35	860	82	106
Full time, 5 day work week	692 63.9%	20 57.6%	560 65.2%	60 72.8%	52 49.2%
Full time, 4 day work week or compressed week	83 7.7%	1 4.0%	52 6.1%	5 5.8%	25 23.8%
Flex schedule / hybrid work week	72 6.6%	1 2.2%	54 6.3%	4 4.7%	13 12.4%
Part time	128 11.8%	9 25.9%	102 11.8%	8 9.8%	9 8.6%
DK/NA	107 9.9%	4 10.3%	92 10.7%	6 6.8%	6 6.0%

Q8. Weekly Commute Distance (Q6 ≠ Telecommute or Retired) (n=1,081)

In another new question, respondents who indicated they commute to work or school were asked how many miles their weekly commute includes. Most respondents said they commute up to 100 miles each week, and less than one resident in ten commutes 101 to 200 miles.



Q8. Weekly Commute Distance Gender Comparisons

In terms of gender, women were more likely to say they commute a hundred miles or less, while men had a greater likelihood to say they commute more than a hundred miles.

	Respondents Gender		
	Total	Male	Female
Total	1081	535	546
0-100	622 57.5%	287 53.7%	334 61.2%
101-200	97 9.0%	76 14.2%	21 3.8%
201-300	68 6.3%	56 10.5%	12 2.3%
301-400	20 1.8%	14 2.7%	5 1.0%
401-500	16 1.5%	12 2.2%	4 0.8%
501-750	32 2.9%	21 3.9%	10 1.9%
751 or more	10 0.9%	6 1.2%	4 0.7%
Other	3 0.2%	3 0.5%	0 0.0%
DK/NA	214 19.8%	59 11.1%	155 28.3%

Q8. Weekly Commute Distance Age Comparisons

All age groups except for the 18-to-24-year-olds were more likely to say they commute up to a hundred miles each week. Respondents in a few of the younger age categories tended to indicate longer commutes.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1081	183	235	252	172	90	66	53	20	0	9
0-100	622 57.5%	42 22.9%	153 65.3%	150 59.7%	107 62.0%	76 84.3%	43 65.1%	37 69.8%	13 64.2%	0 0.0%	0 0.0%
101-200	97 9.0%	20 10.7%	22 9.5%	24 9.7%	14 8.1%	3 3.2%	5 7.6%	5 9.4%	1 2.8%	0 0.0%	3 35.8%
201-300	68 6.3%	2 1.3%	22 9.3%	17 6.8%	20 11.7%	1 1.0%	4 5.4%	2 3.6%	1 2.7%	0 0.0%	0 0.0%
301-400	20 1.8%	2 1.1%	2 0.7%	11 4.3%	3 1.8%	0 0.4%	2 2.5%	0 0.1%	0 0.0%	0 0.0%	0 1.7%
401-500	16 1.5%	0 0.0%	5 2.3%	6 2.6%	1 0.6%	1 1.3%	1 1.8%	1 1.7%	0 0.3%	0 0.0%	0 0.0%
501-750	32 2.9%	1 0.6%	9 3.8%	21 8.2%	0 0.2%	0 0.0%	0 0.5%	0 0.2%	0 0.4%	0 0.0%	0 0.0%
751 or more	10 0.9%	3 1.5%	1 0.2%	2 0.8%	2 1.1%	1 1.2%	2 2.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Other	3 0.2%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	1 0.8%	0 0.0%	1 1.1%	0 0.0%	0 0.0%	0 0.3%
DK/NA	214 19.8%	113 61.8%	21 9.0%	20 7.8%	24 13.8%	7 7.9%	9 14.3%	8 14.1%	6 29.5%	0 100.0%	5 62.2%

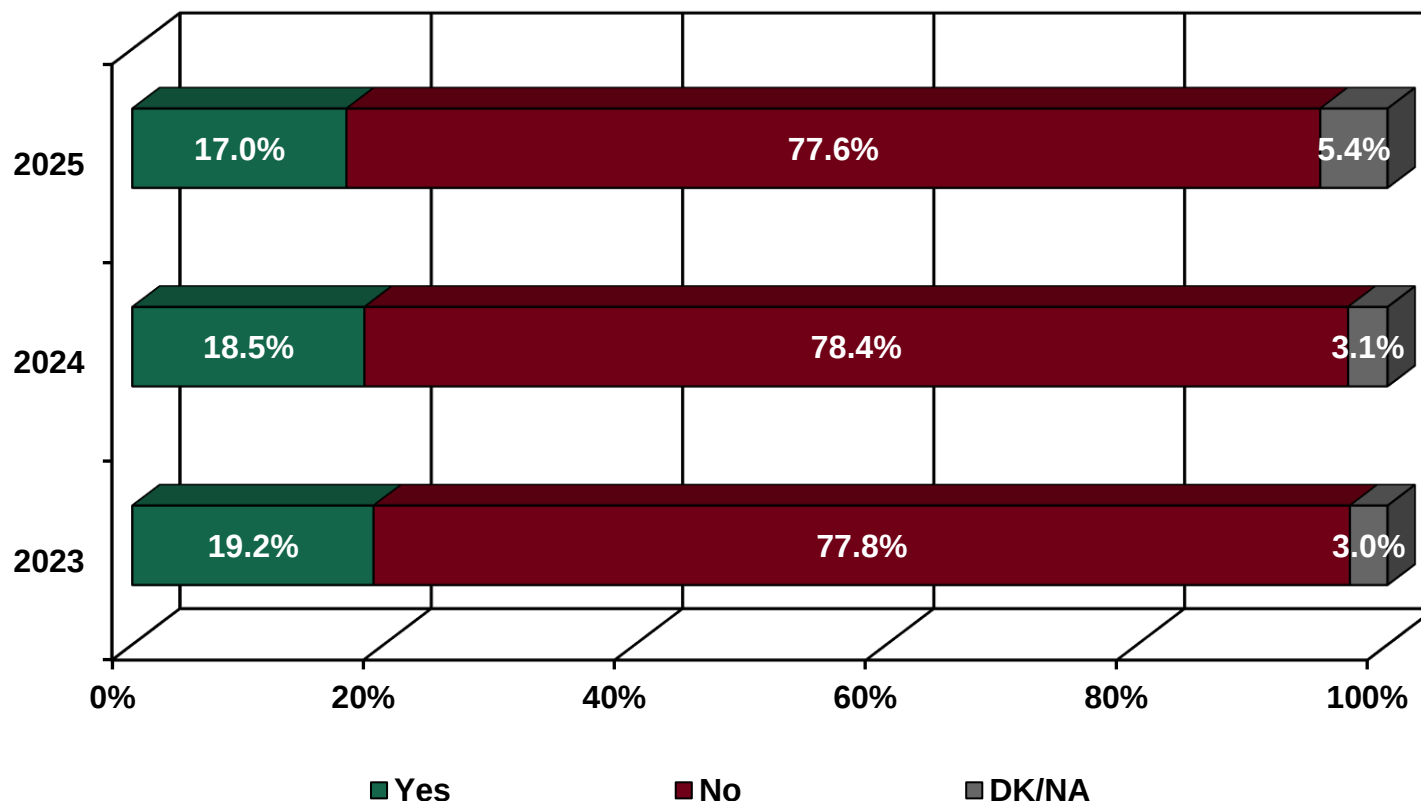
Q8. Weekly Commute Distance Regional Comparisons

Residents of the Mountain and East regions had a higher likelihood of reporting commutes longer than 100 miles per week.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1081	35	858	82	106
0-100	622 57.5%	26 74.0%	487 56.7%	46 56.2%	63 59.3%
101-200	97 9.0%	2 5.4%	70 8.2%	3 3.7%	22 20.6%
201-300	68 6.3%	1 3.5%	62 7.2%	1 1.4%	4 3.9%
301-400	20 1.8%	0 0.3%	14 1.6%	4 4.4%	2 2.0%
401-500	16 1.5%	1 4.1%	9 1.0%	2 2.0%	4 4.2%
501-750	32 2.9%	1 3.3%	10 1.2%	19 23.0%	1 1.4%
751 or more	10 0.9%	0 0.0%	9 1.1%	0 0.5%	0 0.4%
Other	3 0.2%	0 0.0%	1 0.1%	0 0.1%	1 1.2%
DK/NA	214 19.8%	3 9.5%	196 22.8%	7 8.9%	7 7.1%

Q9. Telecommute or Work From Home (Not IDed as telecommuters or retired in Q6) (n=1,081)

Respondents were next asked if they telecommuted or worked from home, and the data is essentially identical to the previous years. About one in six residents reported they work remotely, whereas more than three quarters indicated they do not.



Q9. Telecommute or Work From Home Gender Comparisons

When analyzed in terms of gender, women were more likely to indicate they telecommute or work from home, whereas men tended to report they do not.

	Respondents Gender		
	Total	Male	Female
Total	1081	535	546
Yes	184 17.0%	74 13.9%	110 20.2%
No	839 77.6%	434 81.1%	405 74.2%
DK/NA	58 5.4%	27 5.1%	31 5.7%

Q9. Telecommute or Work From Home Age Comparisons

There were no meaningful differences in response noted among the various age groups.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1081	183	235	252	172	90	66	53	20	0	9
Yes	184 17.0%	19 10.2%	37 15.7%	46 18.4%	31 17.9%	18 20.0%	13 19.8%	13 24.9%	2 8.2%	0 42.8%	6 63.3%
No	839 77.6%	154 84.3%	185 78.8%	200 79.5%	135 78.6%	70 78.0%	45 68.3%	38 71.3%	9 44.0%	0 57.2%	1 14.6%
DK/NA	58 5.4%	10 5.5%	13 5.5%	5 2.1%	6 3.5%	2 2.1%	8 12.0%	2 3.8%	10 47.8%	0 0.0%	2 22.1%

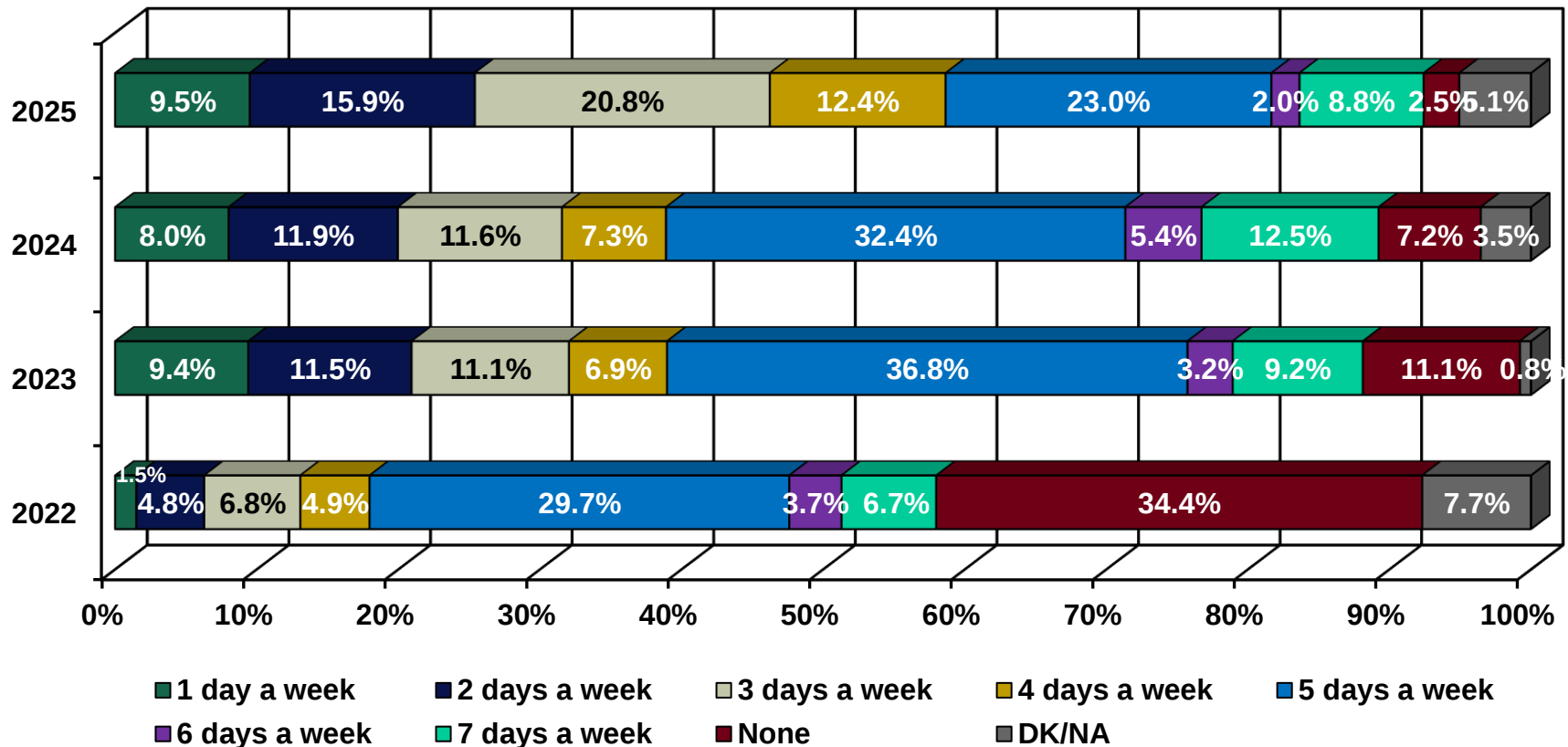
Q9. Telecommute or Work From Home Regional Comparisons

There were no statistically significant differences in response among geographic regions.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1081	35	858	82	106
Yes	184 17.0%	3 8.4%	156 18.2%	11 12.9%	15 13.8%
No	839 77.6%	32 91.6%	650 75.7%	69 83.5%	88 83.6%
DK/NA	58 5.4%	0 0.0%	52 6.1%	3 3.6%	3 2.7%

Q10. Number of Days Per Week Telecommuting or Working From Home (telecommute/work from home from Q6 and Q9) (n=274)

Those who indicated previously that they telecommute or work from home were then asked how many days each week they work or attend school remotely. The survey shows some significant shifts in remote work schedules compared with 2024. Fewer respondents are working remotely five days per week (23.0% in 2025 vs. 32.4% in 2024), with corresponding increases in those reporting they work remotely two to four days and seven days per week.



Q10. Number of Days Per Week Telecommuting or Working From Home Gender Comparisons

There were no statistically significant differences in telecommuting behavior between genders.

	Respondents Gender		
	Total	Male	Female
Total	274	114	160
1 day a week	26 9.5%	11 9.6%	15 9.4%
2 days a week	43 15.9%	23 20.1%	21 12.9%
3 days a week	57 20.8%	25 22.4%	32 19.7%
4 days a week	34 12.4%	15 13.3%	19 11.8%
5 days a week	63 23.0%	26 22.9%	37 23.1%
6 days a week	5 2.0%	1 1.2%	4 2.5%
7 days a week	24 8.8%	6 4.9%	18 11.5%
None	7 2.5%	3 2.3%	4 2.7%
DK/NA	14 5.1%	4 3.2%	10 6.4%

Q10. Number of Days Per Week Telecommuting or Working From Home Age Comparisons

Residents ages 45 to 54 and 65 to 74 were more likely to work remotely two days a week. The 35-to-44- and 55-to-59-year-olds tended to indicate they work remotely three or four days a week, respectively. Those ages 25 to 34 had a higher likelihood of stating they work remotely seven days each week.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
Total	274	22	62	70	45	24	22	20	2	0	6
1 day a week	26 9.5%	6 24.9%	2 3.6%	5 7.7%	3 7.4%	2 8.0%	5 21.8%	3 12.5%	0 0.0%	0 100.0%	0 0.0%
2 days a week	43 15.9%	2 8.3%	8 12.6%	5 7.3%	14 30.5%	2 6.4%	6 27.7%	7 35.5%	0 0.0%	0 0.0%	0 0.0%
3 days a week	57 20.8%	4 17.2%	3 5.6%	25 35.4%	10 22.9%	5 20.9%	2 8.5%	5 26.9%	0 5.0%	0 0.0%	2 37.8%
4 days a week	34 12.4%	5 22.4%	11 18.4%	5 6.7%	3 5.7%	8 32.4%	1 3.1%	1 6.3%	1 33.5%	0 0.0%	0 0.0%
5 days a week	63 23.0%	3 12.4%	20 31.9%	19 26.6%	7 15.5%	5 22.1%	4 19.3%	2 8.6%	0 0.0%	0 0.0%	3 62.2%
6 days a week	5 2.0%	1 6.3%	0 0.0%	2 2.7%	0 0.0%	1 4.7%	1 4.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
7 days a week	24 8.8%	0 0.0%	14 23.0%	2 3.1%	5 11.8%	0 1.6%	1 2.4%	1 4.3%	0 27.0%	0 0.0%	0 0.0%
None	7 2.5%	0 0.0%	0 0.0%	3 4.5%	1 2.6%	0 0.3%	2 10.0%	0 1.1%	0 0.0%	0 0.0%	0 0.0%
DK/NA	14 5.1%	2 8.5%	3 4.9%	4 6.0%	2 3.7%	1 3.6%	1 2.7%	1 4.8%	1 34.4%	0 0.0%	0 0.0%

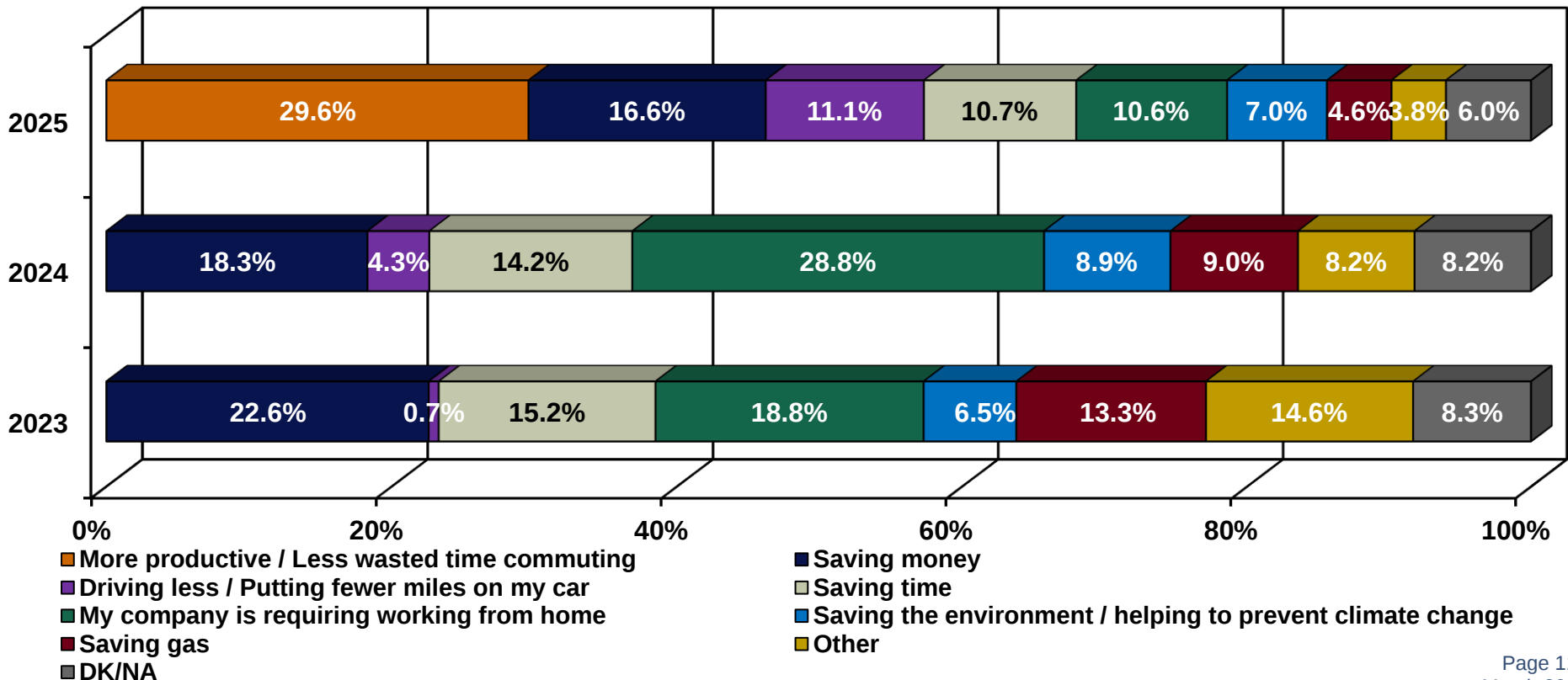
Q10. Number of Days Per Week Telecommuting or Working From Home Regional Comparisons

West Kern region residents were more likely to indicate they work remotely four days per week.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	274	5	231	17	21
1 day a week	26 9.5%	0 0.0%	18 7.9%	3 16.6%	5 23.2%
2 days a week	43 15.9%	0 10.0%	36 15.8%	2 14.6%	4 19.2%
3 days a week	57 20.8%	0 7.7%	52 22.7%	1 3.6%	4 17.3%
4 days a week	34 12.4%	2 49.8%	29 12.5%	0 1.3%	3 12.4%
5 days a week	63 23.0%	0 9.2%	55 23.8%	4 20.9%	4 19.6%
6 days a week	5 2.0%	0 5.2%	4 1.6%	1 8.5%	0 0.0%
7 days a week	24 8.8%	0 7.9%	21 9.1%	2 10.8%	1 3.5%
None	7 2.5%	0 0.0%	5 2.2%	1 6.8%	1 3.5%
DK/NA	14 5.1%	0 10.2%	10 4.4%	3 17.0%	0 1.3%

Q11. Most Important Reason to Continue Telecommuting or Working From Home (telecommute/work from home from Q6 and Q9) (n=265)

Those who responded they currently work remotely in a previous question were asked what the most important reason was for them to continue this practice. A new response category (“More productive/Less wasted time commuting”) was added in the current survey, and it garnered the highest number of mentions at 29.6%. The next most popular responses were “Saving money” (16.6%), “Driving less/Putting fewer miles on my car” (11.1%) and “Saving time” (10.7%). This was followed by “My company is requiring working from home” at 10.6%, which revealed a significant reduction in mentions from 2024 (18.2%).



Q11. Most Important Reason to Continue Telecommuting or Working From Home

Gender Comparisons

There were no statistically significant differences in opinion between genders.

	Respondents Gender		
	Total	Male	Female
Total	265	107	159
My company is requiring working from home	28 10.6%	10 9.1%	18 11.6%
Driving less / Putting fewer miles on my car	29 11.1%	8 7.2%	22 13.7%
More productive / Less wasted time commuting	79 29.6%	34 32.0%	44 28.0%
Saving gas	12 4.6%	6 5.3%	6 4.0%
Saving money	44 16.6%	17 16.3%	27 16.8%
Saving the environment / Helping to prevent climate change	19 7.0%	7 6.4%	12 7.5%
Saving time	28 10.7%	14 13.5%	14 8.8%
Other	10 3.8%	1 1.0%	9 5.8%
DK/NA	16 6.0%	10 9.2%	6 3.8%

Q11. Most Important Reason to Continue Telecommuting or Working From Home

Age Comparisons

Respondents ages 18 to 34 were more likely to cite saving money as their motivator for continuing to telecommute, and those ages 25 to 34 had a greater tendency to indicate their reason was driving less and putting fewer miles on their car.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
Total	265	22	62	70	45	24	19	15	2	0	6
My company is requiring working from home	28 10.6%	2 8.8%	5 8.6%	10 13.9%	6 12.8%	1 5.3%	3 13.9%	1 8.7%	0 0.0%	0 0.0%	0 0.0%
Driving less / Putting fewer miles on my car	29 11.1%	3 13.3%	16 26.0%	2 2.8%	4 9.3%	1 5.8%	1 7.3%	1 4.1%	1 42.5%	0 0.0%	0 1.5%
More productive / Less wasted time commuting	79 29.6%	3 12.9%	11 18.1%	27 39.0%	13 28.5%	9 36.9%	7 34.5%	8 54.0%	0 28.4%	0 0.0%	0 0.0%
Saving gas	12 4.6%	0 0.0%	4 6.7%	1 1.1%	2 4.6%	2 8.9%	1 6.2%	0 1.9%	0 0.0%	0 100.0%	1 23.9%
Saving money	44 16.6%	9 42.0%	17 27.9%	5 6.5%	4 9.8%	6 26.0%	1 2.8%	2 11.5%	0 0.0%	0 0.0%	0 0.0%
Saving the environment / Helping to prevent climate change	19 7.0%	2 10.6%	5 8.8%	7 9.4%	1 2.1%	0 1.4%	3 15.9%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Saving time	28 10.7%	0 0.0%	0 0.0%	12 17.6%	11 24.9%	1 4.2%	0 0.7%	2 9.8%	0 0.0%	0 0.0%	2 36.2%
Other	10 3.8%	0 0.0%	2 4.0%	1 1.6%	2 3.6%	3 11.5%	2 9.5%	0 0.0%	0 29.1%	0 0.0%	0 0.0%
DK/NA	16 6.0%	3 12.4%	0 0.0%	6 8.0%	2 4.5%	0 0.0%	2 9.1%	2 10.0%	0 0.0%	0 0.0%	2 38.4%

Q11. Most Important Reason to Continue Telecommuting or Working From Home

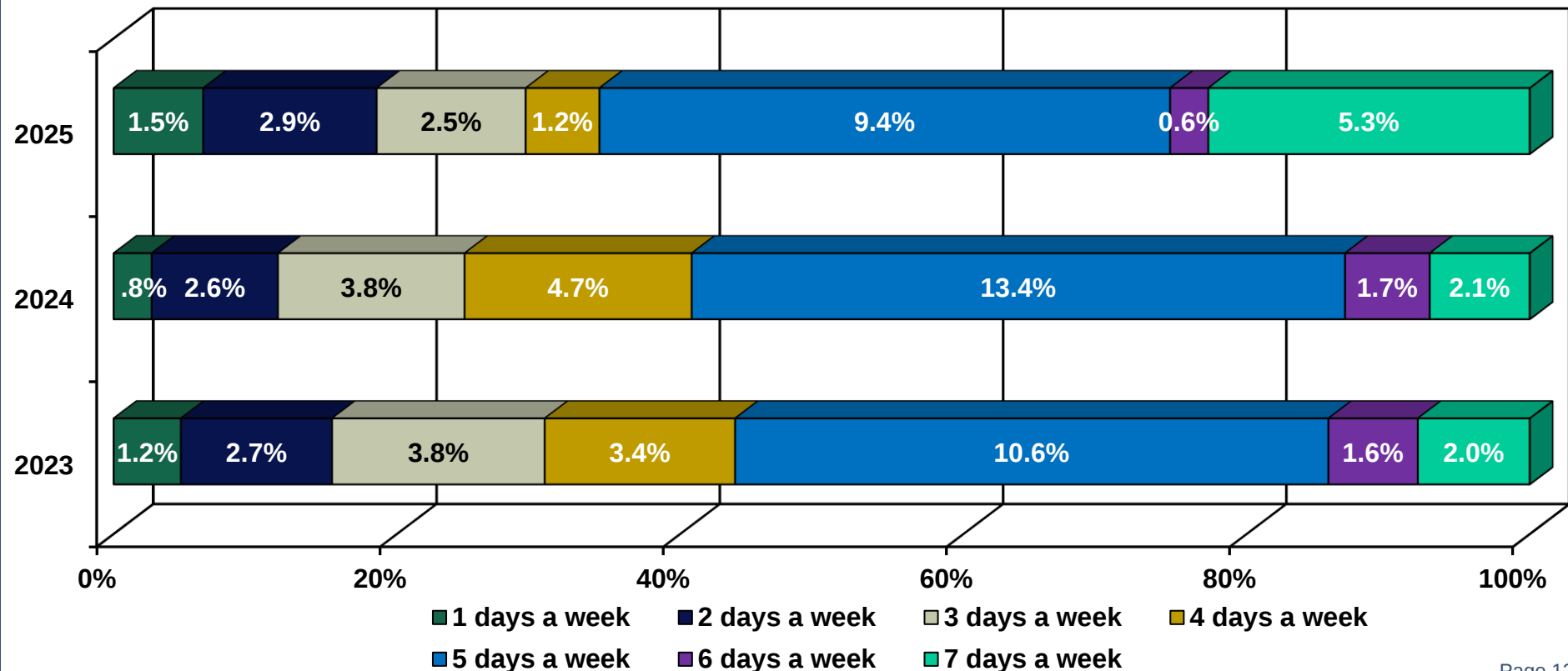
Regional Comparisons

When viewed in terms of region, there were no statistically significant differences in opinion.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	265	5	222	17	21
My company is requiring working from home	28 10.6%	2 34.9%	23 10.4%	2 12.9%	1 5.6%
Driving less / Putting fewer miles on my car	29 11.1%	0 0.0%	24 10.7%	2 9.0%	4 19.4%
More productive / Less wasted time commuting	79 29.6%	1 17.5%	67 30.3%	4 22.2%	7 30.6%
Saving gas	12 4.6%	1 17.4%	10 4.4%	0 2.7%	1 4.3%
Saving money	44 16.6%	1 13.5%	35 15.6%	4 22.4%	5 23.1%
Saving the environment / Helping to prevent climate change	19 7.0%	0 0.0%	16 7.1%	1 6.8%	2 7.6%
Saving time	28 10.7%	0 0.0%	27 12.0%	1 4.5%	1 4.1%
Other	10 3.8%	0 9.2%	6 2.9%	2 14.1%	1 4.8%
DK/NA	16 6.0%	0 7.5%	15 6.5%	1 5.4%	0 0.5%

Q12. Number of Days Per Week Could Telecommute or Work From Home (non-telecommuters from Q6 & Q9) (n=897)

Respondents who indicated they don't telecommute or work from home were then asked a follow up question of how many days a week they could conceivably work remotely if they chose to. The vast majority of residents reiterated they couldn't telecommute or work from home, so the chart below reflects responses only from those who have the option of working remotely. There were significant shifts in response for this year's survey when compared with previous years. The current highest scoring responses to this question were five days a week at 9.4% and seven days a week at 5.3%.



Q12. Number of Days Per Week Could Telecommute or Work From Home

Gender Comparisons

Men were more likely to indicate they could not work remotely, whereas women had a higher likelihood of reporting they could work remotely five days a week.

	Respondents Gender		
	Total	Male	Female
Total	897	461	436
1 day a week	13 1.5%	9 1.9%	5 1.1%
2 days a week	26 2.9%	17 3.6%	9 2.1%
3 days a week	22 2.5%	14 3.1%	8 1.8%
4 days a week	11 1.2%	5 1.1%	6 1.3%
5 days a week	84 9.4%	34 7.4%	50 11.6%
6 days a week	6 0.6%	5 1.0%	1 0.2%
7 days a week	48 5.3%	26 5.5%	22 5.0%
None	503 56.1%	311 67.5%	192 44.1%
DK/NA	184 20.5%	41 8.9%	143 32.8%

Q12. Number of Days Per Week Could Telecommute or Work From Home

Age Comparisons

The 35-to-44-year-olds were more likely to state they could work remotely seven days a week, while those ages 45 to 54 tended to indicate they could work remotely five days a week.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
Total	897	165	198	205	141	72	53	40	19	0	3
1 day a week	13 1.5%	0 0.0%	1 0.3%	6 2.9%	3 2.2%	1 1.6%	1 2.0%	0 0.8%	0 0.0%	0 0.0%	1 32.5%
2 days a week	26 2.9%	5 3.3%	2 0.9%	12 5.9%	2 1.6%	2 3.2%	0 0.4%	1 2.5%	1 2.7%	0 0.0%	0 0.0%
3 days a week	22 2.5%	2 1.1%	2 0.8%	1 0.5%	8 5.3%	0 0.0%	1 2.0%	2 4.3%	7 39.0%	0 0.0%	0 0.0%
4 days a week	11 1.2%	2 1.1%	5 2.3%	3 1.4%	2 1.1%	0 0.0%	0 0.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
5 days a week	84 9.4%	13 8.2%	18 9.0%	8 3.8%	35 25.0%	6 8.9%	2 3.4%	0 0.1%	2 8.2%	0 0.0%	0 0.0%
6 days a week	6 0.6%	1 0.5%	1 0.3%	1 0.3%	3 2.0%	0 0.0%	0 0.0%	1 1.8%	0 0.0%	0 0.0%	0 0.0%
7 days a week	48 5.3%	1 0.4%	0 0.2%	39 19.2%	4 2.9%	1 1.6%	1 1.9%	0 0.0%	1 4.9%	0 0.0%	0 0.0%
None	503 56.1%	46 28.2%	141 71.1%	118 57.6%	72 50.9%	38 53.1%	45 85.4%	34 84.6%	8 42.5%	0 100.0%	0 7.0%
DK/NA	184 20.5%	94 57.3%	30 15.0%	17 8.5%	13 8.9%	23 31.5%	2 4.7%	2 6.0%	1 2.7%	0 0.0%	2 60.5%

Q12. Number of Days Per Week Could Telecommute or Work From Home

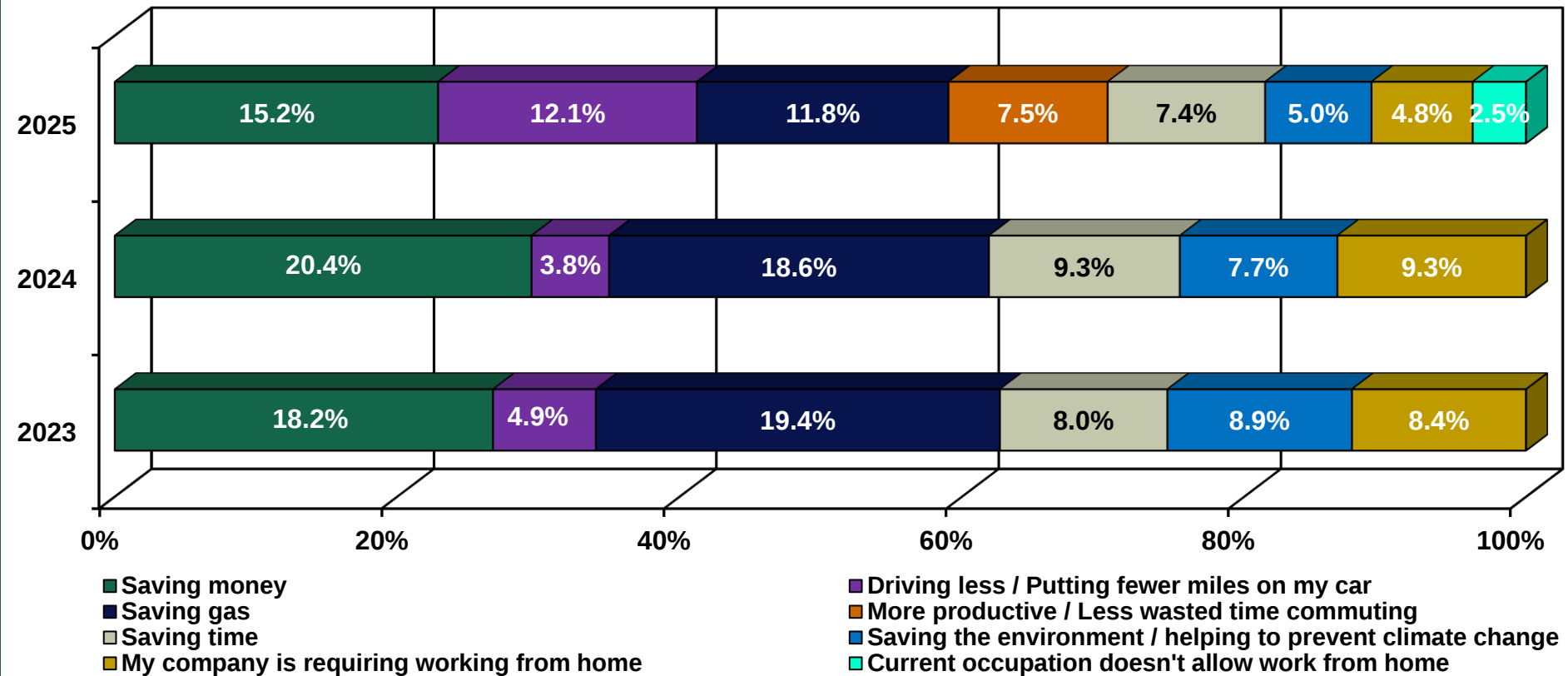
Regional Comparisons

East Kern residents tended to indicate they had the least flexibility in working remotely, while West Kern residents were more likely to say they could work remotely six days a week and Mountain residents had a greater tendency to state they could work remotely seven days a week.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	897	32	702	71	91
1 day a week	13 1.5%	0 0.0%	7 1.1%	0 0.0%	6 6.4%
2 days a week	26 2.9%	3 9.3%	19 2.7%	1 1.9%	2 2.7%
3 days a week	22 2.5%	0 1.3%	20 2.8%	1 1.6%	1 0.9%
4 days a week	11 1.2%	1 2.4%	10 1.4%	0 0.0%	0 0.2%
5 days a week	84 9.4%	4 13.8%	76 10.8%	2 2.1%	3 3.1%
6 days a week	6 0.6%	1 4.6%	4 0.6%	0 0.0%	0 0.0%
7 days a week	48 5.3%	0 0.0%	29 4.2%	16 22.5%	2 2.4%
None	503 56.1%	22 67.5%	382 54.4%	29 40.3%	71 78.2%
DK/NA	184 20.5%	0 1.1%	156 22.2%	23 31.6%	6 6.1%

Q13. Most Important Reason to Begin Telecommuting or Working From Home (non-telecommuters from Q6 & Q9) (n=897)

Residents who do not telecommute or work from home were next asked what the most important reason would be for them to begin working remotely. There were some significant shifts in the current results, with fewer mentions of “Saving money” and “Saving gas,” and more mentions of “Driving less/Putting fewer miles on my car.” A new response category was added this year, “More productive/Less wasted time commuting,” which garnered 7.5% mentions.



Q13. Most Important Reason to Begin Telecommuting or Working From Home

Gender Comparisons

When looked at in terms of gender, men were more likely to cite “Driving less/Putting fewer miles on my car” as their reason to begin working remotely. Women tended to indicate “Saving time” as their rationale.

	Respondents Gender		
	Total	Male	Female
Total	897	461	436
My company is requiring working from home	43 4.8%	21 4.6%	21 4.9%
Driving less / Putting fewer miles on my car	109 12.1%	68 14.8%	40 9.3%
More productive / Less wasted time commuting	67 7.5%	30 6.5%	37 8.5%
Saving gas	106 11.8%	59 12.8%	47 10.7%
Saving money	136 15.2%	75 16.2%	61 14.0%
Saving the environment / Helping to prevent climate change	45 5.0%	20 4.3%	25 5.8%
Saving time	66 7.4%	25 5.4%	41 9.5%
Current occupation doesn't allow work from home	22 2.5%	14 3.0%	8 1.9%
Other	7 0.8%	2 0.5%	5 1.1%
DK/NA	296 33.0%	147 31.8%	149 34.3%

Q13. Most Important Reason to Begin Telecommuting or Working From Home

Age Comparisons

Residents ages 25 to 34 and 45 to 54 were more likely to report “Driving less/Putting fewer miles on my car” as their reason for potentially working remotely. Those ages 25 to 34 also had a greater tendency to cite “Saving money,” while the 45-to-54-year-olds tended to favor the benefit of “Saving gas.” Respondents ages 55 to 59 had a higher likelihood of saying that “Saving time” would be their motivator for working remotely.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
Total	897	165	198	205	141	72	53	40	19	0	3
My company is requiring working from home	43 4.8%	8 4.6%	7 3.4%	12 5.6%	5 3.6%	3 4.5%	7 12.4%	2 4.1%	0 0.0%	0 0.0%	0 0.0%
Driving less / Putting fewer miles on my car	109 12.1%	9 5.2%	31 15.7%	27 12.9%	26 18.6%	8 11.5%	4 7.3%	3 8.3%	1 3.8%	0 0.0%	0 2.2%
More productive / Less wasted time commuting	67 7.5%	8 5.2%	24 12.3%	16 7.6%	5 3.4%	5 7.6%	3 4.8%	2 5.8%	2 11.1%	0 0.0%	1 32.5%
Saving gas	106 11.8%	11 6.4%	16 8.1%	28 13.5%	29 20.6%	9 12.2%	10 19.1%	3 7.1%	0 2.4%	0 0.0%	0 0.9%
Saving money	136 15.2%	15 9.3%	47 23.7%	42 20.3%	11 7.8%	7 9.1%	8 15.5%	5 11.4%	2 8.6%	0 0.0%	0 2.0%
Saving the environment / Helping to prevent climate change	45 5.0%	6 3.5%	8 4.2%	8 3.8%	16 11.5%	3 3.9%	2 3.4%	0 1.1%	2 8.2%	0 0.0%	0 0.0%
Saving time	66 7.4%	9 5.2%	10 5.2%	15 7.2%	12 8.4%	20 27.5%	0 0.4%	1 1.5%	0 0.0%	0 0.0%	0 0.0%
Current occupation doesn't allow work from home	22 2.5%	0 0.0%	2 1.0%	4 1.9%	8 5.5%	1 1.2%	4 7.5%	3 8.0%	1 3.9%	0 0.0%	0 0.0%
Other	7 0.8%	3 1.6%	2 1.0%	0 0.0%	2 1.1%	0 0.3%	0 0.5%	1 1.5%	0 0.0%	0 0.0%	0 0.0%
DK/NA	296 33.0%	97 59.0%	50 25.3%	56 27.0%	27 19.4%	16 22.2%	15 29.1%	21 51.2%	12 62.0%	0 100.0%	2 62.4%

Q13. Most Important Reason to Begin Telecommuting or Working From Home

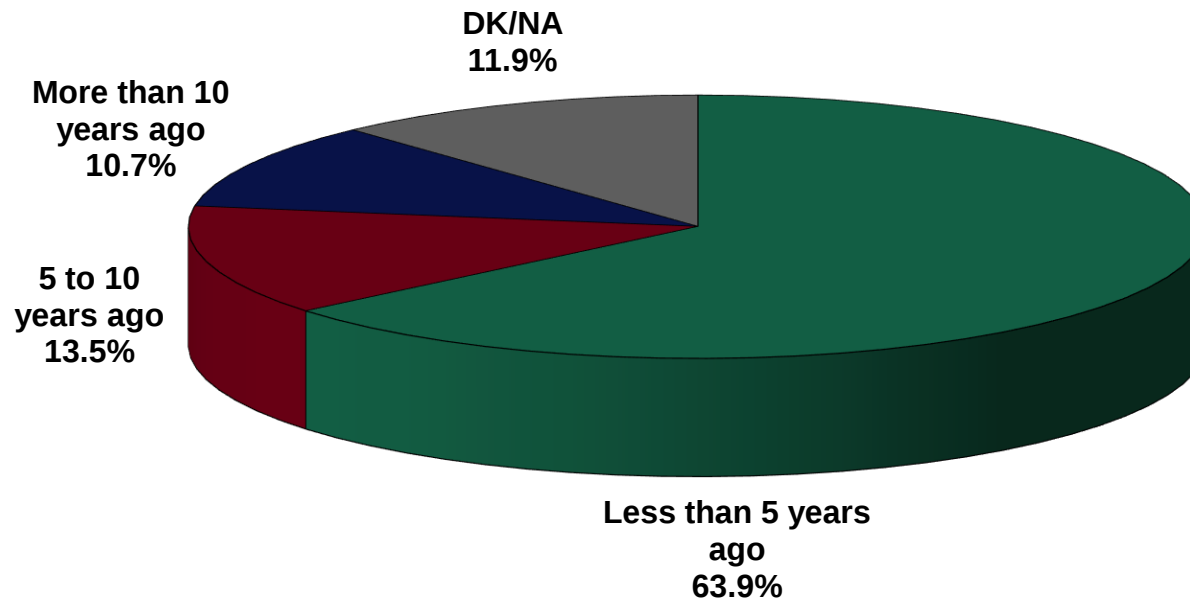
Regional Comparisons

Mountain area residents were more likely to indicate “Driving less/Putting fewer miles on my car” and “Saving time” as incentives for working remotely, while East region respondents tended to favor the benefit of “Saving money.”

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	897	32	702	71	91
My company is requiring working from home	43	3	34	4	2
	4.8%	9.2%	4.8%	5.9%	2.0%
Driving less / Putting fewer miles on my car	109	4	80	18	6
	12.1%	13.2%	11.4%	25.8%	6.8%
More productive / Less wasted time commuting	67	2	52	2	12
	7.5%	4.7%	7.4%	2.6%	13.0%
Saving gas	106	6	90	5	4
	11.8%	17.9%	12.9%	7.6%	4.5%
Saving money	136	5	89	6	37
	15.2%	14.6%	12.7%	8.1%	40.2%
Saving the environment / Helping to prevent climate change	45	1	37	3	4
	5.0%	3.9%	5.2%	4.7%	3.9%
Saving time	66	3	31	25	9
	7.4%	7.8%	4.4%	34.3%	9.4%
Current occupation doesn't allow work from home	22	0	18	0	4
	2.5%	0.5%	2.6%	0.4%	4.2%
Other	7	0	7	0	0
	0.8%	0.0%	1.0%	0.0%	0.5%
DK/NA	296	9	265	8	14
	33.0%	28.3%	37.8%	10.6%	15.4%

Q14. When Began Telecommuting (Q6 or Q9 = telecommuters) (n=265)

Another new question was added to the current survey which asked when those who self-identified as remote workers began telecommuting. Nearly two-thirds of this group said they began less than five years ago, while 13.5% began five to ten years ago and 10.7% started more than ten years ago.



Q14. When Began Telecommuting Gender Comparisons

Men had a higher likelihood of stating they began telecommuting both five to ten years ago and more than ten years ago. Women, on the other hand, were more likely to indicate they began working remotely less than five years ago.

	Respondents Gender		
	Total	Male	Female
Total	265	107	159
More than 10 years ago	28 10.7%	16 15.3%	12 7.6%
5 to 10 years ago	36 13.5%	22 21.0%	13 8.5%
Less than 5 years ago	170 63.9%	58 54.7%	111 70.2%
DK/NA	31 11.9%	10 9.0%	22 13.8%

Q14. When Began Telecommuting Age Comparisons

Residents ages 25 to 34 were more likely to say they began working remotely less than five years ago, whereas the 55-to-59- and 65-to-74-year-olds had a greater likelihood of reporting they began telecommuting more than ten years ago.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	265	22	62	70	45	24	19	15	2	0	6
More than 10 years ago	28 10.7%	2 7.8%	0 0.0%	2 3.3%	6 12.7%	8 35.0%	1 7.0%	6 36.0%	1 66.2%	0 100.0%	2 36.2%
5 to 10 years ago	36 13.5%	2 9.5%	4 6.3%	8 11.7%	8 17.1%	7 29.1%	3 18.0%	4 23.2%	0 0.0%	0 0.0%	0 1.5%
Less than 5 years ago	170 63.9%	15 67.8%	52 83.8%	47 66.9%	30 65.3%	8 34.6%	11 58.2%	5 35.2%	0 5.5%	0 0.0%	1 23.9%
DK/NA	31 11.9%	3 14.9%	6 9.9%	13 18.2%	2 4.9%	0 1.4%	3 16.8%	1 5.6%	0 28.4%	0 0.0%	2 38.4%

Q14. When Began Telecommuting Regional Comparisons

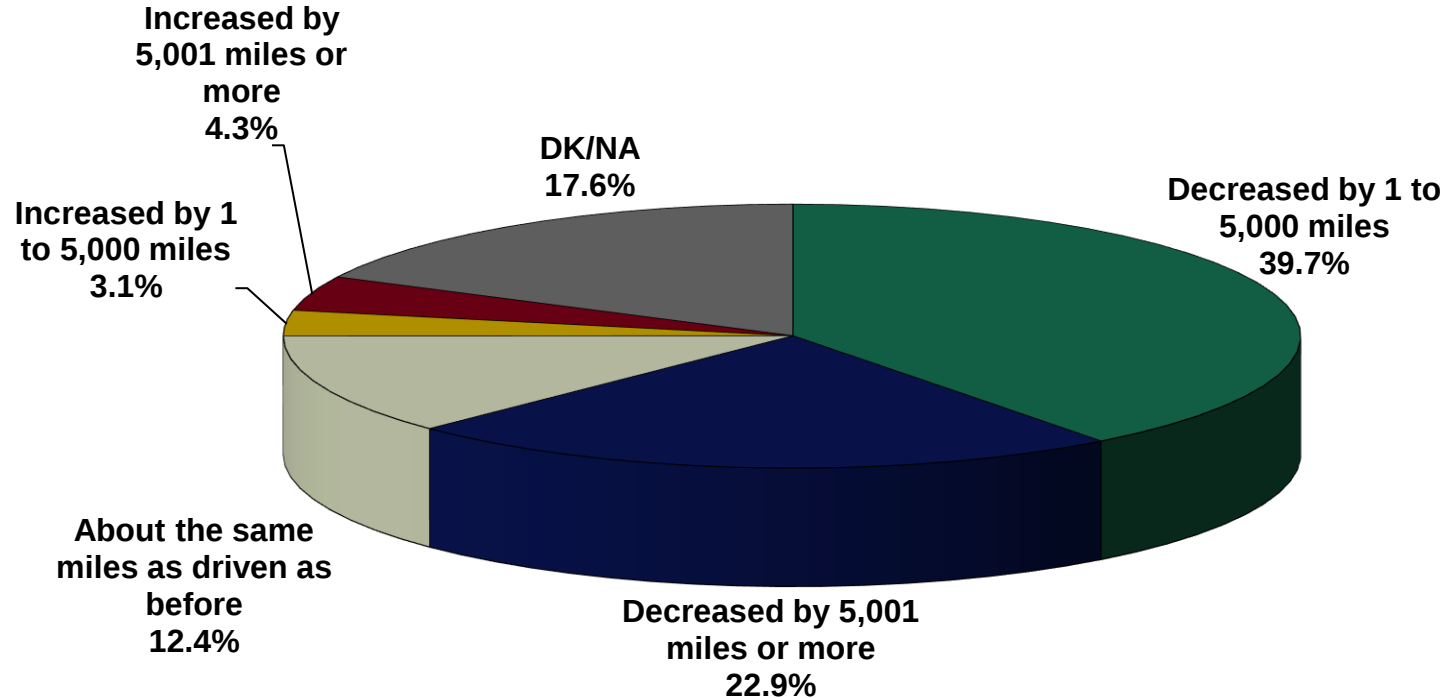
There were no statistically significant differences in opinion observed among residents from the four regions.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	265	5	222	17	21
More than 10 years ago	28 10.7%	0 0.0%	26 11.5%	2 10.4%	1 4.7%
5 to 10 years ago	36 13.5%	1 28.8%	31 14.0%	2 9.2%	2 8.9%
Less than 5 years ago	170 63.9%	3 62.1%	140 62.9%	10 58.3%	17 79.1%
DK/NA	31 11.9%	0 9.2%	26 11.6%	4 22.2%	2 7.3%

Q15. Change in Yearly Commute Miles Due to Telecommuting

(Q6 or Q9 = telecommuters) (n=265)

Those respondents who indicated they work remotely were also queried about how much telecommuting has decreased or increased the number of miles driven each year. A majority of this group indicated they had reduced their mileage and about one in ten residents said their mileage had not changed. A small minority reported an increase in miles driven.



Q15. Change in Yearly Commute Miles Due to Telecommuting

Gender Comparisons

There were no statistically significant differences in opinion among genders.

	Respondents Gender		
	Total	Male	Female
Total	265	107	159
Decreased by 1 to 5,000 miles	105 39.7%	36 34.0%	69 43.5%
Decreased by 5,001 miles or more	61 22.9%	34 32.3%	26 16.7%
About the same miles as driven as before	33 12.4%	14 13.0%	19 12.0%
Increased by 1 to 5,000 miles	8 3.1%	7 6.8%	1 0.7%
Increased by 5,001 miles or more	11 4.3%	0 0.0%	11 7.1%
DK/NA	47 17.6%	15 14.0%	32 20.1%

Q15. Change in Yearly Commute Miles Due to Telecommuting

Age Comparisons

In terms of age, respondents ages 35 to 54 were more likely to say their mileage decreased by 1 to 5,000 miles per year, while those ages 18 to 24 and 55 to 59 had a greater likelihood of reporting their mileage remained the same.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	265	22	62	70	45	24	19	15	2	0	6
Decreased by 1 to 5,000 miles	105 39.7%	2 11.0%	18 28.6%	39 55.6%	25 55.5%	5 19.1%	8 41.7%	6 41.3%	0 28.4%	0 100.0%	1 25.4%
Decreased by 5,001 miles or more	61 22.9%	0 0.0%	23 36.5%	16 22.5%	7 15.4%	7 31.7%	4 19.3%	4 27.8%	0 5.4%	0 0.0%	0 0.0%
About the same miles as driven as before	33 12.4%	9 38.6%	2 2.5%	4 5.0%	7 15.0%	6 24.7%	2 10.1%	3 16.3%	0 0.0%	0 0.0%	2 36.2%
Increased by 1 to 5,000 miles	8 3.1%	2 9.5%	0 0.0%	5 7.3%	0 0.9%	0 0.0%	1 3.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Increased by 5,001 miles or more	11 4.3%	0 0.0%	9 14.3%	0 0.0%	0 0.0%	0 0.0%	2 9.6%	1 4.4%	0 0.0%	0 0.0%	0 0.0%
DK/NA	47 17.6%	9 40.9%	11 18.2%	7 9.7%	6 13.1%	6 24.5%	3 16.0%	2 10.2%	1 66.2%	0 0.0%	2 38.4%

Q15. Change in Yearly Commute Miles Due to Telecommuting

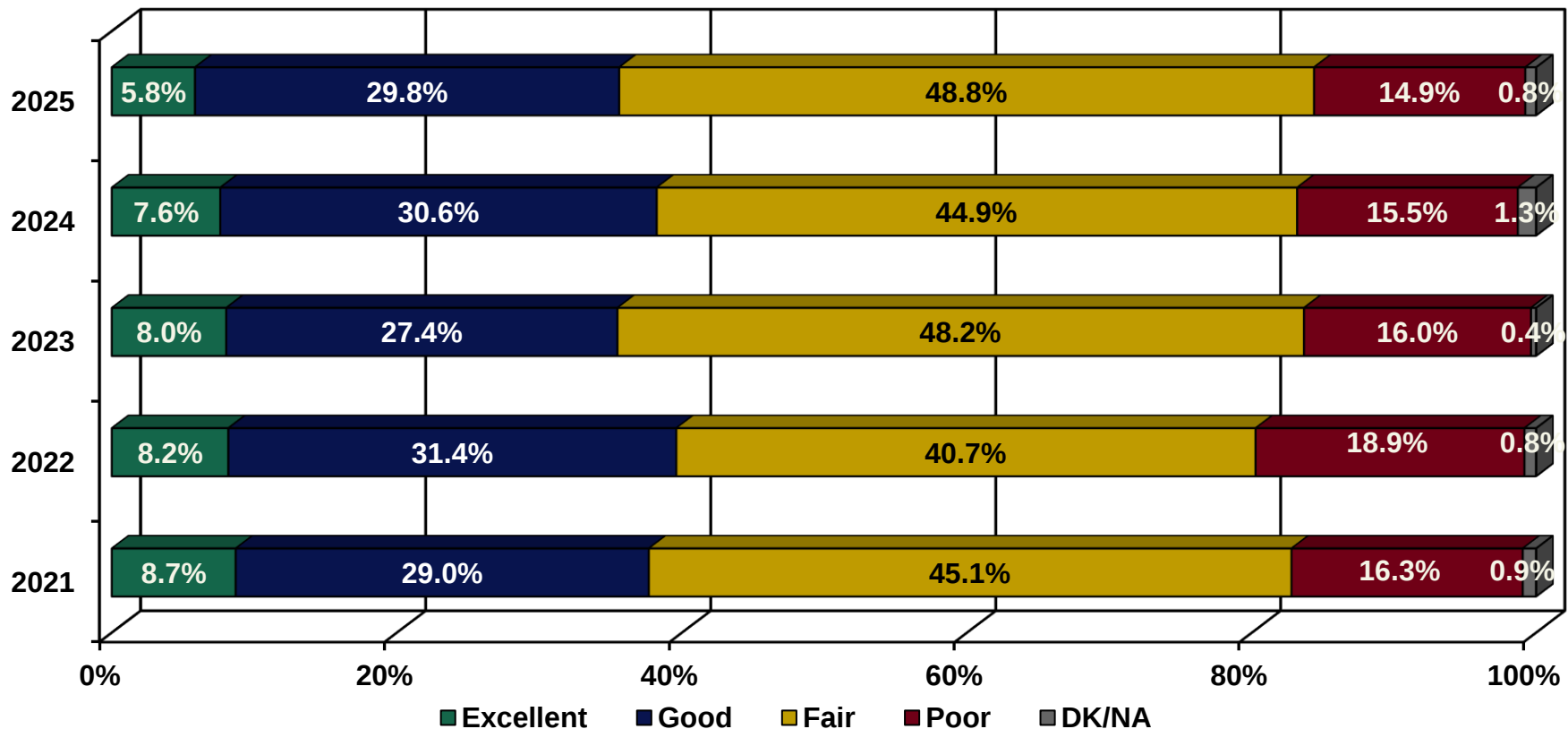
Regional Comparisons

There were no statistically significant differences in opinion observed among residents from the four regions.

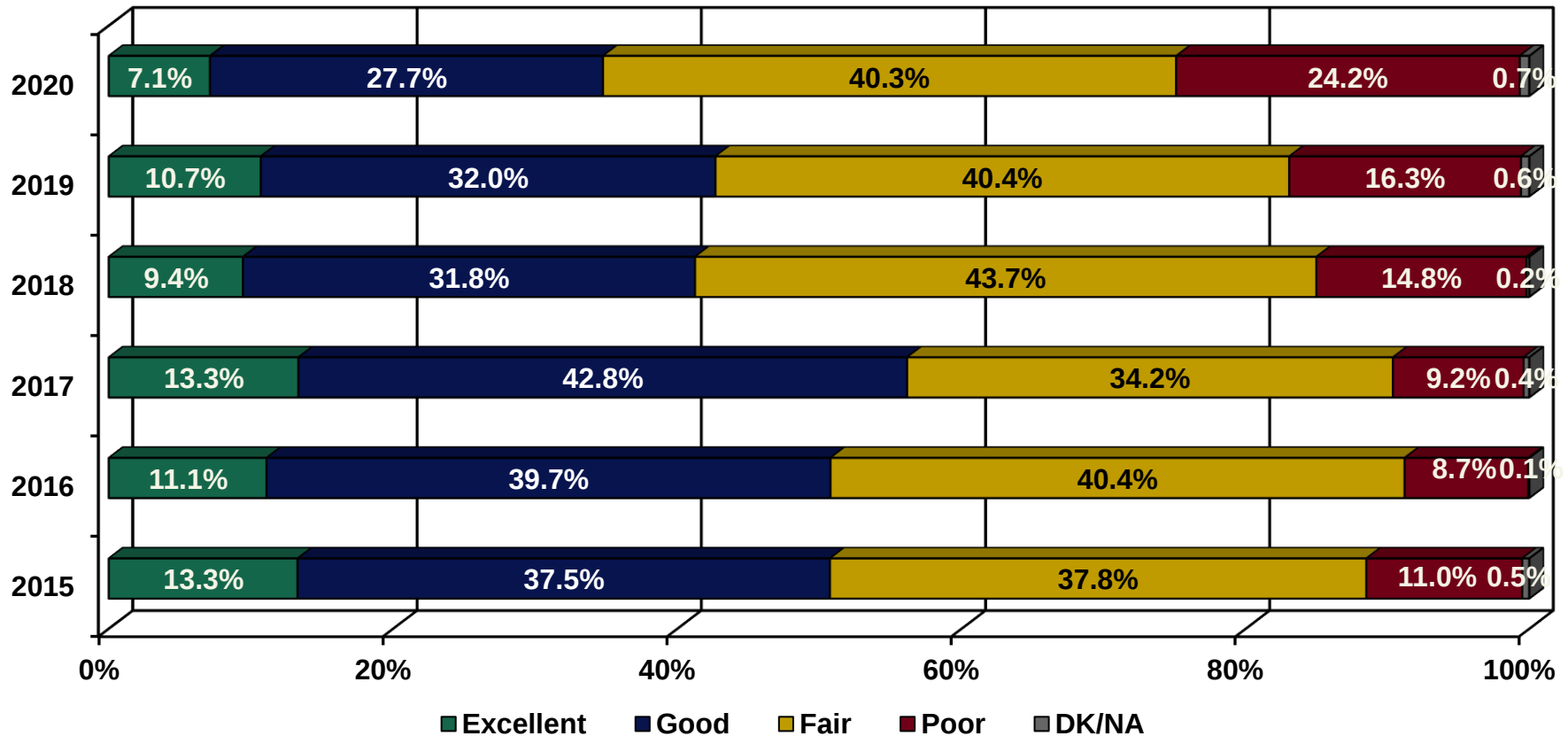
	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	265	5	222	17	21
Decreased by 1 to 5,000 miles	105 39.7%	2 34.6%	86 38.8%	4 25.9%	13 59.9%
Decreased by 5,001 miles or more	61 22.9%	1 15.4%	48 21.4%	7 45.0%	5 23.1%
About the same miles as driven as before	33 12.4%	1 23.3%	29 13.1%	2 9.3%	1 5.2%
Increased by 1 to 5,000 miles	8 3.1%	0 10.0%	7 3.3%	0 2.6%	0 0.0%
Increased by 5,001 miles or more	11 4.3%	0 0.0%	11 4.7%	0 0.0%	1 3.6%
DK/NA	47 17.6%	1 16.7%	41 18.6%	3 17.3%	2 8.1%

Q16. Rating of Traffic Flow in City or Town (n=1,400)

As in previous years, residents were again asked to rate the flow of traffic in their city or town. The current results are essentially identical to 2024. As seen in 2024, more than a third of respondents had a positive response about local traffic flow (“Excellent” 5.8% and “Good” 29.8%). Nearly half described traffic as “Fair” (44.9%), while one in seven residents gave the response “Poor” (14.9%).



Q16. Rating of Traffic Flow in City or Town (n=1,400) Continued



Q16. Rating of Traffic Flow in City or Town Gender Comparisons

Women were more likely to describe traffic flow as “Fair,” while men had a higher likelihood of saying it is “Poor.”

	Respondents Gender		
	Total	Male	Female
Total	1400	693	707
Excellent	82 5.8%	49 7.0%	33 4.7%
Good	417 29.8%	222 32.1%	194 27.5%
Fair	683 48.8%	294 42.4%	389 55.1%
Poor	208 14.9%	123 17.8%	85 12.0%
DK/NA	11 0.8%	5 0.7%	5 0.8%

Q16. Rating of Traffic Flow in City or Town

Age Comparisons

In terms of age, the 18-to-24- and 45-to-54-year-olds had a greater tendency to describe traffic flow as “Fair,” whereas those ages 35 to 44 were more likely to assess it as “Poor.”

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1400	191	281	290	202	104	100	150	69	4	10
Excellent	82 5.8%	16 8.2%	20 7.1%	13 4.4%	13 6.6%	5 5.0%	7 6.5%	7 4.5%	1 1.4%	1 12.3%	0 0.0%
Good	417 29.8%	38 19.9%	106 37.5%	81 27.8%	51 25.1%	41 39.5%	27 27.3%	46 30.7%	22 32.5%	2 50.5%	3 34.0%
Fair	683 48.8%	126 66.2%	103 36.6%	133 45.7%	113 56.2%	40 38.4%	49 49.0%	79 52.4%	37 54.1%	1 23.8%	2 23.5%
Poor	208 14.9%	10 5.3%	51 18.1%	62 21.5%	24 12.1%	18 17.0%	17 16.6%	19 12.4%	7 10.9%	0 0.0%	0 1.4%
DK/NA	11 0.8%	1 0.5%	2 0.7%	2 0.6%	0 0.0%	0 0.0%	1 0.7%	0 0.0%	1 1.1%	1 13.4%	4 41.1%

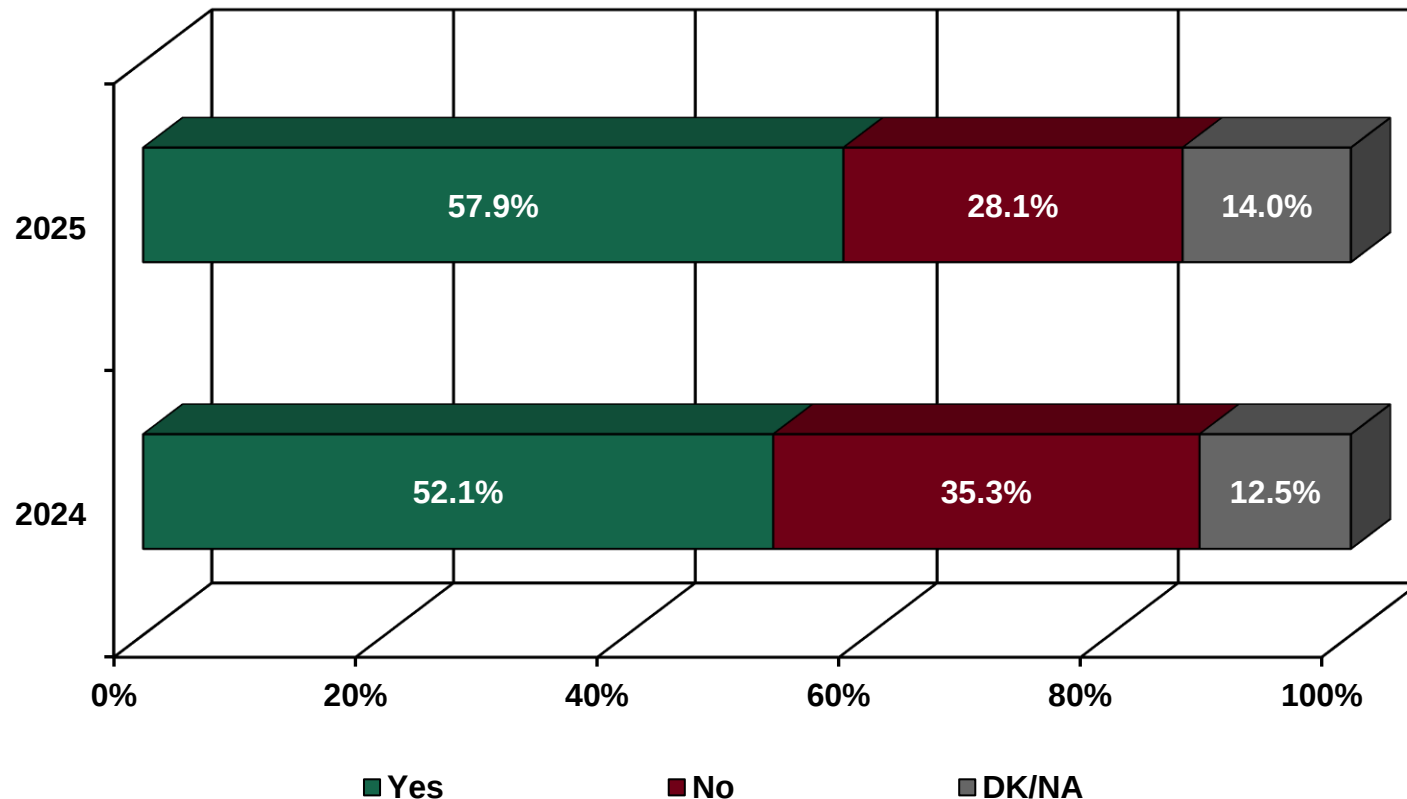
Q16. Rating of Traffic Flow in City or Town Regional Comparisons

In terms of geographical differences, West Kern, Mountain and East region residents were more apt to describe traffic flow in positive terms, whereas Central region residents tended to have a more negative assessment.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1400	37	1130	102	131
Excellent	82 5.8%	7 19.1%	27 2.3%	16 15.4%	32 24.8%
Good	417 29.8%	17 46.9%	301 26.6%	50 49.2%	48 36.9%
Fair	683 48.8%	10 27.5%	619 54.8%	14 13.3%	40 30.8%
Poor	208 14.9%	1 3.8%	176 15.6%	23 22.1%	8 6.2%
DK/NA	11 0.8%	1 2.6%	8 0.7%	0 0.0%	2 1.4%

Q17. Noticed An Increase in Commercial Truck Traffic in Last 3 Years (n=1,400)

Residents were asked if they observed an increase in commercial truck traffic over the previous three years. Once again, the majority of respondents indicated they have, a slight increase over the 2024 results.



Q17. Noticed An Increase in Commercial Truck Traffic in Last 3 Years

Gender Comparisons

In terms of differences of opinion by gender, men were more likely to report they had not noticed an increase in commercial truck traffic.

	Respondents Gender		
	Total	Male	Female
Total	1400	693	707
Yes	811 57.9%	390 56.3%	421 59.6%
No	394 28.1%	219 31.6%	175 24.7%
DK/NA	195 14.0%	84 12.2%	111 15.7%

Q17. Noticed An Increase in Commercial Truck Traffic in Last 3 Years

Age Comparisons

Residents ages 18 to 24 and 45 to 59 were more likely to indicate they had noticed an increase in commercial truck traffic, whereas the 35-to-44-year-olds had a greater likelihood of saying they had not.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/DK/NA
Total	1400	191	281	290	202	104	100	150	69	4	10
Yes	811 57.9%	132 69.3%	138 49.0%	141 48.6%	133 65.7%	76 72.8%	60 59.8%	90 59.8%	38 55.3%	3 68.2%	1 13.7%
No	394 28.1%	39 20.3%	79 28.1%	98 33.6%	59 29.2%	17 16.5%	32 31.8%	43 28.4%	23 34.3%	1 16.1%	4 37.7%
DK/NA	195 14.0%	20 10.4%	64 22.8%	52 17.8%	10 5.1%	11 10.7%	8 8.4%	18 11.8%	7 10.4%	1 15.8%	5 48.6%

Q17. Noticed An Increase in Commercial Truck Traffic in Last 3 Years

Regional Comparisons

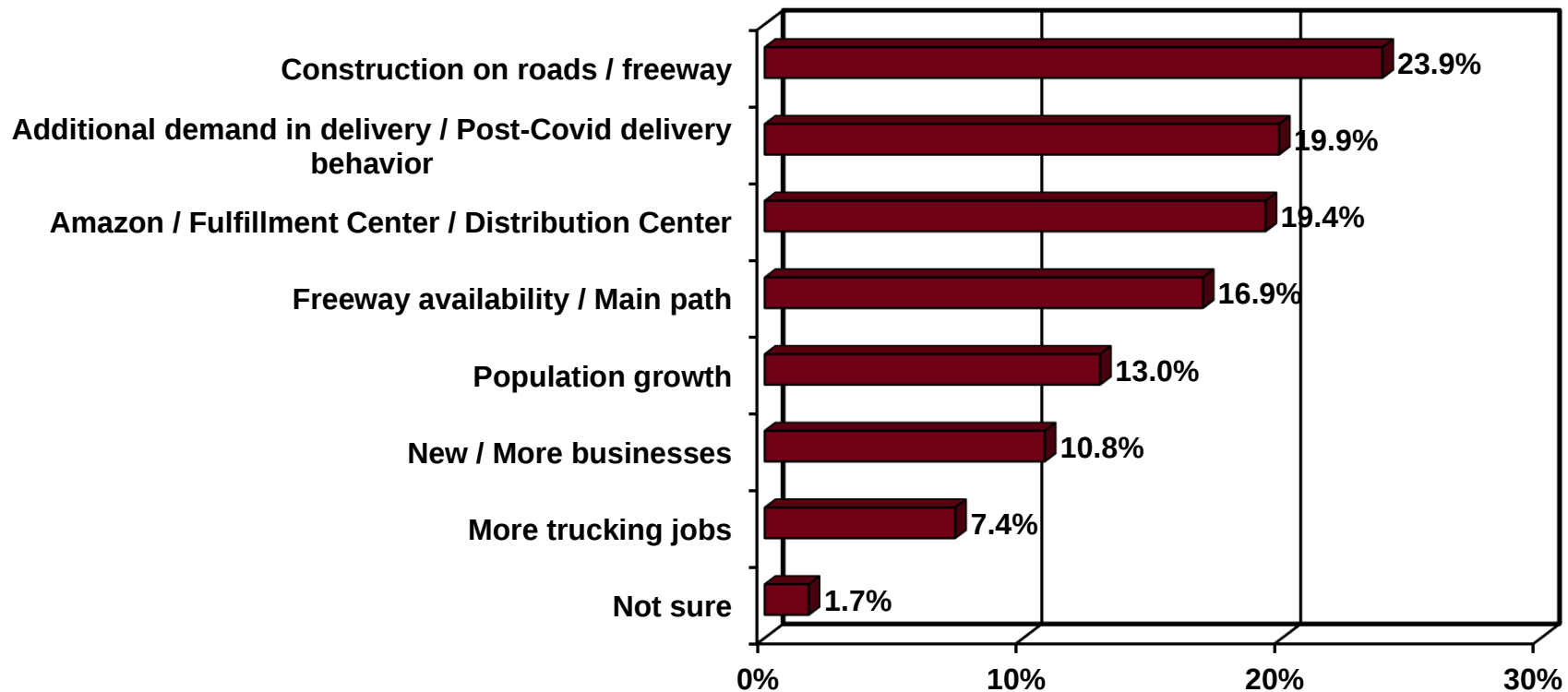
Central and Mountain area respondents tended to indicate more frequently that they noticed this traffic increase. Residents of West Kern and East regions were more likely to say they had not.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1400	37	1130	102	131
Yes	811 57.9%	14 38.6%	677 59.9%	72 70.7%	47 36.0%
No	394 28.1%	20 53.1%	295 26.1%	22 21.2%	57 43.9%
DK/NA	195 14.0%	3 8.4%	158 14.0%	8 8.1%	26 20.1%

Q18. Reasons for Increased Commercial Truck Traffic

(noticed commercial truck traffic increase only from Q17) (n=491)

Respondents who said they noticed an increase in commercial truck traffic over the past three years were then asked a follow up question (in an open-ended format with multiple responses allowed) for their opinion on the reason for the increase. About a quarter indicated they felt it was due to “Construction on roads/freeway.” About one out of five responded that it was due to “Additional demand in delivery/Post-Covid delivery behavior” and the same number said it was due to “Amazon/Fulfillment Center/Distribution Center.” About one in six respondents felt it was due to “Freeway availability/Main path,” while more than one in ten respondents attributed the increase to “Population growth” and “New/More businesses.”



Q18. Reasons for Increased Commercial Truck Traffic

Gender Comparisons

Women were more likely to attribute the increase in traffic to “Construction on roads/freeway.” However, men had a greater tendency to link the traffic change to “Amazon/Fulfillment Center/Distribution Center,” “Additional demand in delivery/Post-Covid delivery behavior,” “New/More businesses,” and “More trucking jobs.”

	Respondents Gender		
	Total	Male	Female
Total	491	239	252
Amazon / Fulfillment Center / Distribution Center	95 19.4%	65 27.1%	30 12.1%
Construction on roads / freeway	117 23.9%	20 8.4%	97 38.6%
Freeway availability / Main path	83 16.9%	34 14.3%	49 19.4%
Population growth	64 13.0%	33 14.0%	30 12.0%
Additional demand in delivery / Post-Covid delivery behavior	98 19.9%	59 24.9%	38 15.1%
New / More businesses	53 10.8%	36 15.1%	17 6.8%
More trucking jobs	36 7.4%	30 12.6%	6 2.4%
Fires / Natural disasters	0 0.0%	0 0.0%	0 0.0%
Not sure	8 1.7%	4 1.5%	5 1.9%

Q18. Reasons for Increased Commercial Truck Traffic

Age Comparisons

The youngest respondents, ages 18 to 24, were more likely to state they felt the increased commercial truck traffic was a result of “Construction on roads/freeway,” whereas older residents (ages 65 to 84) had a higher likelihood of attributing it to “Population growth.” Middle-aged respondents tended to connect the other potential reasons mentioned to the increase.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	491	108	84	76	63	52	37	46	23	2	1
Amazon / Fulfillment Center / Distribution Center	95 19.4%	8 7.9%	16 19.2%	31 41.2%	10 15.0%	9 16.5%	10 26.8%	9 18.6%	3 12.2%	0 0.0%	0 0.0%
Construction on roads / freeway	117 23.9%	84 77.9%	6 7.6%	7 8.8%	6 8.8%	3 5.7%	5 12.3%	4 9.7%	3 11.9%	0 5.0%	0 0.0%
Freeway availability / Main path	83 16.9%	1 0.9%	14 16.4%	11 14.3%	16 24.6%	20 38.3%	6 17.0%	13 28.7%	3 11.1%	0 5.0%	0 2.5%
Population growth	64 13.0%	6 5.7%	5 6.5%	8 10.9%	8 12.8%	5 9.0%	5 13.7%	12 26.0%	12 54.4%	1 87.4%	0 6.2%
Additional demand in delivery / Post-Covid delivery behavior	98 19.9%	5 4.3%	32 38.0%	10 13.2%	19 30.0%	6 11.9%	12 32.3%	10 21.6%	3 12.7%	0 7.6%	1 91.3%
New / More businesses	53 10.8%	2 1.6%	12 14.9%	6 8.6%	8 12.3%	10 19.6%	6 14.9%	6 13.0%	3 12.6%	0 7.6%	0 0.0%
More trucking jobs	36 7.4%	0 0.2%	9 10.9%	12 16.2%	6 9.3%	2 3.2%	1 2.5%	4 8.7%	2 8.9%	0 0.0%	0 0.0%
Fires / Natural disasters	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Not sure	8 1.7%	3 2.5%	2 2.7%	0 0.0%	0 0.2%	2 3.7%	1 1.6%	1 1.5%	0 0.5%	0 0.0%	0 0.0%

Q18. Reasons for Increased Commercial Truck Traffic

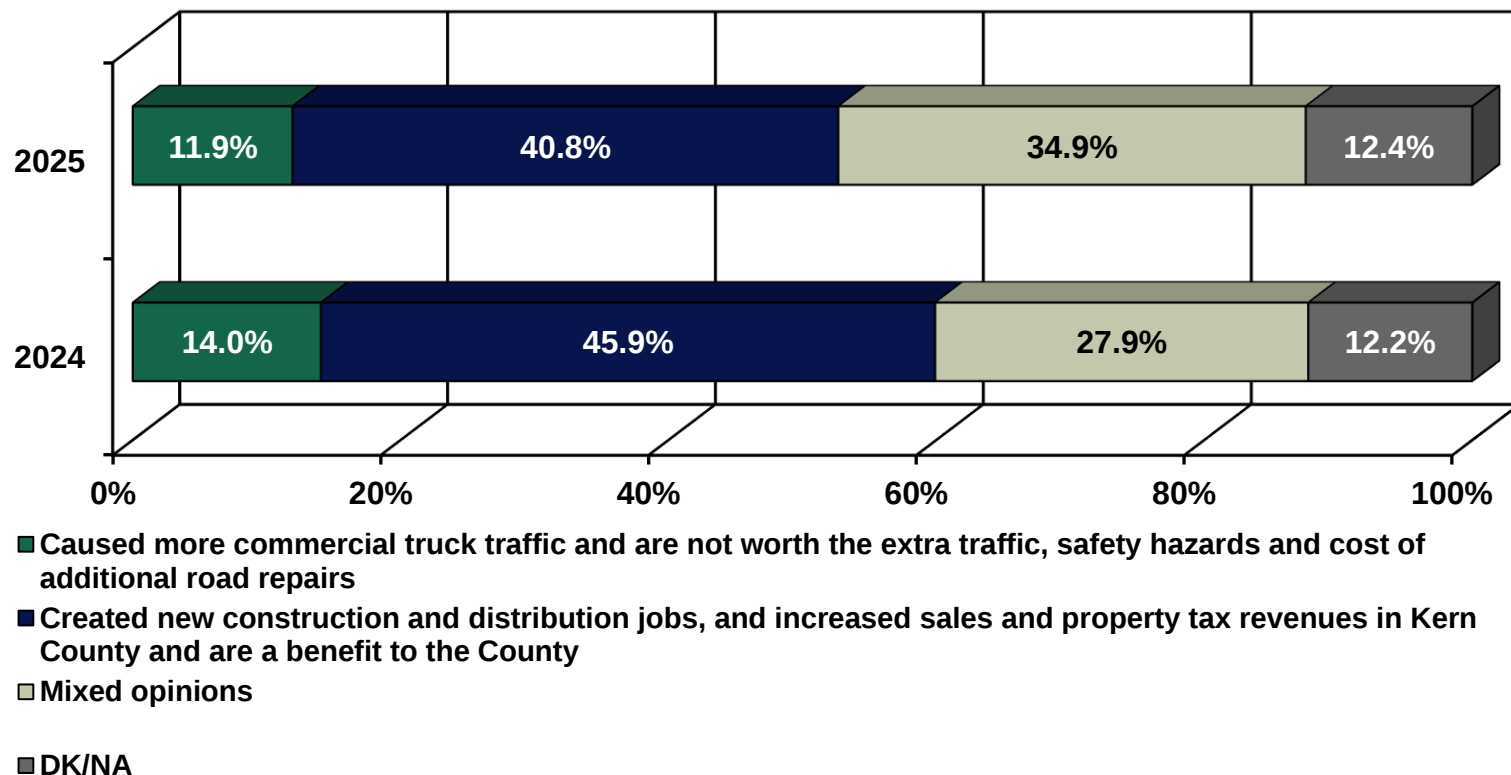
Regional Comparisons

When viewed in terms of geographical differences in opinion, Mountain area residents were more likely to associate “Freeway availability/Main path” to the increased truck traffic.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	491	11	412	39	29
Amazon / Fulfillment Center / Distribution Center	95 19.4%	2 17.4%	82 20.0%	4 10.7%	7 23.0%
Construction on roads / freeway	117 23.9%	0 3.2%	106 25.7%	4 10.5%	7 23.1%
Freeway availability / Main path	83 16.9%	1 9.4%	54 13.0%	25 62.5%	4 13.7%
Population growth	64 13.0%	1 11.3%	56 13.6%	3 8.2%	3 11.5%
Additional demand in delivery / Post-Covid delivery behavior	98 19.9%	2 14.0%	86 20.9%	5 13.6%	5 15.7%
New / More businesses	53 10.8%	3 30.4%	40 9.8%	3 8.3%	6 21.5%
More trucking jobs	36 7.4%	2 14.2%	32 7.6%	1 2.9%	2 6.8%
Fires / Natural disasters	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Not sure	8 1.7%	0 0.0%	8 1.8%	1 1.5%	0 0.8%

Q19. Opinion on New Local Warehouse Facilities' Built in Last 3 Years Impact (n=1,400)

Respondents were given two opinions about the impact of new warehouse facilities built in the past three years, and asked to give their reaction. Only about one in ten respondents selected the option which highlighted the negative impacts, whereas about two in five residents agreed with the more positive outlook. The number of respondents with mixed opinions increased over the 2024 results, with more than a third taking this approach, and commensurate decreases evident in both positive and negative opinions. About one in ten respondents had no answer for this question.



Q19. Opinion on New Local Warehouse Facilities' Built in Last 3 Years Impact Gender Comparisons

Men had a higher likelihood of selecting the opinion highlighting the positive impacts of the warehouse facilities.

	Respondents Gender		
	Total	Male	Female
Total	1400	693	707
The new warehouse facilities built in the last 3 years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs	167 11.9%	76 11.0%	91 12.8%
The new warehouse facilities built in the last 3 years have created new construction and distribution jobs, and increased sales and property tax revenues in Kern County and are a benefit to the County	571 40.8%	324 46.7%	247 34.9%
Mixed opinions	489 34.9%	228 32.8%	261 36.9%
DK/NA	174 12.4%	66 9.5%	108 15.3%

Q19. Opinion on New Local Warehouse Facilities' Built in Last 3 Years Impact Age Comparisons

Residents ages 45 to 54 and 60 to 64 were more likely to choose the positive opinion, while those ages 18 to 24 and 55 to 59 had a greater tendency to have mixed opinions on the subject.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1400	191	281	290	202	104	100	150	69	4	10
The new warehouse facilities built in the last 3 years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs	167	18	49	29	22	13	10	19	5	0	1
	11.9%	9.5%	17.4%	9.9%	11.1%	12.6%	10.4%	12.7%	7.2%	0.0%	14.1%
The new warehouse facilities built in the last 3 years have created new construction and distribution jobs, and increased sales and property tax revenues in Kern County and are a benefit to the County	571	55	110	119	103	36	49	68	26	3	1
	40.8%	28.9%	39.0%	41.0%	51.1%	34.6%	49.1%	45.4%	38.1%	83.9%	7.7%
Mixed opinions	489	106	91	88	58	49	28	44	25	0	0
	34.9%	55.4%	32.2%	30.3%	28.6%	47.6%	27.9%	29.5%	35.8%	8.6%	2.1%
DK/NA	174	12	32	55	19	5	13	19	13	0	7
	12.4%	6.2%	11.3%	18.8%	9.2%	5.2%	12.5%	12.4%	18.9%	7.5%	76.2%

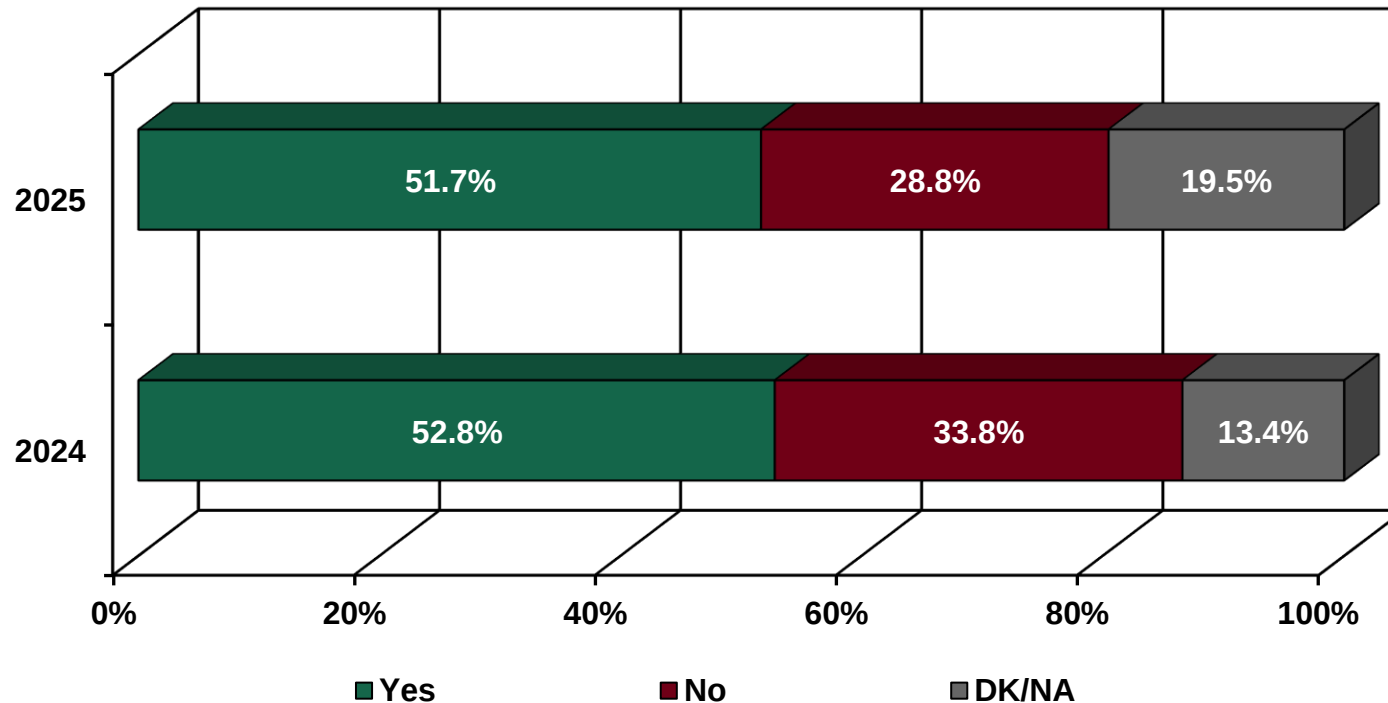
Q19. Opinion on New Local Warehouse Facilities' Built in Last 3 Years Impact Regional Comparisons

West Kern and Central region residents were more likely to subscribe to the positive statement about the impact of local warehouse facilities.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1400	37	1130	102	131
The new warehouse facilities built in the last 3 years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs	167 11.9%	7 17.8%	136 12.0%	14 13.6%	10 7.9%
The new warehouse facilities built in the last 3 years have created new construction and distribution jobs, and increased sales and property tax revenues in Kern County and are a benefit to the County	571 40.8%	20 54.3%	477 42.3%	39 37.7%	34 26.4%
Mixed opinions	489 34.9%	7 20.3%	408 36.1%	36 34.9%	38 28.8%
DK/NA	174 12.4%	3 7.7%	109 9.6%	14 13.7%	48 36.9%

Q20. Should Commercial Trucks Pay a Higher Vehicle Registration Fee to Offset Road Repair (n=1,400)

Survey participants were asked if they felt commercial trucks should pay a higher vehicle registration fee to offset the additional road repairs required by heavy vehicles. The results were similar to 2024 with the majority supporting the increased registration fee. There was a small uptick in those who said they did not know or had no answer to the question, and a corresponding decrease in those who were against the increased fee. The majority responded in the affirmative to this proposal, and about a quarter rejected it. About one in five respondents either did not know or had no answer for this question.



Q20. Should Commercial Trucks Pay a Higher Vehicle Registration Fee to Offset Road Repair Gender Comparisons

Women were more likely to favor this proposal, while men had a greater tendency to reject it.

	Respondents Gender		
	Total	Male	Female
Total	1400	693	707
Yes	723 51.7%	316 45.6%	407 57.6%
No	403 28.8%	255 36.8%	148 21.0%
DK/NA	273 19.5%	122 17.6%	151 21.4%

Q20. Should Commercial Trucks Pay a Higher Vehicle Registration Fee to Offset Road Repair Age Comparisons

The youngest respondents (18 to 24) were more likely to support the higher registration fee proposal, whereas older residents ages 55 to 59 tended to reject it.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1400	191	281	290	202	104	100	150	69	4	10
Yes	723 51.7%	130 68.3%	127 45.0%	168 57.8%	106 52.6%	41 39.5%	49 48.6%	73 48.7%	27 38.8%	2 52.3%	1 12.1%
No	403 28.8%	37 19.2%	88 31.3%	58 20.0%	64 31.9%	45 43.3%	37 37.2%	57 37.9%	16 23.1%	0 11.1%	1 10.5%
DK/NA	273 19.5%	24 12.5%	66 23.6%	64 22.2%	31 15.5%	18 17.2%	14 14.2%	20 13.4%	26 38.1%	2 36.6%	7 77.4%

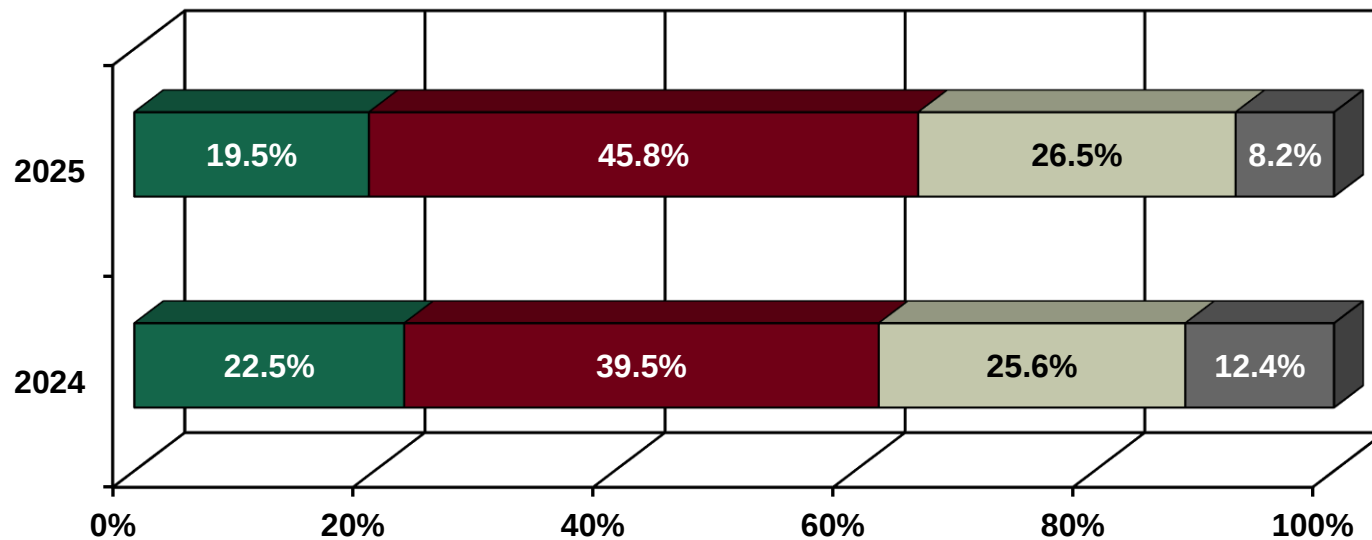
Q20. Should Commercial Trucks Pay a Higher Vehicle Registration Fee to Offset Road Repair Regional Comparisons

There were no statistically significant differences in opinion observed among residents from the four geographical regions.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1400	37	1130	102	131
Yes	723 51.7%	25 66.9%	590 52.2%	52 50.7%	56 43.2%
No	403 28.8%	7 19.4%	328 29.0%	38 37.5%	30 23.0%
DK/NA	273 19.5%	5 13.6%	212 18.8%	12 11.9%	44 33.8%

Q21. Opinion on Registration Fees for Electric Vehicles (n=1,400)

Again, respondents were presented with two opinions, this time about registration fees for electric vehicles. There were slight shifts in support and opposition to this proposal when compared with 2024. Slightly fewer supported a discounted fee, whereas slightly more supported a higher registration fee. Almost half of residents indicated support for the higher fee, while about one in five said they would support the discounted fee proposal. A quarter of residents had mixed opinions and nearly one in ten did not know or had no answer for the question.



- Electric vehicles should receive a discounted registration fee in order to provide car buyers more incentive to purchase an electric vehicle
- Electric vehicles should pay higher registration fees to offset the gas taxes that help repair our roads, but that electric vehicle owners don't pay at the pump
- Mixed opinions
- DK/NA

Q21. Opinion on Registration Fees for Electric Vehicles

Gender Comparisons

There were no statistically significant differences in opinion among genders.

	Respondents Gender		
	Total	Male	Female
Total	1400	693	707
Some people say that electric vehicles should receive a discounted registration fee and be allowed to drive in HOV lanes in order to provide car buyers more incentive to purchase an electric vehicle	274 19.5%	141 20.3%	133 18.8%
Some people say that electric vehicles should pay higher registration fees to offset the gas taxes that help repair our roads, but that electric vehicle owners don't pay at the pump	641 45.8%	321 46.3%	320 45.3%
Mixed opinions	371 26.5%	196 28.2%	175 24.8%
DK/NA	115 8.2%	36 5.2%	79 11.1%

Q21. Opinion on Registration Fees for Electric Vehicles

Age Comparisons

Residents ages 18 to 24 were more likely to support higher registration fees for electric vehicles.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/DK/NA
Total	1400	191	281	290	202	104	100	150	69	4	10
Some people say that electric vehicles should receive a discounted registration fee and be allowed to drive in HOV lanes in order to provide car buyers more incentive to purchase an electric vehicle	274 19.5%	39 20.6%	88 31.2%	44 15.1%	42 20.8%	11 10.9%	17 16.8%	26 17.2%	7 9.5%	0 0.0%	0 1.1%
Some people say that electric vehicles should pay higher registration fees to offset the gas taxes that help repair our roads, but that that electric vehicle owners don't pay at the pump	641 45.8%	117 61.6%	100 35.6%	141 48.6%	89 43.9%	55 52.8%	40 40.4%	66 44.1%	28 40.6%	2 53.5%	2 20.6%
Mixed opinions	371 26.5%	22 11.5%	75 26.7%	87 30.0%	49 24.2%	29 27.9%	34 33.9%	46 30.6%	27 39.0%	2 46.5%	0 1.0%
DK/NA	115 8.2%	12 6.3%	18 6.4%	18 6.2%	22 11.0%	9 8.5%	9 8.8%	12 8.0%	7 10.8%	0 0.0%	7 77.4%

Q21. Opinion on Registration Fees for Electric Vehicles

Ethnicity Comparisons

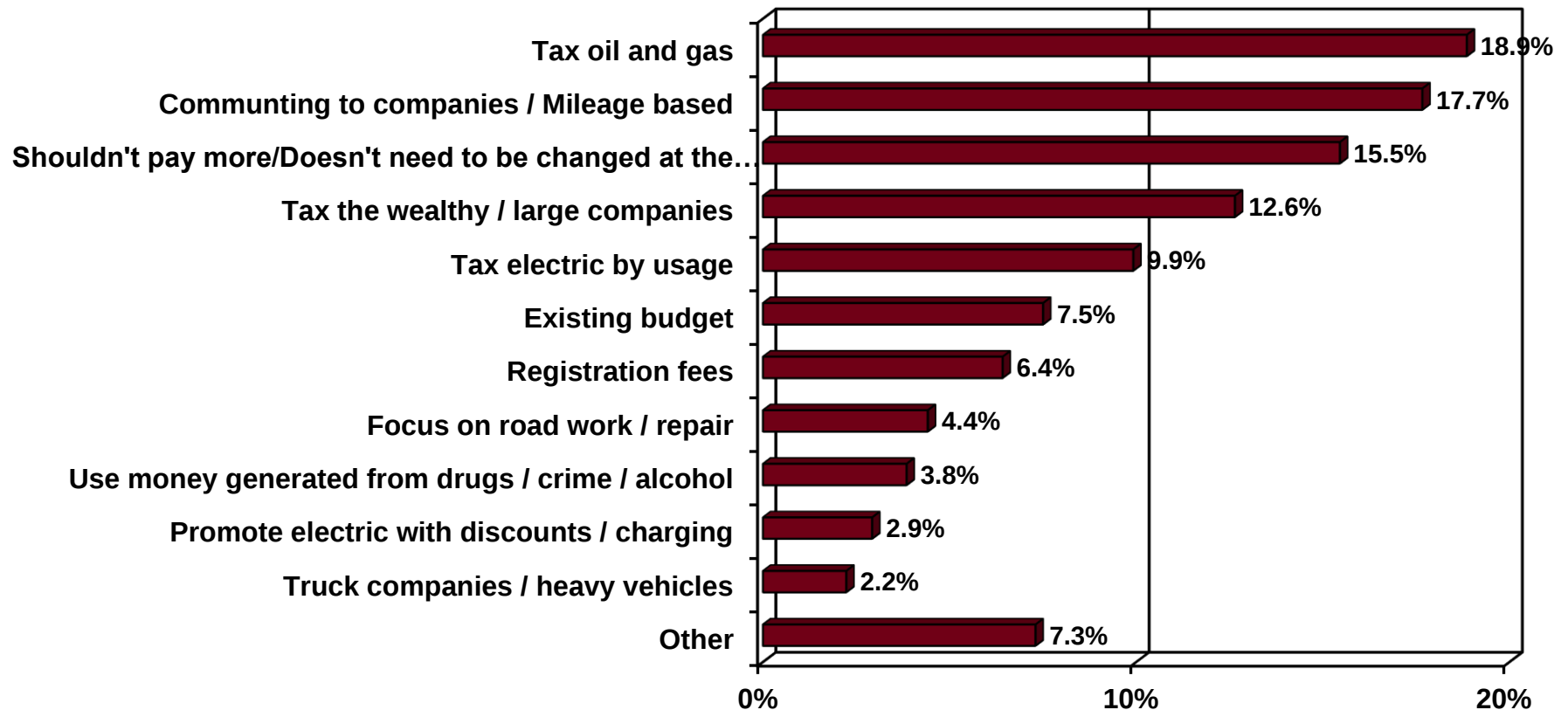
There were no statistically significant differences in opinion among the various ethnic groups.

	Ethnic Group									
	Total	African American	American Indian/ Alaskan	Asian	Caucasian	Hispanic/ Latino	Native Hawaiian/ Pacific Islander	Two or more races	Some other race	Not sure/ DK/NA
Total	1400	38	13	66	414	788	4	60	3	14
Some people say that electric vehicles should receive a discounted registration fee and be allowed to drive in HOV lanes in order to provide car buyers more incentive to purchase an electric vehicle	274	10	4	11	100	137	0	8	3	1
	19.5%	25.2%	28.9%	17.3%	24.2%	17.3%	0.0%	12.8%	100.0%	10.1%
Some people say that electric vehicles should pay higher registration fees to offset the gas taxes that help repair our roads, but that that electric vehicle owners don't pay at the pump	641	14	8	26	181	370	0	32	0	9
	45.8%	36.9%	60.5%	39.6%	43.8%	47.0%	0.0%	53.6%	0.0%	62.3%
Mixed opinions	371	13	0	25	106	205	2	17	0	3
	26.5%	33.9%	2.2%	37.6%	25.7%	26.0%	43.2%	28.3%	0.0%	22.6%
DK/NA	115	1	1	4	26	76	2	3	0	1
	8.2%	3.9%	8.5%	5.5%	6.3%	9.7%	56.8%	5.3%	0.0%	5.0%

Q22. Preferences for Replacement of Gas Tax Revenue

(support discounted fees for EVs from Q21) (n=980)

Supporters of a discounted registration fee for electric vehicles identified in Question 21 were then queried in an open-ended format allowing multiple responses, for their opinion on how to replace that tax to fund road repair. The highest scoring responses included “Tax oil and gas,” “Commuting to companies/Mileage based,” “Shouldn’t pay more/Doesn’t need to be changed at the time,” and “Tax the wealthy/large companies.” All other responses received less than ten percent mentions.

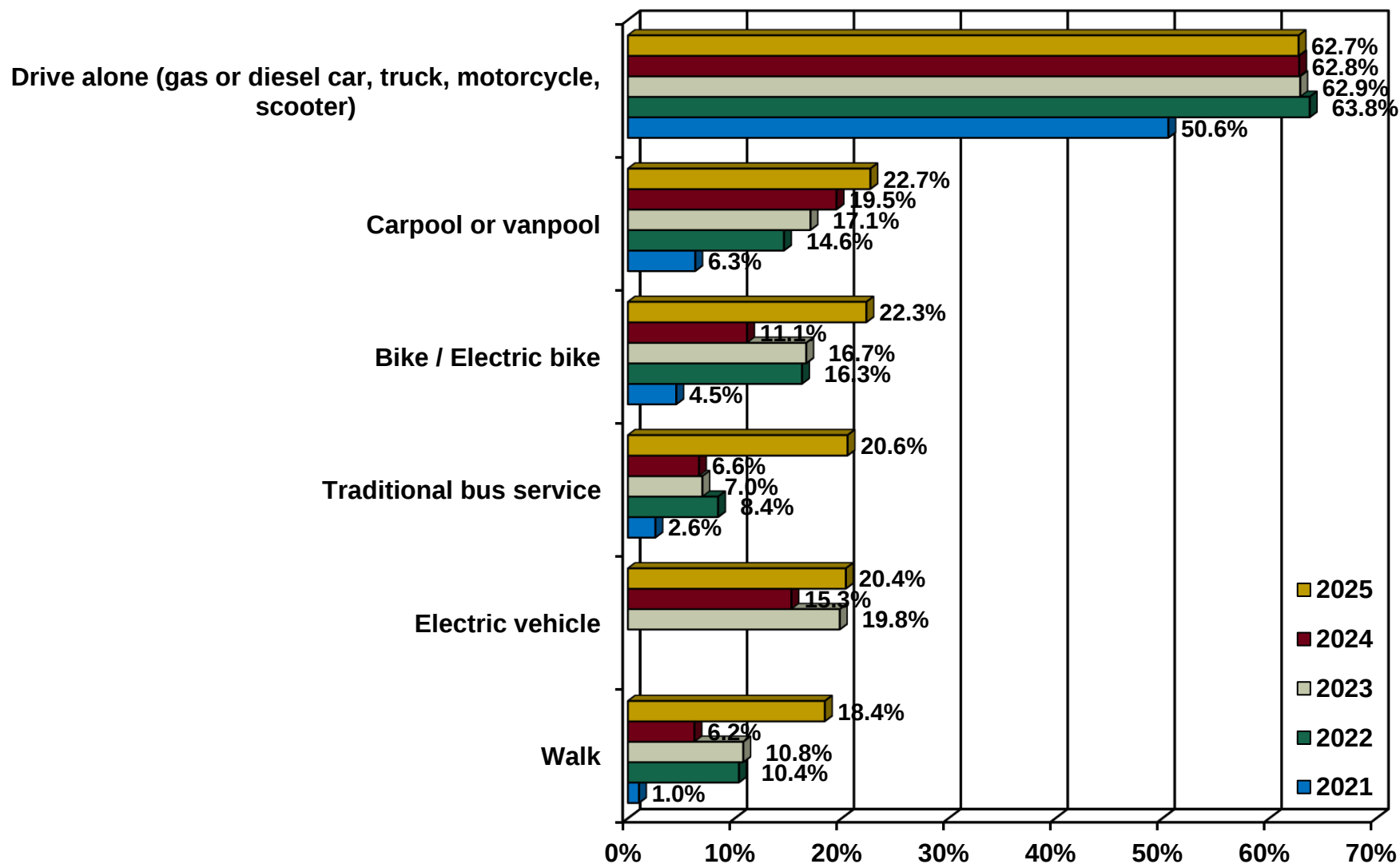


Q23. Most Likely Alternative Transportation (drive alone only from Q6) (n=1,066)

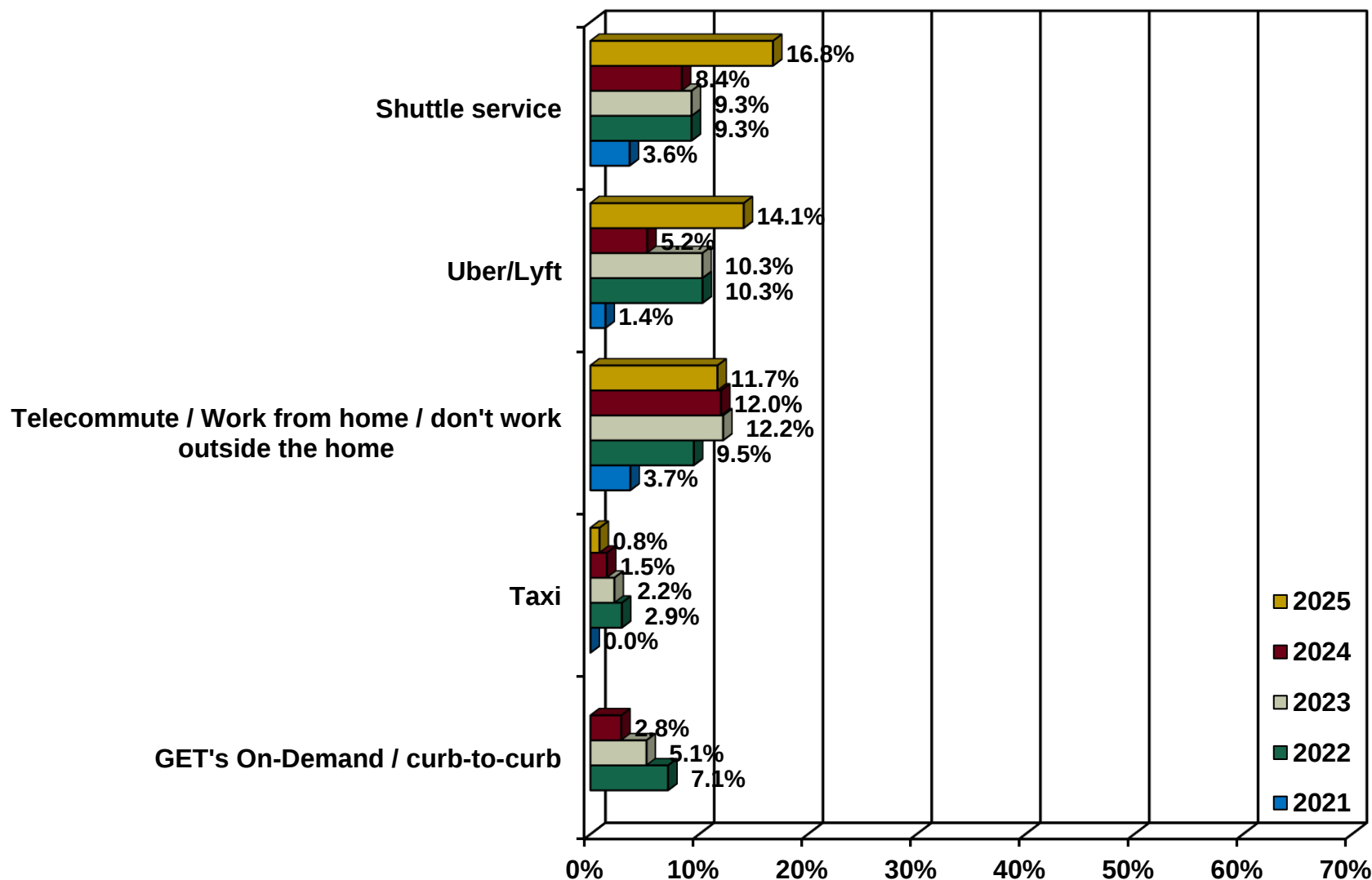
Respondents who indicated they drive alone as their primary transportation method in Question 6 were then asked what they would consider as a likely alternative transit mode if it was available in their area. In general, nearly all responses gained in popularity from the previous year. The top scoring response was “Drive alone,” identical to the 2024 results and mentioned by more than three in five respondents. There were some shifts in rank order of other responses in the current survey, compared with 2024. The next tier of alternative transit modes include carpool/vanpool at 22.7% (+3.2% from 2024), bike/electric bike at 22.3% (+11.2% from 2024), traditional bus services at 20.6% (+14.0% from 2024), and electric vehicle at 20.4% (+5.1% from 2024). The next tier of responses is comprised of walking at 18.4% (+12.2% from 2024), shuttle service at 16.8% (+8.4% from 2024) and Uber/Lyft at 14.1% (+8.9% from 2024).

The data are presented on the following three pages.

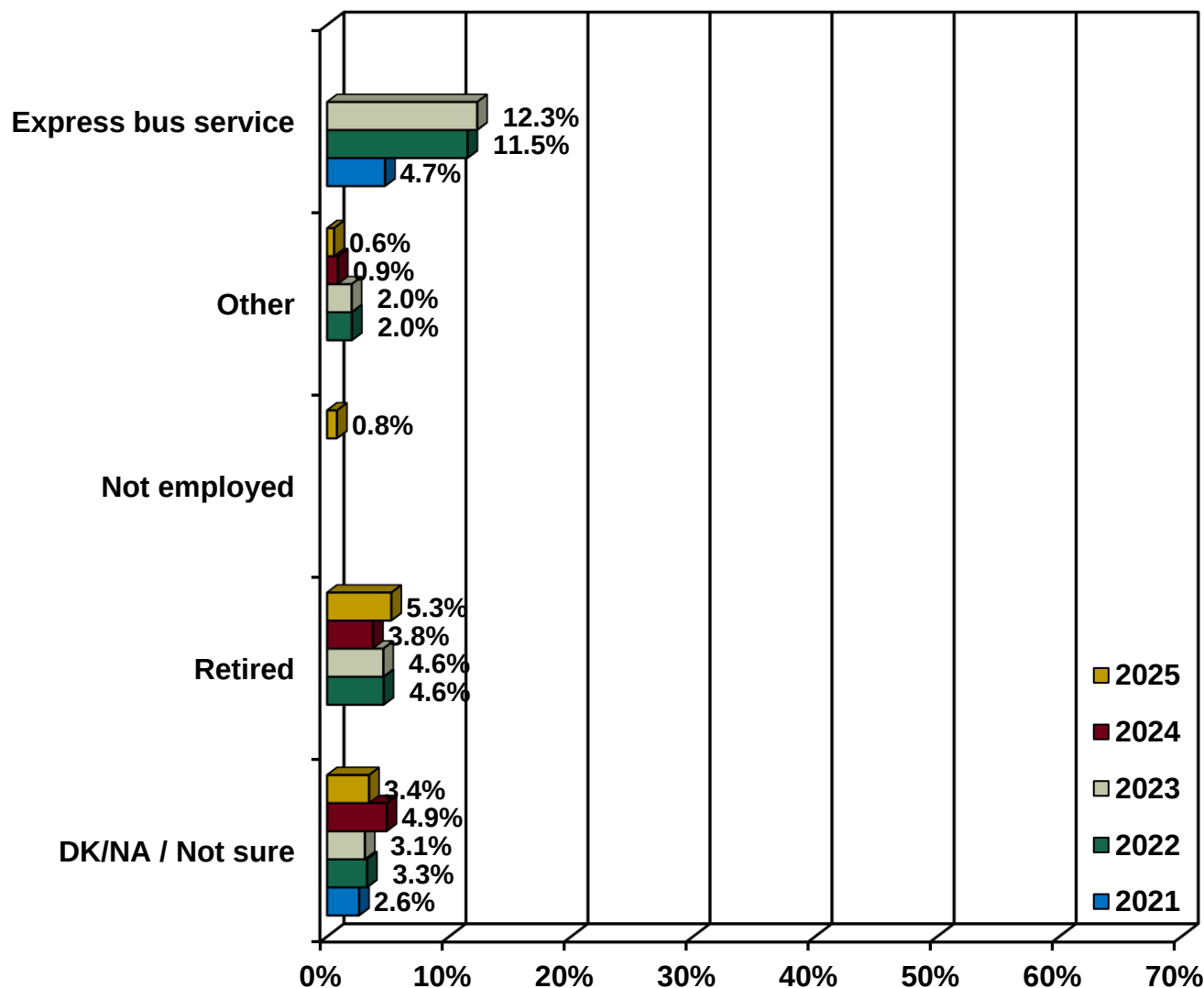
Q23. Most Likely Alternative Transportation (drive alone only from Q6) (n=1,066) Continued



Q23. Most Likely Alternative Transportation (drive alone only from Q6) (n= 1,066) Continued



Q23. Most Likely Alternative Transportation (drive alone only from Q6) (n= 1,066) Continued



Q23. Most Likely Alternative Transportation Gender Comparisons

Women were more likely to opt for all the alternative options except for a bike/electric bike and taxi, and also had a higher likelihood of indicating they work remotely.

The data are presented on the following page.

Q23. Most Likely Alternative Transportation Gender Comparisons Continued

	Respondents Gender		
	Total	Male	Female
Total	1066	532	534
Bike / Electric bike	238 22.3%	120 22.5%	118 22.1%
Carpool or vanpool	242 22.7%	71 13.4%	170 31.9%
Drive alone	669 62.7%	314 59.0%	355 66.5%
Electric vehicle	217 20.4%	90 16.9%	127 23.9%
Shuttle service	179 16.8%	53 9.9%	126 23.7%
Taxi	9 0.8%	2 0.4%	7 1.3%
Traditional bus service	219 20.6%	65 12.2%	154 28.9%
Uber/Lyft	150 14.1%	33 6.1%	118 22.0%
Walk	196 18.4%	53 10.0%	143 26.8%
Telecommute / Work from home / don't work outside the home	124 11.7%	42 7.9%	82 15.5%
Retired	56 5.3%	37 7.0%	19 3.5%
Not employed	9 0.8%	6 1.2%	2 0.4%
Other	6 0.6%	3 0.5%	3 0.6%
Not sure	37 3.4%	16 3.0%	21 3.9%

Q23. Most Likely Alternative Transportation Age Comparisons

In general, the youngest respondents were more likely to express a preference for all of the transit options, with the exception of taking a taxi. The 25-to-34-year-olds had a higher likelihood of reporting they work remotely. Respondents ages 60 and older were more likely to say they are retired.

The data are presented on the following page.

Q23. Most Likely Alternative Transportation Age Comparisons Continued

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1066	167	222	240	159	85	71	74	41	2	5
Bike / Electric bike	238 22.3%	109 65.3%	69 30.9%	25 10.4%	11 7.2%	5 5.7%	9 11.9%	11 14.2%	0 0.6%	0 0.0%	0 0.0%
Carpool or vanpool	242 22.7%	106 63.6%	43 19.6%	44 18.5%	19 12.2%	9 11.0%	5 7.3%	4 5.7%	9 22.0%	1 34.5%	0 0.6%
Drive alone	669 62.7%	125 74.9%	105 47.0%	166 69.2%	126 79.2%	56 66.0%	40 56.2%	35 47.7%	13 32.1%	1 59.5%	2 35.0%
Electric vehicle	217 20.4%	102 61.5%	58 26.0%	34 14.4%	7 4.4%	6 6.9%	4 5.8%	4 5.7%	1 3.5%	0 0.0%	0 0.0%
Shuttle service	179 16.8%	101 60.6%	23 10.4%	29 12.2%	12 7.3%	5 5.7%	3 4.8%	3 4.1%	2 3.9%	0 0.0%	1 21.6%
Taxi	9 0.8%	0 0.0%	5 2.3%	3 1.1%	0 0.2%	0 0.0%	0 0.0%	1 1.0%	0 0.6%	0 0.0%	0 0.6%
Traditional bus service	219 20.6%	106 63.9%	43 19.5%	32 13.2%	16 10.0%	1 1.3%	6 8.6%	4 5.7%	10 25.2%	0 0.0%	0 0.0%
Uber/Lyft	150 14.1%	88 52.6%	12 5.5%	16 6.5%	23 14.7%	3 3.5%	4 5.6%	2 2.9%	0 0.9%	0 0.0%	2 42.7%
Walk	196 18.4%	109 65.6%	34 15.2%	26 10.7%	16 10.4%	2 2.1%	7 9.6%	2 2.6%	1 1.7%	0 0.0%	0 0.0%
Telecommute / Work from home / don't work outside the home	124 11.7%	9 5.3%	49 22.2%	28 11.8%	21 13.1%	8 9.8%	5 6.5%	4 5.3%	0 0.7%	0 0.0%	0 0.0%
Retired	56 5.3%	0 0.0%	0 0.0%	0 0.0%	1 0.6%	1 1.6%	13 18.5%	21 28.0%	20 47.7%	0 6.0%	0 0.0%
Not employed	9 0.8%	1 0.5%	1 0.6%	0 0.0%	0 0.0%	6 7.4%	0 0.0%	0 0.1%	0 0.0%	0 0.0%	0 0.0%
Other	6 0.6%	2 1.0%	0 0.0%	0 0.0%	1 0.9%	0 0.0%	2 2.5%	1 1.4%	0 0.0%	0 0.0%	0 0.0%
Not sure	37 3.4%	0 0.0%	10 4.4%	7 2.9%	8 4.9%	9 10.2%	2 2.7%	1 1.8%	0 0.0%	0 0.0%	0 1.3%

Q23. Most Likely Alternative Transportation Regional Comparisons

Central region residents were more likely to say they would opt for carpool/vanpool or Uber/Lyft as alternative transit modes. Further, both Central and Mountain region respondents had a greater likelihood of saying they would choose to drive alone. The East region residents had a greater tendency to indicate a preference for using a bike/electric bike, electric vehicle or traditional bus service, and these respondents also stated with greater frequency that they work remotely.

The data table is presented on the next page,

Q23. Most Likely Alternative Transportation Regional Comparisons

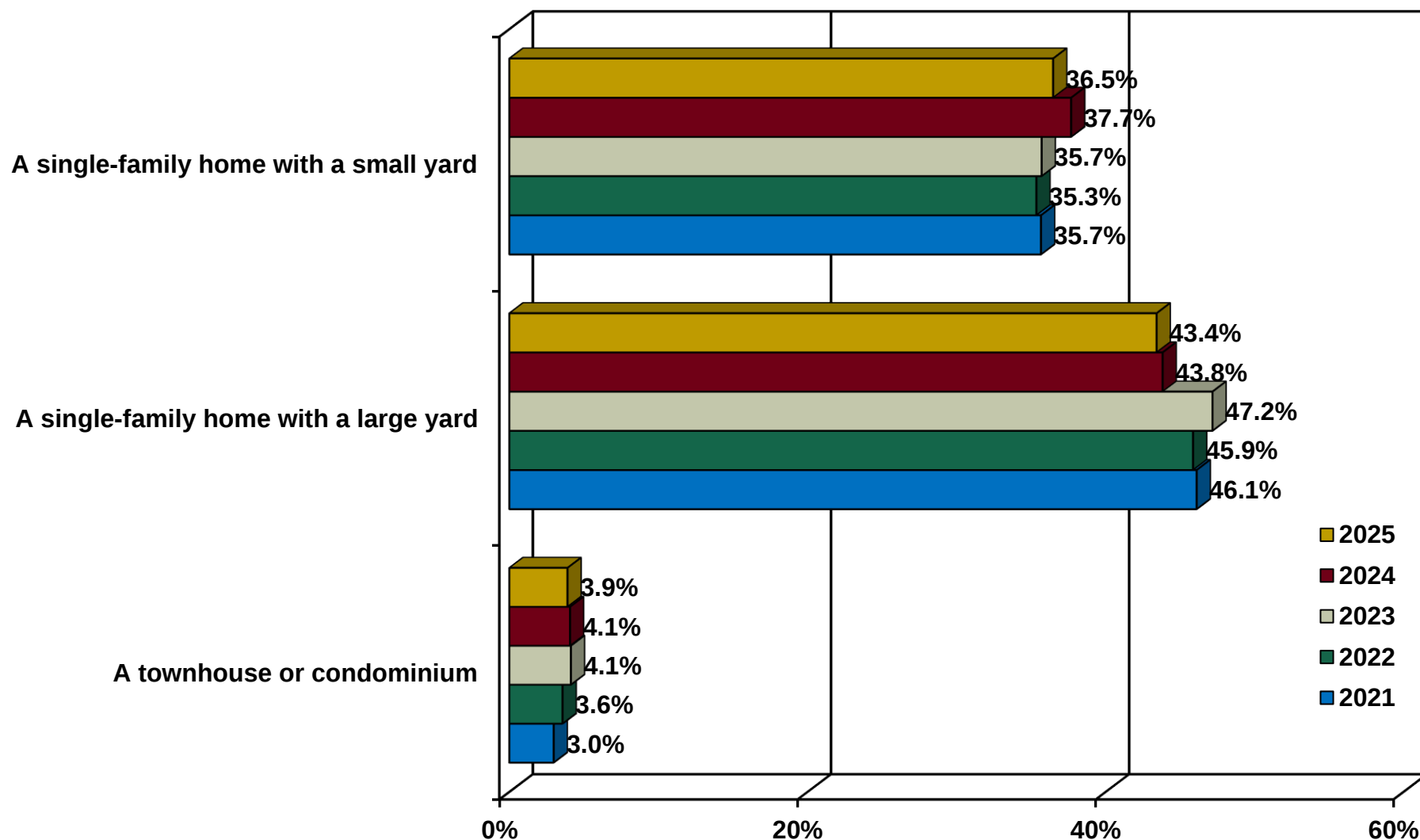
	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1066	26	855	82	103
Bike / Electric bike	238 22.3%	5 20.7%	165 19.4%	24 28.8%	43 42.2%
Carpool or vanpool	242 22.7%	6 22.0%	213 24.9%	12 14.4%	11 10.7%
Drive alone	669 62.7%	17 67.4%	545 63.8%	57 69.9%	49 47.3%
Electric vehicle	217 20.4%	4 13.7%	161 18.8%	10 12.5%	43 41.5%
Shuttle service	179 16.8%	3 10.0%	153 17.8%	10 11.6%	14 13.8%
Taxi	9 0.8%	0 1.2%	6 0.7%	1 0.9%	2 1.6%
Traditional bus service	219 20.6%	3 10.3%	183 21.4%	8 9.7%	26 25.0%
Uber/Lyft	150 14.1%	3 10.1%	142 16.6%	4 4.5%	2 2.2%
Walk	196 18.4%	2 9.0%	163 19.1%	7 8.9%	23 22.7%
Telecommute / Work from home / don't work outside the home	124 11.7%	5 17.4%	91 10.6%	9 10.8%	20 19.7%
Retired	56 5.3%	0 0.0%	51 6.0%	3 3.9%	1 1.3%
Not employed	9 0.8%	0 0.0%	8 0.9%	1 1.1%	0 0.1%
Other	6 0.6%	0 0.0%	5 0.6%	1 0.9%	0 0.0%
Not sure	37 3.4%	0 0.5%	33 3.9%	1 1.8%	2 1.5%

Q24. Current Housing Type (n=1,400)

In this section of the survey, the focus is on attitudes about housing issues. First, respondents were asked to indicate the type of housing they currently live in and the results are nearly identical to 2024 with one exception. There was a slight increase in the number of respondents who reported living in an apartment (14.2% in 2025 vs. 10.9% in 2024). Consistent with previous years, the single-family home with a large yard option garnered the highest number of mentions at 43.4%, followed by more than a third of respondents saying they live in a single-family home with a small yard at 36.5%. Apartment dwellers made up 14.2% of residents. Only 3.9% of respondents stated they live in a townhouse or condominium, and .04% said they live in a multi-use building.

The data and comparisons to previous surveys are illustrated on the following pages.

Q24. Current Housing Type (n=1,400) Continued

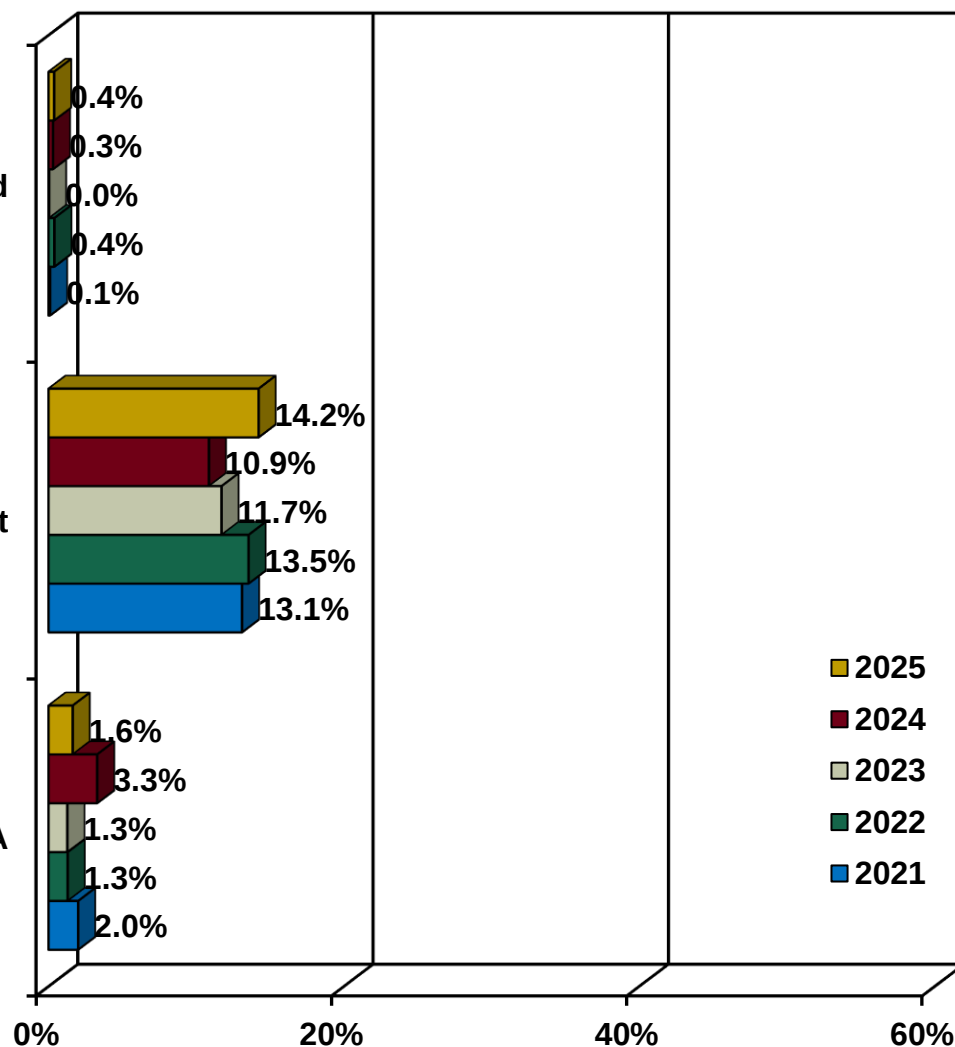


Q24. Current Housing Type (n=1,400) Continued

A building with offices and stores on the first floor and
condominiums on the upper floors

An apartment

DK/NA



Q24. Current Housing Type Gender Comparisons

Men had a greater tendency to report they live in a single-family home with a small yard. In contrast, women were more likely to say they live in an apartment.

	Respondents Gender		
	Total	Male	Female
Total	1400	693	707
A single-family home with a small yard	511 36.5%	303 43.7%	208 29.4%
A single-family home with a large yard	608 43.4%	316 45.6%	292 41.3%
A townhouse or condominium	54 3.9%	22 3.2%	32 4.6%
A building with offices and stores on the first floor and condominiums on the upper floors	5 0.4%	3 0.5%	2 0.3%
An apartment	199 14.2%	38 5.4%	161 22.8%
DK/NA	23 1.6%	11 1.6%	11 1.6%

Q24. Current Housing Type Age Comparisons

When viewed in terms of age differences, the youngest residents (ages 18 to 24) were more likely to state they live in an apartment. The single-family home with a small yard tended to be favored by residents ages 25 to 44, whereas the older residents (ages 35 to 84) had a greater likelihood of reporting living in a single-family home with a large yard.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1400	191	281	290	202	104	100	150	69	4	10
A single-family home with a small yard	511 36.5%	40 21.2%	143 50.7%	127 43.7%	70 34.8%	32 31.2%	25 24.9%	49 32.6%	20 28.5%	3 61.2%	2 25.2%
A single-family home with a large yard	608 43.4%	48 25.0%	79 28.2%	129 44.3%	102 50.6%	57 54.6%	59 59.1%	87 58.1%	44 64.0%	2 38.8%	2 18.8%
A townhouse or condominium	54 3.9%	5 2.5%	17 6.2%	9 3.1%	15 7.3%	3 2.8%	3 3.4%	2 1.4%	1 0.8%	0 0.0%	0 0.0%
A building with offices and stores on the first floor and condominiums on the upper floors	5 0.4%	0 0.0%	0 0.0%	2 0.7%	2 0.8%	0 0.0%	1 0.8%	1 0.5%	0 0.1%	0 0.0%	0 0.0%
An apartment	199 14.2%	94 49.4%	40 14.2%	22 7.6%	9 4.6%	9 9.1%	11 10.8%	10 6.6%	4 5.1%	0 0.0%	0 0.0%
DK/NA	23 1.6%	4 1.9%	2 0.7%	2 0.7%	4 2.0%	2 2.2%	1 1.1%	1 0.9%	1 1.5%	0 0.0%	5 56.0%

Q24. Current Housing Type Regional Comparisons

Single-family homes with a small yard tended to be favored by residents in the Central and East regions. Mountain region residents had a greater likelihood of reporting living in single-family home with a large yard. Townhouses or condominiums appeared to more often be chosen by East region residents, while Central area respondents had a higher likelihood of indicating they live in an apartment.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1400	37	1130	102	131
A single-family home with a small yard	511 36.5%	15 41.1%	422 37.3%	20 19.9%	53 40.7%
A single-family home with a large yard	608 43.4%	16 43.1%	464 41.1%	77 75.0%	51 39.1%
A townhouse or condominium	54 3.9%	1 2.2%	37 3.3%	1 0.6%	16 12.3%
A building with offices and stores on the first floor and condominiums on the upper floors	5 0.4%	0 0.0%	5 0.5%	0 0.1%	0 0.0%
An apartment	199 14.2%	5 12.8%	184 16.3%	4 3.6%	7 5.4%
DK/NA	23 1.6%	0 0.8%	18 1.6%	1 0.8%	3 2.5%

Q24. Current Housing Type Length of Residence Comparisons

Survey respondents who reported the shortest tenure living in Kern County (less than 1 year) were more likely to say they live in a townhouse/condominium. Residents with one to less than five years of living in the County had a higher likelihood of living in a single-family home with a small yard, whereas longer term residents of the County (five years or more) tended to be more likely to live in a single-family home with a large yard.

	Years Lived in Kern County				
	Total	Less than one year	One to less than five years	Five to less than ten years	Ten years or more
Total	1400	30	158	127	1085
A single-family home with a small yard	511 36.5%	14 45.3%	101 64.0%	38 29.7%	358 33.0%
A single-family home with a large yard	608 43.4%	2 5.1%	35 22.0%	71 56.0%	500 46.1%
A townhouse or condominium	54 3.9%	15 48.8%	5 3.1%	2 1.8%	33 3.0%
A building with offices and stores on the first floor and condominiums on the upper floors	5 0.4%	0 0.0%	0 0.0%	0 0.0%	5 0.5%
An apartment	199 14.2%	0 0.8%	13 8.0%	16 12.3%	171 15.7%
DK/NA	23 1.6%	0 0.0%	5 2.9%	0 0.1%	18 1.7%

Q24. Current Housing Type Income Comparisons

In terms of differences in housing type among the various income ranges, generally residents in the higher income categories reported living in a single-family home with a small or large yard. Those who reported being in the middle-income range had a greater tendency to say they live in a townhouse or condominium, while the lowest income residents were more likely to say they live in an apartment.

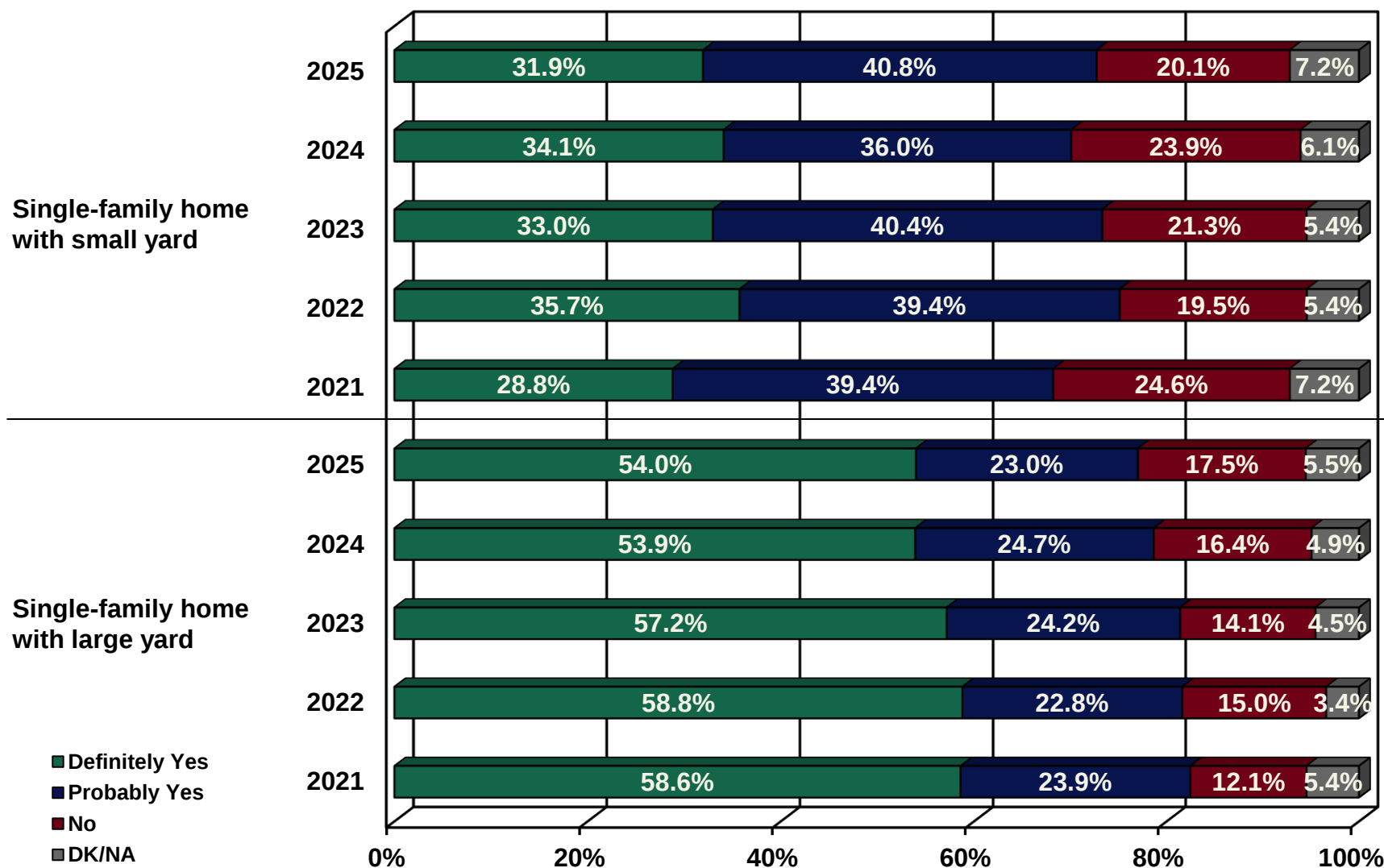
	Total Annual Household Income							
	Total	Less than \$24,999	\$25,000- \$49,999	\$50,000- \$74,999	\$75,000- \$99,999	\$100,000- \$124,999	\$125,000 or more	Not sure/ DK/NA
Total	1400	157	283	209	191	164	264	132
A single-family home with a small yard	511 36.5%	68 43.4%	80 28.1%	80 38.3%	90 47.0%	63 38.4%	84 31.8%	46 34.8%
A single-family home with a large yard	608 43.4%	45 28.5%	71 24.9%	91 43.6%	77 40.5%	87 52.9%	171 64.7%	67 50.4%
A townhouse or condominium	54 3.9%	10 6.2%	6 2.0%	17 8.3%	8 4.2%	8 4.8%	4 1.7%	2 1.2%
A building with offices and stores on the first floor and condominiums on the upper floors	5 0.4%	0 0.0%	1 0.3%	0 0.0%	4 1.9%	0 0.1%	1 0.3%	0 0.0%
An apartment	199 14.2%	27 17.3%	122 43.3%	20 9.5%	12 6.4%	6 3.7%	4 1.5%	7 5.6%
DK/NA	23 1.6%	7 4.6%	4 1.4%	1 0.4%	0 0.0%	0 0.2%	0 0.0%	11 8.0%

Q25. Housing Option Preferences (n=1,400)

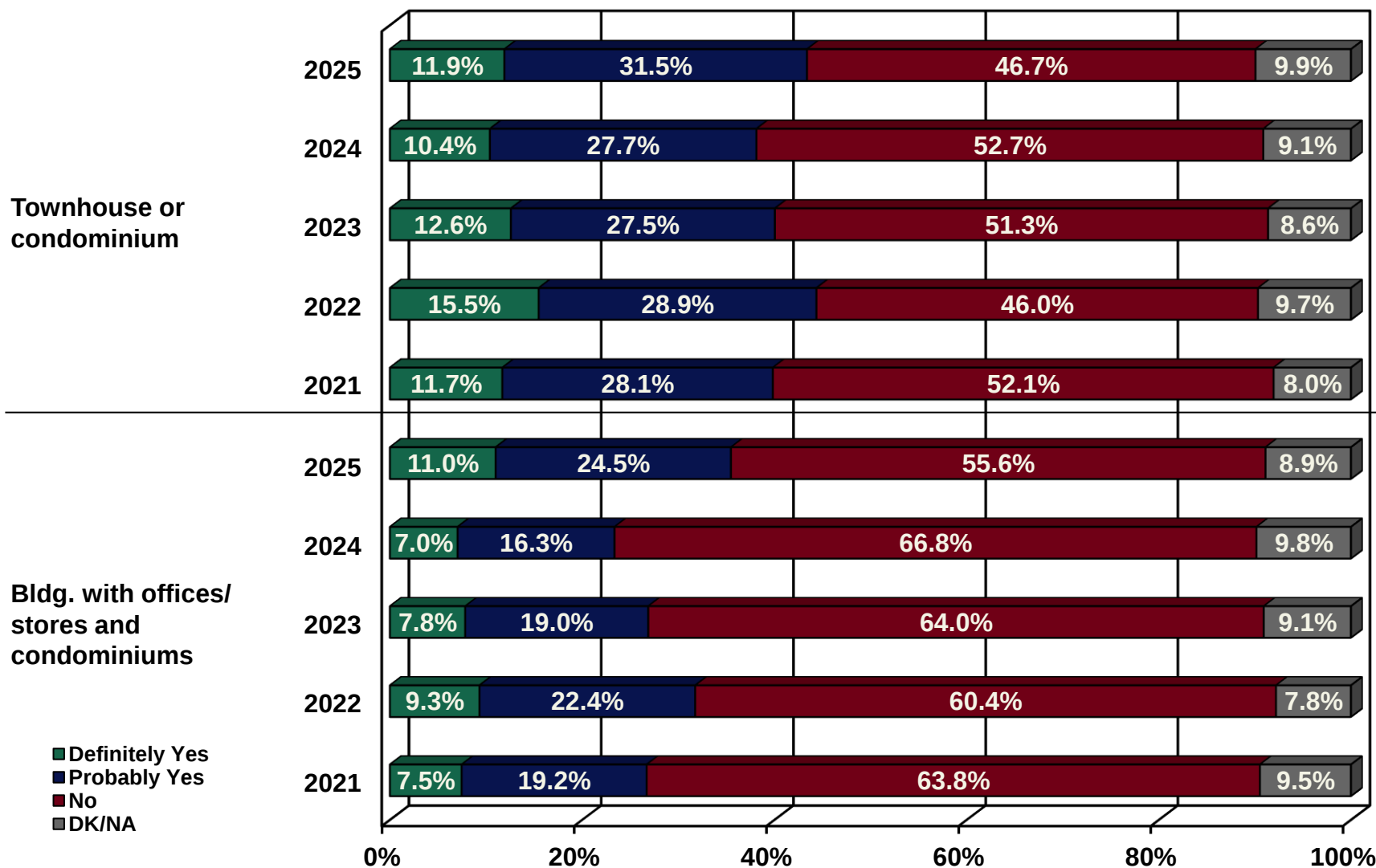
Next, residents were asked to think about a range of options for potential housing and cite a preference if they were to relocate within Kern County in the next ten years. There are some interesting shifts in choice among the various housing types in the current survey results. The single-family home with a small yard and townhouse/condominium options enjoyed a shift toward the “Probably yes” response, with decreases in other response categories. The multi-use building and apartment choices received more positive interest than in past surveys.

The data are shown in comparative charts on the following pages.

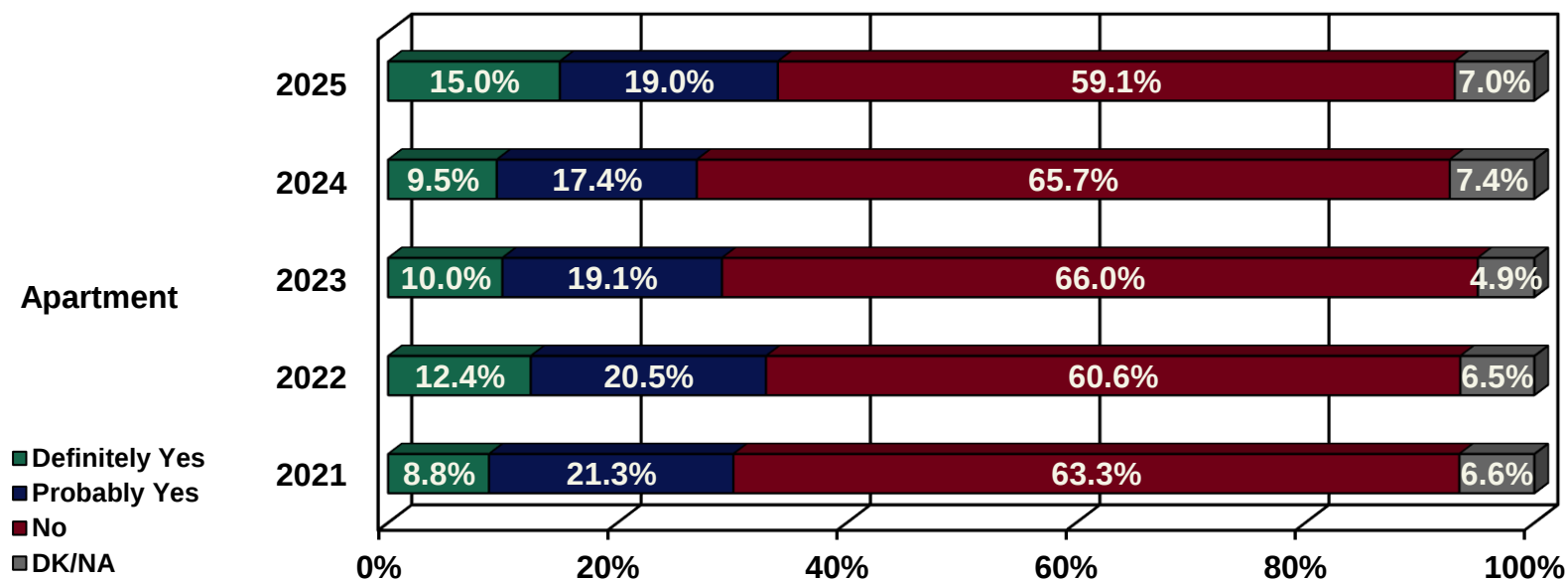
Q25. Housing Option Preferences (n=1,400) Continued



Q25. Housing Option Preferences (n=1,400) Continued



Q25. Housing Option Preferences (n=1,400) Continued



Q25. Housing Option Preferences

Detailed Comparisons

		Definitely Yes	Probably Yes	No	DK/NA
A single-family home with a small yard	2025	31.9%	40.8%	20.1%	7.2%
	2024	34.1%	36.0%	23.9%	6.1%
	2023	33.0%	40.4%	21.3%	5.4%
	2022	35.7%	39.4%	19.5%	5.4%
	2021	28.8%	39.4%	24.6%	7.2%
	2020	31.8%	39.9%	24.2%	4.0%
	2019	32.0%	39.4%	22.7%	5.9%
	2018	28.6%	38.5%	26.3%	6.6%
	2017	40.4%	36.4%	20.9%	2.3%
	2015	32.0%	31.2%	35.8%	1.0%
	2014	40.6%	33.1%	25.3%	1.0%
	2013	46.8%	22.8%	29.5%	.8%
	2012	44.1%	33.9%	21.3%	.7%
	2009	30%	37%	32%	1%
	2008	28%	37%	34%	0%
A single-family home with a large yard	2025	54.0%	23.0%	17.5%	5.5%
	2024	53.9%	24.7%	16.4%	4.9%
	2023	57.2%	24.2%	14.1%	4.5%
	2022	58.8%	22.8%	15.0%	3.4%
	2021	58.6%	23.9%	12.1%	5.4%
	2020	58.1%	24.5%	13.8%	3.7%
	2019	57.3%	26.5%	11.9%	4.4%
	2018	51.4%	24.6%	18.9%	5.1%
	2017	56.5%	23.8%	17.4%	2.3%
	2015	52.4%	20.2%	25.9%	1.5%
	2014	64.2%	17.0%	18.0%	.8%
	2013	67.6%	14.6%	17.1%	.6%
	2012	64.4%	19.9%	14.9%	.9%
	2009	59%	25%	16%	1%
	2008	57%	27%	15%	0%

Q25. Housing Option Preferences

Detailed Comparisons Continued

		Definitely Yes	Probably Yes	No	DK/NA
A townhouse or condominium	2025	11.9%	31.5%	46.7%	9.9%
	2024	10.4%	27.7%	52.7%	9.1%
	2023	12.6%	27.5%	51.3%	8.6%
	2022	15.5%	28.9%	46.0%	9.7%
	2021	11.7%	28.1%	52.1%	8.0%
	2020	12.6%	29.8%	51.4%	6.3%
	2019	12.0%	30.7%	49.2%	8.2%
	2018	9.2%	29.6%	53.1%	8.1%
	2017	11.1%	32.0%	53.4%	3.6%
	2015	11.0%	24.8%	62.7%	1.5%
	2014	13.9%	25.9%	58.3%	1.9%
	2013	17.1%	21.4%	61.1%	.4%
	2012	21.1%	30.7%	47.2%	.9%
	2009	11%	33%	55%	1%
	2008	13%	27%	58%	1%
A building with offices and stores on the first floor and condominiums on the upper floors	2025	11.0%	24.5%	55.6%	8.9%
	2024	7.0%	16.3%	66.8%	9.8%
	2023	7.8%	19.0%	64.0%	9.1%
	2022	9.3%	22.4%	60.4%	7.8%
	2021	7.5%	19.2%	63.8%	9.5%
	2020	7.8%	19.8%	65.8%	6.6%
	2019	7.5%	20.2%	63.5%	8.8%
	2018	7.4%	15.9%	66.9%	9.8%
	2017	6.8%	14.0%	74.6%	4.6%
	2015	7.1%	9.7%	82.1%	1.1%
	2014	7.9%	12.0%	77.7%	2.4%
	2013	7.3%	8.7%	83.4%	.6%
	2012	9.8%	18.1%	70.9%	1.3%
	2009	7%	14%	78%	1%
	2008	8%	13%	78%	1%

Q25. Housing Option Preferences

Detailed Comparisons Continued

		Definitely Yes	Probably Yes	No	DK/NA
An apartment	2025	15.0%	19.0%	59.1%	7.0%
	2024	9.5%	17.4%	65.7%	7.4%
	2023	10.0%	19.1%	66.0%	4.9%
	2022	12.4%	20.5%	60.6%	6.5%
	2021	8.8%	21.3%	63.3%	6.6%
	2020	9.5%	22.4%	61.3%	6.8%
	2019	10.9%	23.7%	58.4%	7.1%
	2018	7.5%	21.8%	63.7%	7.0%
	2017	9.2%	21.8%	66.3%	2.6%
	2015	9.9%	12.4%	76.4%	1.3%
	2014	13.5%	16.4%	69.0%	1.1%
	2013	16.1%	11.0%	72.2%	.6%
	2012	12.5%	21.8%	64.9%	.8%
	2009	9%	18%	72%	1%
	2008	10%	19%	71%	1%

Q25. Housing Option Preferences

Gender Comparisons

Men were more likely to show interest in a single-family home with a large yard, while women had a greater tendency to reject this option.

The data are presented below and on the next page.

		Respondents Gender		
		Total	Male	Female
A. A single-family home with a small yard	Total	1400	693	707
	Definitely Yes	447 31.9%	241 34.7%	207 29.2%
	Probably Yes	571 40.8%	226 32.5%	345 48.9%
	No	281 20.1%	173 24.9%	108 15.3%
	DK/NA	101 7.2%	54 7.8%	46 6.6%
B. A single-family home with a large yard	Total	1400	693	707
	Definitely Yes	756 54.0%	396 57.1%	360 50.9%
	Probably Yes	322 23.0%	160 23.1%	162 22.9%
	No	245 17.5%	93 13.5%	151 21.4%
	DK/NA	77 5.5%	44 6.3%	34 4.8%

Q25. Housing Option Preferences

Gender Comparisons Continued

		Respondents Gender		
		Total	Male	Female
C. A townhouse or condominium	Total	1400	693	707
	Definitely Yes	167 11.9%	81 11.7%	85 12.1%
	Probably Yes	441 31.5%	177 25.5%	264 37.3%
	No	653 46.7%	370 53.4%	283 40.1%
	DK/NA	139 9.9%	65 9.3%	74 10.5%
D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1400	693	707
	Definitely Yes	154 11.0%	64 9.2%	90 12.8%
	Probably Yes	343 24.5%	146 21.1%	196 27.8%
	No	779 55.6%	414 59.7%	365 51.6%
	DK/NA	124 8.9%	69 10.0%	55 7.8%
E. An apartment	Total	1400	693	707
	Definitely Yes	210 15.0%	63 9.2%	146 20.7%
	Probably Yes	266 19.0%	132 19.1%	134 18.9%
	No	827 59.1%	445 64.1%	382 54.1%
	DK/NA	97 7.0%	53 7.7%	44 6.3%

Q25. Housing Option Preferences

Age Comparisons

There were no consistent patterns based on age.

The data is presented here and on the next page.

		Age										
		Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/DK/NA
A. A single-family home with a small yard	Total	1400	191	281	290	202	104	100	150	69	4	10
	Definitely Yes	447 31.9%	35 18.2%	135 47.8%	100 34.3%	46 22.9%	35 34.0%	26 26.4%	42 28.1%	25 37.0%	2 41.9%	1 12.4%
	Probably Yes	571 40.8%	141 73.8%	88 31.4%	89 30.5%	99 49.3%	48 46.0%	35 35.3%	51 34.1%	17 25.3%	1 20.0%	1 15.5%
	No	281 20.1%	12 6.1%	50 17.8%	81 28.0%	42 20.7%	17 16.6%	23 22.9%	45 30.2%	9 13.9%	1 18.6%	1 8.3%
	DK/NA	101 7.2%	3 1.8%	8 2.9%	21 7.2%	14 7.1%	4 3.4%	15 15.4%	12 7.7%	16 23.9%	1 19.6%	6 63.8%
B. A single-family home with a large yard	Total	1400	191	281	290	202	104	100	150	69	4	10
	Definitely Yes	756 54.0%	66 34.9%	178 63.2%	195 67.2%	124 61.3%	67 64.8%	45 44.5%	51 33.6%	27 38.8%	1 17.5%	3 36.2%
	Probably Yes	322 23.0%	24 12.6%	70 24.8%	68 23.4%	59 29.3%	17 16.3%	25 25.1%	40 26.5%	17 24.1%	1 30.1%	2 22.2%
	No	245 17.5%	94 49.5%	28 10.0%	21 7.3%	13 6.3%	13 12.3%	15 14.7%	40 26.5%	20 29.2%	1 23.6%	0 0.3%
	DK/NA	77 5.5%	6 3.1%	6 2.1%	6 2.1%	6 3.1%	7 6.6%	16 15.7%	20 13.3%	5 7.9%	1 28.8%	4 41.4%

Q25. Housing Option Preferences

Age Comparisons Continued

		Age										
		Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
C. A townhouse or condominium	Total	1400	191	281	290	202	104	100	150	69	4	10
	Definitely Yes	167 11.9%	11 5.9%	49 17.5%	50 17.1%	18 8.8%	15 14.9%	11 10.7%	9 6.1%	1 1.6%	0 6.5%	2 22.7%
	Probably Yes	441 31.5%	133 69.9%	92 32.7%	66 22.8%	51 25.2%	19 17.9%	18 18.5%	43 28.9%	16 23.5%	1 15.3%	1 13.9%
	No	653 46.7%	36 18.8%	108 38.3%	153 52.6%	117 57.9%	63 60.6%	61 60.5%	84 56.0%	30 43.8%	2 41.5%	1 10.3%
	DK/NA	139 9.9%	10 5.5%	32 11.5%	21 7.4%	16 8.0%	7 6.6%	10 10.4%	14 9.0%	21 31.1%	2 36.6%	5 53.1%
D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1400	191	281	290	202	104	100	150	69	4	10
	Definitely Yes	154 11.0%	19 9.8%	30 10.5%	68 23.6%	15 7.7%	6 5.9%	5 4.8%	5 3.3%	4 5.3%	0 6.5%	2 22.4%
	Probably Yes	343 24.5%	103 54.2%	87 31.0%	49 16.8%	47 23.1%	12 11.2%	15 14.8%	19 12.5%	10 14.3%	1 13.4%	1 15.0%
	No	779 55.6%	59 30.8%	150 53.3%	160 55.1%	113 55.8%	78 75.5%	64 64.2%	108 72.2%	42 61.2%	3 64.7%	2 21.2%
	DK/NA	124 8.9%	10 5.2%	15 5.2%	13 4.5%	27 13.4%	8 7.4%	16 16.2%	18 12.0%	13 19.2%	1 15.3%	4 41.4%
E. An apartment	Total	1400	191	281	290	202	104	100	150	69	4	10
	Definitely Yes	210 15.0%	106 55.6%	40 14.4%	29 9.9%	13 6.6%	9 8.6%	6 6.3%	5 3.2%	1 1.7%	0 0.0%	0 0.0%
	Probably Yes	266 19.0%	40 20.7%	72 25.7%	53 18.2%	34 16.7%	10 9.3%	19 18.7%	24 16.0%	13 18.7%	1 28.8%	1 13.9%
	No	827 59.1%	40 21.2%	143 50.7%	192 66.2%	150 74.6%	79 76.0%	66 66.4%	110 73.3%	41 59.7%	3 71.2%	2 22.3%
	DK/NA	97 7.0%	5 2.5%	26 9.3%	17 5.7%	4 2.1%	6 6.0%	9 8.5%	11 7.6%	14 19.8%	0 0.0%	6 63.8%

Q25. Housing Option Preferences Regional Comparisons

Mountain and East region residents are slightly less likely to consider a single-family home with a small yard, and they also tend to be more likely to favor a single-family home with a large yard.

Results are shown below and continued on the next page.

		Zip Code Area				
		Total	West Kern	Central	Mountains	East
A. A single-family home with a small yard	Total	1400	37	1130	102	131
	Definitely Yes	447 31.9%	17 46.6%	363 32.1%	20 19.2%	47 36.2%
	Probably Yes	571 40.8%	13 34.7%	473 41.8%	48 46.6%	38 28.9%
	No	281 20.1%	7 18.7%	206 18.2%	30 29.6%	38 29.2%
	DK/NA	101 7.2%	0 0.0%	89 7.8%	5 4.6%	7 5.6%
B. A single-family home with a large yard	Total	1400	37	1130	102	131
	Definitely Yes	756 54.0%	24 65.6%	607 53.7%	70 68.6%	55 42.0%
	Probably Yes	322 23.0%	6 17.1%	246 21.8%	19 18.2%	51 39.1%
	No	245 17.5%	6 17.2%	210 18.6%	10 10.1%	18 13.4%
	DK/NA	77 5.5%	0 0.0%	67 5.9%	3 3.2%	7 5.6%

Q25. Housing Option Preferences

Regional Comparisons Continued

		Zip Code Area				
		Total	West Kern	Central	Mountains	East
C. A townhouse or condominium	Total	1400	37	1130	102	131
	Definitely Yes	167 11.9%	4 11.8%	138 12.2%	10 9.3%	15 11.4%
	Probably Yes	441 31.5%	12 32.3%	379 33.5%	15 14.3%	35 26.8%
	No	653 46.7%	19 50.3%	504 44.6%	71 69.7%	59 45.3%
	DK/NA	139 9.9%	2 5.7%	109 9.6%	7 6.7%	21 16.4%
D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1400	37	1130	102	131
	Definitely Yes	154 11.0%	6 15.1%	121 10.7%	10 9.8%	18 13.5%
	Probably Yes	343 24.5%	8 20.3%	300 26.5%	11 10.6%	25 18.9%
	No	779 55.6%	23 61.6%	599 53.0%	76 74.5%	81 62.0%
	DK/NA	124 8.9%	1 2.9%	111 9.8%	5 5.1%	7 5.7%
E. An apartment	Total	1400	37	1130	102	131
	Definitely Yes	210 15.0%	6 17.2%	192 17.0%	4 4.1%	7 5.1%
	Probably Yes	266 19.0%	8 22.6%	226 20.0%	14 13.7%	18 13.8%
	No	827 59.1%	22 59.8%	645 57.1%	80 78.6%	79 60.8%
	DK/NA	97 7.0%	0 0.3%	67 5.9%	4 3.5%	26 20.3%

Q25. Housing Option Preferences Income Comparisons

Overall, residents who reported income in the lower ranges had a higher likelihood of embracing single-family homes with a small yard, townhouses/condominiums, multi-use buildings, and apartments. On the other hand, higher income residents were more likely to favor single-family homes with a large yard and reject the other options. The data are presented below and on the following page.

		Total Annual Household Income							
		Total	Less than \$24,999	\$25,000-\$49,999	\$50,000-\$74,999	\$75,000-\$99,999	\$100,000-\$124,999	\$125,000 or more	Not sure / DK/NA
A. A single-family home with a small yard	Total	1400	157	283	209	191	164	264	132
	Definitely Yes	447 31.9%	50 31.7%	89 31.6%	76 36.1%	75 39.5%	44 27.2%	74 28.0%	39 29.4%
	Probably Yes	571 40.8%	64 40.9%	148 52.2%	89 42.4%	63 32.8%	69 42.3%	85 32.1%	53 40.4%
	No	281 20.1%	26 16.6%	31 11.0%	39 18.8%	36 19.1%	45 27.3%	87 32.9%	17 12.6%
	DK/NA	101 7.2%	17 10.8%	15 5.2%	5 2.6%	16 8.6%	5 3.2%	18 7.0%	23 17.7%
B. A single-family home with a large yard	Total	1400	157	283	209	191	164	264	132
	Definitely Yes	756 54.0%	76 48.6%	111 39.3%	119 57.0%	118 61.8%	92 56.1%	173 65.5%	66 50.3%
	Probably Yes	322 23.0%	40 25.6%	40 14.2%	61 29.1%	54 28.1%	50 30.4%	52 19.5%	26 19.4%
	No	245 17.5%	37 23.6%	110 39.0%	23 10.8%	14 7.3%	15 9.0%	29 10.8%	17 13.1%
	DK/NA	77 5.5%	3 2.1%	21 7.5%	7 3.1%	5 2.8%	7 4.5%	11 4.1%	23 17.1%

Q25. Housing Option Preferences

Income Comparisons Continued

		Total Annual Household Income							
		Total	Less than \$24,999	\$25,000-\$49,999	\$50,000-\$74,999	\$75,000-\$99,999	\$100,000-\$124,999	\$125,000 or more	Not sure / DK/NA
C. A townhouse or condominium	Total	1400	157	283	209	191	164	264	132
	Definitely Yes	167 11.9%	36 22.9%	41 14.4%	28 13.3%	18 9.6%	22 13.4%	18 6.7%	5 3.4%
	Probably Yes	441 31.5%	63 40.2%	136 48.1%	66 31.5%	45 23.8%	50 30.8%	48 18.0%	32 24.4%
	No	653 46.7%	40 25.7%	80 28.2%	100 47.9%	101 52.9%	83 50.4%	179 67.9%	70 53.0%
	DK/NA	139 9.9%	18 11.3%	26 9.3%	15 7.2%	26 13.7%	9 5.3%	20 7.4%	25 19.2%
D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1400	157	283	209	191	164	264	132
	Definitely Yes	154 11.0%	18 11.6%	19 6.6%	22 10.5%	16 8.5%	32 19.4%	22 8.2%	25 19.2%
	Probably Yes	343 24.5%	42 27.0%	126 44.4%	57 27.3%	36 18.8%	25 15.3%	41 15.3%	16 12.3%
	No	779 55.6%	79 50.2%	120 42.3%	107 51.0%	130 68.0%	89 54.1%	184 69.4%	72 54.4%
	DK/NA	124 8.9%	18 11.3%	19 6.6%	23 11.2%	9 4.7%	18 11.2%	18 7.0%	19 14.2%
E. An apartment	Total	1400	157	283	209	191	164	264	132
	Definitely Yes	210 15.0%	30 19.3%	123 43.4%	18 8.8%	11 6.0%	13 8.1%	5 2.1%	8 6.1%
	Probably Yes	266 19.0%	56 35.4%	53 18.8%	46 21.9%	29 15.1%	40 24.2%	23 8.9%	19 14.6%
	No	827 59.1%	53 33.9%	93 32.8%	133 63.5%	132 69.0%	106 65.0%	221 83.5%	90 67.8%
	DK/NA	97 7.0%	18 11.3%	14 5.0%	12 5.8%	19 9.9%	4 2.7%	15 5.6%	15 11.4%

Q25. Housing Option Preferences

Length of Residence Comparisons

Shorter term residents of the County were more likely to consider a single-family home with a small yard than longer term residents who tended to prefer a single-family home with a large yard.

The survey results are shown here and on the next page.

		Years Lived in Kern County				
		Total	Less than one year	One to less than five years	Five to less than ten years	Ten years or more
A. A single-family home with a small yard	Total	1400	30	158	127	1085
	Definitely Yes	447 31.9%	22 74.7%	69 43.9%	34 27.0%	321 29.6%
	Probably Yes	571 40.8%	3 9.3%	62 39.5%	47 36.9%	459 42.3%
	No	281 20.1%	0 0.6%	20 12.9%	32 25.2%	229 21.1%
	DK/NA	101 7.2%	5 15.3%	6 3.7%	14 11.0%	76 7.0%
B. A single-family home with a large yard	Total	1400	30	158	127	1085
	Definitely Yes	756 54.0%	14 45.4%	80 50.7%	94 74.2%	568 52.3%
	Probably Yes	322 23.0%	15 49.7%	60 37.9%	16 12.2%	232 21.4%
	No	245 17.5%	1 4.9%	12 7.7%	15 11.8%	216 19.9%
	DK/NA	77 5.5%	0 0.0%	6 3.7%	2 1.9%	69 6.4%

Q25. Housing Option Preferences

Length of Residence Comparisons Continued

		Years Lived in Kern County				
		Total	Less than one year	One to less than five years	Five to less than ten years	Ten years or more
C. A townhouse or condominium	Total	1400	30	158	127	1085
	Definitely Yes	167 11.9%	7 23.3%	30 19.3%	22 17.6%	107 9.9%
	Probably Yes	441 31.5%	17 56.8%	40 25.4%	25 19.5%	359 33.1%
	No	653 46.7%	4 12.7%	63 40.1%	67 52.4%	520 47.9%
	DK/NA	139 9.9%	2 7.1%	24 15.2%	13 10.4%	100 9.2%
D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1400	30	158	127	1085
	Definitely Yes	154 11.0%	2 7.5%	46 29.0%	14 11.1%	92 8.5%
	Probably Yes	343 24.5%	2 8.0%	45 28.5%	26 20.3%	269 24.8%
	No	779 55.6%	21 69.2%	58 37.0%	59 46.2%	641 59.1%
	DK/NA	124 8.9%	5 15.3%	9 5.4%	29 22.4%	83 7.6%
E. An apartment	Total	1400	30	158	127	1085
	Definitely Yes	210 15.0%	3 9.4%	26 16.4%	10 7.5%	171 15.8%
	Probably Yes	266 19.0%	0 0.8%	27 17.4%	25 19.3%	214 19.7%
	No	827 59.1%	23 75.6%	80 50.7%	81 63.6%	643 59.3%
	DK/NA	97 7.0%	4 14.2%	25 15.5%	12 9.5%	57 5.2%

Q25. Housing Option Preferences

Current Housing Comparisons

When segmenting housing preferences according to current housing type, as in the earlier surveys, the data reveals large majorities of residents living in a single-family home with a small yard, a single-family home with a large yard, and a townhouse, condo or apartment continue to prefer a single-family home with a large or small yard given the chance. Although, a sizeable portion (57.0%) of those living in a single-family home with a large yard would consider downsizing to a small yard.

A majority of those living in a townhome or condo, mixed use building or an apartment would be willing to remain in a townhome or condo (93.4%). As in earlier surveys, the population of residents living in a mixed-use building are too small to make meaningful comparisons.

Q25. Housing Option Preferences

Current Housing Comparisons Continued

		24. Next, please consider a variety of housing issues. Do you currently live in _____									
		A single-family home with a small yard		A single-family home with a large yard		A townhouse or condominium		A building with offices and stores on the first floor and condominiums on the upper floors		An apartment	
		Column N %	Count	Column N %	Count	Column N %	Count	Column N %	Count	Column N %	Count
25a. A single-family home with a small yard	Definitely Yes	45.9%	235	19.7%	120	58.3%	32	0.0%	0	29.4%	59
	Probably Yes	37.6%	192	37.3%	227	32.7%	18	54.9%	3	61.8%	123
	No	12.4%	63	31.6%	192	7.7%	4	45.1%	2	7.6%	15
	DK/NA	4.1%	21	11.4%	69	1.3%	1	0.0%	0	1.2%	2
	Total Yes	83.5%		57.0%		91.0%		54.9%		91.2%	
25b. A single-family home with a large yard	Definitely Yes	51.0%	260	66.9%	406	40.8%	22	43.9%	2	30.9%	62
	Probably Yes	28.6%	146	17.6%	107	51.4%	28	39.1%	2	16.0%	32
	No	16.0%	82	8.5%	52	6.6%	4	17.0%	1	51.2%	102
	DK/NA	4.4%	23	7.0%	43	1.2%	1	0.0%	0	1.9%	4
	Total Yes	79.6%		84.5%		92.2%		83.0%		46.9%	
25c. A townhouse or condominium if you were to relocate within Kern County.	Definitely Yes	15.0%	76	7.2%	44	23.0%	13	14.0%	1	16.3%	32
	Probably Yes	29.6%	151	17.7%	108	70.4%	38	0.0%	0	68.1%	136
	No	44.8%	229	65.5%	398	6.6%	4	46.9%	2	7.8%	15
	DK/NA	10.7%	54	9.5%	58	0.0%	0	39.1%	2	7.8%	16
	Total Yes	44.6%		24.9%		93.4%		14.0%		84.4%	
25d. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely Yes	14.9%	76	7.3%	44	19.8%	11	53.1%	3	9.6%	19
	Probably Yes	26.5%	135	12.9%	79	9.0%	5	1.8%	0	59.4%	118
	No	52.1%	266	67.7%	411	67.0%	37	45.1%	2	26.9%	54
	DK/NA	6.5%	33	12.1%	73	4.1%	2	0.0%	0	4.1%	8
	Total Yes	41.4%		20.2%		28.8%		54.9%		69.0%	
25e. An apartment	Definitely Yes	9.7%	50	5.5%	33	11.9%	6	0.0%	0	59.9%	119
	Probably Yes	26.1%	133	9.8%	59	21.7%	12	83.0%	4	25.1%	50
	No	57.0%	291	77.1%	469	61.4%	33	17.0%	1	13.3%	27
	DK/NA	7.2%	37	7.6%	46	5.0%	3	0.0%	0	1.7%	3
	Total Yes	35.8%		15.3%		33.6%		83.0%		84.9%	

Q25. Housing Option Preferences

Ethnicity Comparisons

The townhouse/condominium and apartment options tended to be somewhat favored by Hispanic/Latino residents, while Caucasian residents were more likely to decline the apartment. Multi-use buildings had a higher likelihood of being rejected by African American and Caucasian respondents yet embraced by Asian residents. Single-family homes with a large yard were somewhat more likely to be preferred by Asian residents, while rejected by African American respondents. Caucasian residents had a higher likelihood of opting for single-family homes with a small yard. The data are presented below and on the following page.

		Ethnic Group									
		Total	African American	American Indian/Alaskan	Asian	Caucasian	Hispanic/Latino	Native Hawaiian/Pacific Islander	Two or more races	Some other race	Not sure / DK/NA
A. A single-family home with a small yard	Total	1400	38	13	66	414	788	4	60	3	14
	Definitely Yes	447 31.9%	10 26.5%	2 18.4%	25 37.5%	153 37.1%	221 28.1%	2 59.7%	31 51.4%	0 0.0%	2 15.6%
	Probably Yes	571 40.8%	12 31.5%	4 32.5%	29 43.9%	151 36.6%	351 44.5%	0 3.3%	17 28.4%	3 100.0%	4 25.4%
	No	281 20.1%	15 40.2%	6 44.4%	11 16.3%	88 21.2%	143 18.2%	1 37.0%	12 19.2%	0 0.0%	6 39.3%
	DK/NA	101 7.2%	1 1.8%	1 4.7%	2 2.3%	22 5.2%	73 9.2%	0 0.0%	1 1.0%	0 0.0%	3 19.7%
B. A single-family home with a large yard	Total	1400	38	13	66	414	788	4	60	3	14
	Definitely Yes	756 54.0%	22 57.7%	10 74.5%	35 53.7%	213 51.4%	423 53.6%	3 82.3%	42 69.8%	3 100.0%	6 40.0%
	Probably Yes	322 23.0%	7 18.3%	1 9.4%	25 38.7%	112 26.9%	166 21.0%	0 0.0%	8 12.6%	0 0.0%	4 25.8%
	No	245 17.5%	6 15.7%	2 16.1%	4 6.2%	66 15.8%	157 19.9%	0 0.0%	9 14.4%	0 0.0%	1 7.3%
	DK/NA	77 5.5%	3 8.3%	0 0.0%	1 1.5%	24 5.8%	43 5.4%	1 17.7%	2 3.3%	0 0.0%	4 26.9%

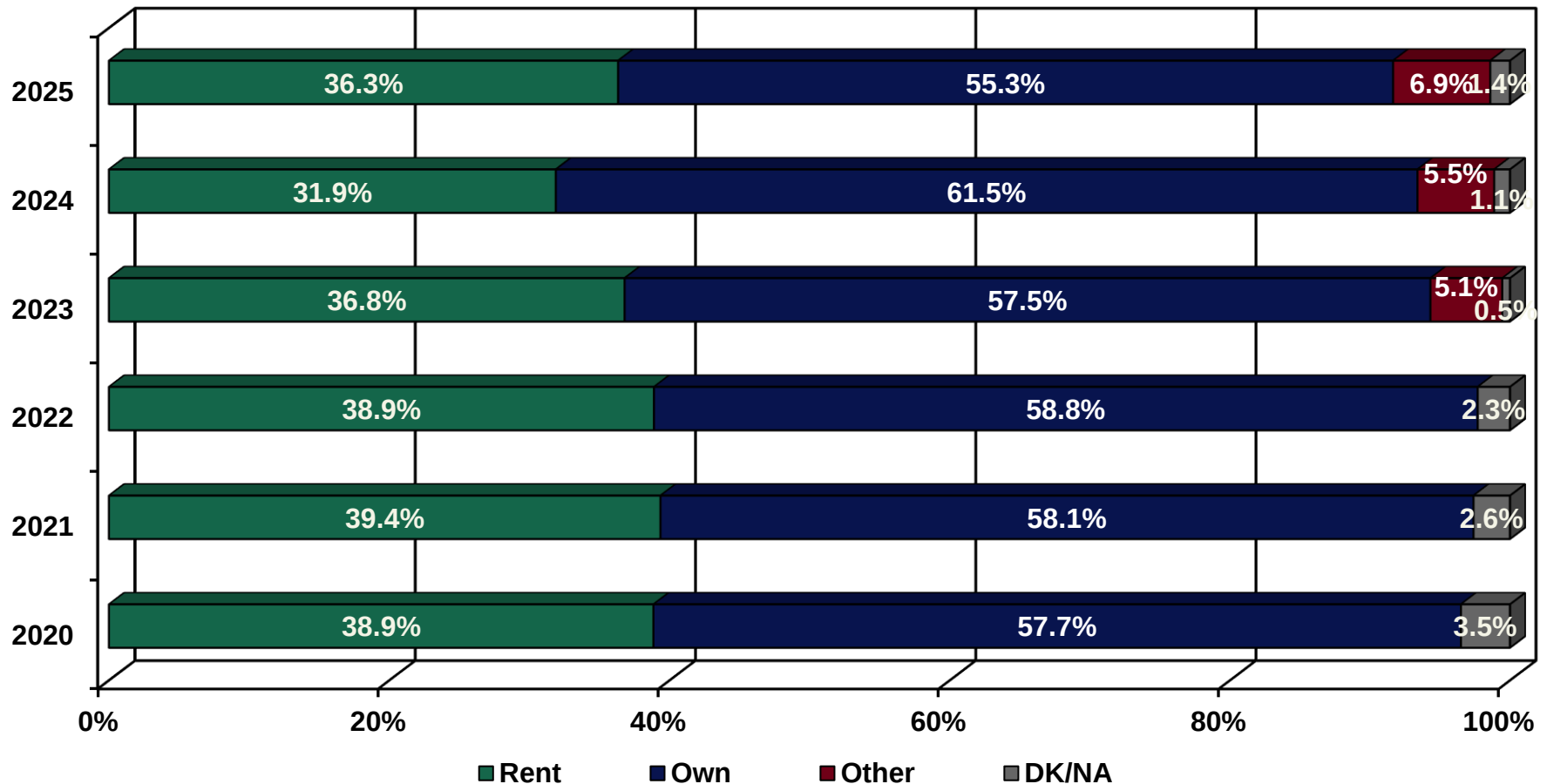
Q25. Housing Option Preferences

Ethnicity Comparisons Continued

		Ethnic Group									
		Total	African American	American Indian/Alaskan	Asian	Caucasian	Hispanic/Latino	Native Hawaiian/Pacific Islander	Two or more races	Some other race	Not sure / DK/NA
C. A townhouse or condominium	Total	1400	38	13	66	414	788	4	60	3	14
	Definitely Yes	167 11.9%	4 9.8%	3 23.9%	9 13.2%	60 14.6%	75 9.6%	2 59.7%	13 20.9%	0 0.0%	1 4.2%
	Probably Yes	441 31.5%	12 30.6%	3 19.3%	26 39.6%	107 25.8%	277 35.2%	0 3.3%	13 20.9%	0 0.0%	4 25.0%
	No	653 46.7%	20 51.5%	7 51.7%	30 45.7%	209 50.4%	346 43.9%	1 37.0%	33 55.6%	0 0.0%	8 54.4%
	DK/NA	139 9.9%	3 8.1%	1 5.2%	1 1.5%	38 9.2%	90 11.4%	0 0.0%	2 2.6%	3 100.0%	2 16.5%
D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1400	38	13	66	414	788	4	60	3	14
	Definitely Yes	154 11.0%	6 15.5%	2 15.4%	35 54.1%	41 9.8%	62 7.9%	2 59.7%	5 9.0%	0 0.0%	0 0.0%
	Probably Yes	343 24.5%	5 14.3%	1 8.5%	9 13.5%	84 20.3%	234 29.7%	0 0.0%	7 11.5%	0 0.0%	2 16.1%
	No	779 55.6%	22 58.3%	10 73.5%	17 25.9%	246 59.5%	426 54.0%	2 40.3%	46 76.0%	0 0.0%	11 74.8%
	DK/NA	124 8.9%	5 11.8%	0 2.6%	4 6.5%	43 10.4%	66 8.4%	0 0.0%	2 3.5%	3 100.0%	1 9.2%
E. An apartment	Total	1400	38	13	66	414	788	4	60	3	14
	Definitely Yes	210 15.0%	7 17.8%	3 23.9%	7 11.1%	39 9.3%	141 17.9%	1 22.3%	11 19.0%	0 0.0%	0 0.0%
	Probably Yes	266 19.0%	7 19.2%	1 4.7%	18 27.9%	66 16.0%	164 20.8%	1 37.4%	6 10.1%	0 0.0%	2 16.9%
	No	827 59.1%	23 59.2%	8 61.5%	38 57.4%	278 67.2%	428 54.3%	2 40.3%	39 64.4%	3 100.0%	9 66.4%
	DK/NA	97 7.0%	1 3.8%	1 10.0%	2 3.6%	31 7.4%	55 7.0%	0 0.0%	4 6.5%	0 0.0%	2 16.8%

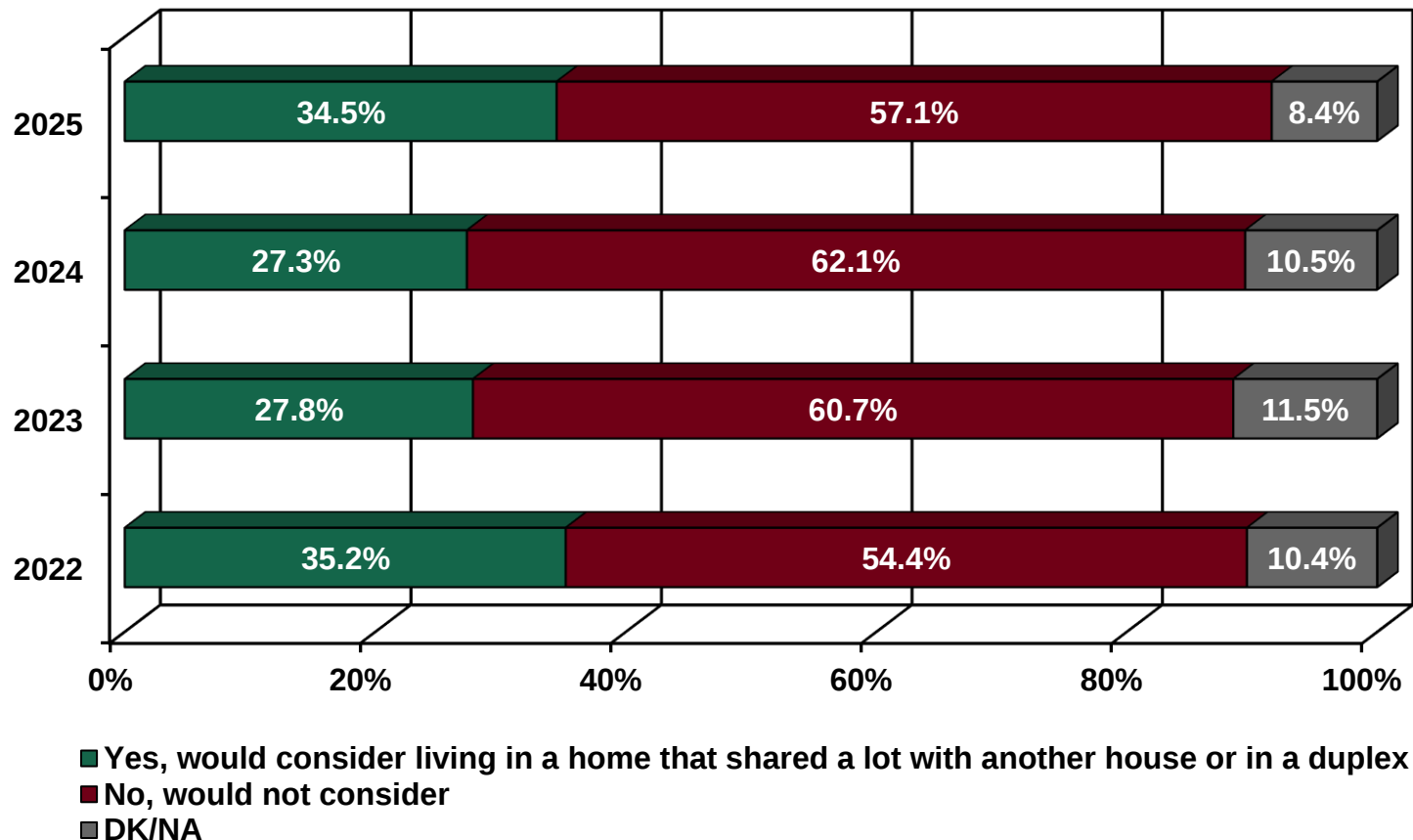
Q26. Own or Rent Residence (n=1,400)

The 2025 data reveal more residents indicating they are renters, with a commensurate decrease in those who state they own their home. About half of residents said they own their home, while a third are renters.



Q27. Consider Living in a Home That Shares a Lot With Another House or Living in a Duplex (n=1,400)

Respondents were asked if they would consider living in a home that shared a lot with another house or living in a duplex. There was a small increase in those who said they would consider this option, and a corresponding decline in those who reject it.



Q27. Consider Living in a Home That Shares a Lot With Another House or Living in a Duplex Gender Comparisons

There were no statistically significant differences in opinion among genders.

	Respondents Gender		
	Total	Male	Female
Total	1400	693	707
Yes, would consider living in a home that shared a lot with another house or in a duplex	483 34.5%	225 32.5%	258 36.5%
No, would not consider	799 57.1%	409 59.0%	390 55.2%
DK/NA	118 8.4%	59 8.5%	59 8.3%

Q27. Consider Living in a Home That Shares a Lot With Another House or Living in a Duplex Age Comparisons

The youngest respondents were more likely to be open to this potential housing choice, in contrast with middle-aged and older residents who were not.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	1400	191	281	290	202	104	100	150	69	4	10
Yes, would consider living in a home that shared a lot with another house or in a duplex	483 34.5%	137 71.7%	138 49.1%	74 25.6%	36 17.8%	23 21.7%	23 23.1%	31 20.5%	20 28.8%	0 3.0%	1 13.9%
No, would not consider	799 57.1%	48 25.3%	124 44.2%	199 68.6%	144 71.5%	67 64.9%	65 64.8%	105 70.0%	40 58.6%	3 71.6%	3 33.4%
DK/NA	118 8.4%	6 3.0%	19 6.7%	17 5.8%	22 10.7%	14 13.4%	12 12.1%	14 9.4%	9 12.6%	1 25.4%	5 52.7%

Q27. Consider Living in a Home That Shares a Lot With Another House or Living in a Duplex Ethnicity Comparisons

There were no statistically significant differences in opinion among the various ethnicities.

	Ethnic Group									
	Total	African American	American Indian/Alaskan	Asian	Caucasian	Hispanic/Latino	Native Hawaiian/Pacific Islander	Two or more races	Some other race	Not sure/DK/NA
Total	1400	38	13	66	414	788	4	60	3	14
Yes, would consider living in a home that shared a lot with another house or in a duplex	483 34.5%	12 32.1%	4 33.8%	21 32.7%	148 35.8%	270 34.3%	2 59.7%	19 31.4%	0 0.0%	5 32.7%
No, would not consider	799 57.1%	25 64.8%	9 66.2%	42 63.7%	220 53.0%	458 58.0%	2 40.3%	36 59.7%	3 100.0%	7 50.2%
DK/NA	118 8.4%	1 3.1%	0 0.0%	2 3.6%	46 11.2%	60 7.7%	0 0.0%	5 8.9%	0 0.0%	2 17.1%

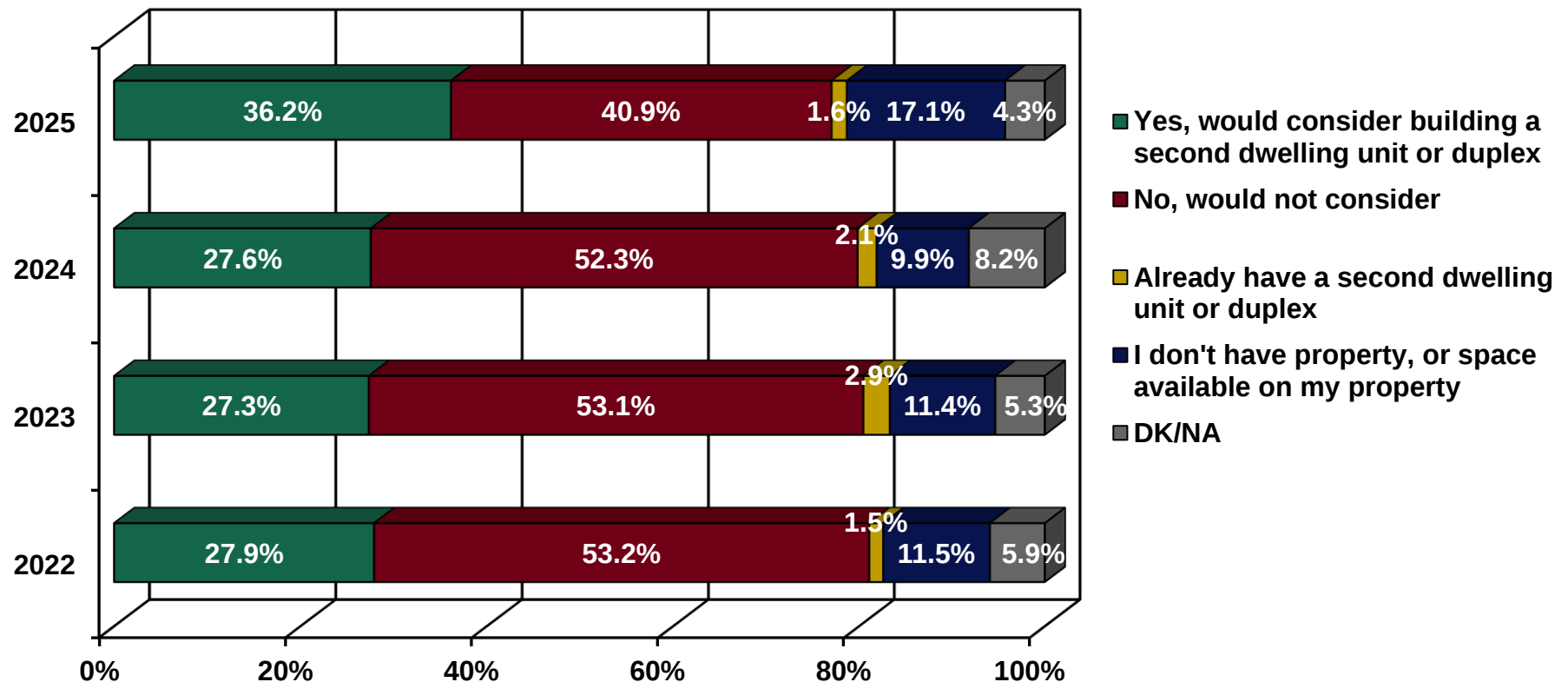
Q27. Consider Living in a Home That Shares a Lot With Another House or Living in a Duplex Regional Comparisons

East region residents were more likely to embrace this housing option, while Mountain region respondents had a greater tendency to decline it.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	1400	37	1130	102	131
Yes, would consider living in a home that shared a lot with another house or in a duplex	483 34.5%	15 39.3%	386 34.2%	23 22.4%	59 45.0%
No, would not consider	799 57.1%	22 58.5%	643 56.9%	74 72.8%	61 46.6%
DK/NA	118 8.4%	1 2.2%	101 9.0%	5 4.7%	11 8.4%

Q28. Consider Building Second Dwelling Unit or Converting Home to Duplex (own home only from Q26) (n=775)

The residents who reported owning their home in Question 26 were asked whether if they had space available would they consider building a second dwelling unit or converting their home to a duplex. In the current survey, more residents responded in the affirmative, with a corresponding decline in those who would not consider this option. There was also an increase in those who said they don't have the ability to create this type of unit. More than a third of the respondents would consider building a unit, while two out of five said they would not. About one in six respondents said they do not have sufficient space or property to build or convert their home.



Q28. Consider Building Second Dwelling Unit or Converting Home to Duplex

Gender Comparisons

There were no significant differences based on gender.

	Respondents Gender		
	Total	Male	Female
Total	775	433	341
Yes, would consider building a second dwelling unit or duplex	280 36.2%	146 33.8%	134 39.2%
No, would not consider	317 40.9%	179 41.4%	137 40.2%
Already have a second dwelling unit or duplex	13 1.6%	11 2.6%	2 0.5%
I don't have property, or space available on my property	132 17.1%	83 19.2%	49 14.3%
DK/NA	33 4.3%	13 3.0%	20 5.8%

Q28. Consider Building Second Dwelling Unit or Converting Home to Duplex Age Comparisons

Middle-aged residents (ages 45-54) were more likely to consider building a second dwelling unit, while residents ages 55 and older were not.

	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure/ DK/NA
Total	775	35	105	158	149	77	70	128	48	4	1
Yes, would consider building a second dwelling unit or duplex	280 36.2%	9 26.9%	42 39.4%	55 34.9%	96 64.6%	16 20.5%	28 40.3%	24 18.5%	10 21.1%	0 4.0%	0 9.9%
No, would not consider	317 40.9%	21 60.8%	23 22.2%	51 32.5%	37 24.9%	42 54.5%	33 47.4%	77 60.3%	28 58.0%	3 77.0%	1 81.7%
Already have a second dwelling unit or duplex	13 1.6%	0 0.0%	4 3.6%	0 0.3%	2 1.5%	2 2.7%	0 0.2%	3 2.7%	1 1.1%	0 0.0%	0 0.0%
I don't have property, or space available on my property	132 17.1%	4 12.3%	30 28.6%	42 26.7%	10 6.9%	16 20.1%	6 8.4%	16 12.2%	7 15.7%	1 19.0%	0 0.0%
DK/NA	33 4.3%	0 0.0%	6 6.1%	9 5.6%	3 2.1%	2 2.2%	3 3.7%	8 6.3%	2 4.2%	0 0.0%	0 8.4%

Q28. Consider Building Second Dwelling Unit or Converting Home to Duplex

Ethnicity Comparisons

The Hispanic/Latino homeowners were more likely to embrace building a second dwelling unit or converting their home to a duplex, while African American and Caucasian homeowners tended to be more likely to reject the idea. Asian homeowners had a greater tendency to say they don't have the property or space to create a unit.

	Ethnic Group									
	Total	African American	American Indian/Alaskan	Asian	Caucasian	Hispanic/Latino	Native Hawaiian/Pacific Islander	Two or more races	Some other race	Not sure/DK/NA
Total	775	22	8	40	271	385	1	39		9
Yes, would consider building a second dwelling unit or duplex	280 36.2%	7 32.2%	1 10.8%	6 16.2%	82 30.4%	170 44.1%	1 47.7%	12 29.9%		1 14.2%
No, would not consider	317 40.9%	12 54.7%	6 83.5%	14 34.4%	125 45.9%	148 38.5%	1 52.3%	6 15.9%		5 57.9%
Already have a second dwelling unit or duplex	13 1.6%	0 0.0%	0 0.0%	1 3.2%	5 1.9%	6 1.6%	0 0.0%	0 0.0%		0 0.0%
I don't have property, or space available on my property	132 17.1%	3 13.2%	0 4.5%	18 46.2%	47 17.5%	40 10.4%	0 0.0%	21 54.2%		2 21.0%
DK/NA	33 4.3%	0 0.0%	0 1.1%	0 0.0%	11 4.2%	21 5.4%	0 0.0%	0 0.0%		1 6.9%

Q28. Consider Building Second Dwelling Unit or Converting Home to Duplex Regional Comparisons

West Kern and Mountain region residents were more likely to say they would not consider adding this type of housing unit.

	Zip Code Area				
	Total	West Kern	Central	Mountains	East
Total	775	12	608	65	89
Yes, would consider building a second dwelling unit or duplex	280 36.2%	3 23.5%	225 36.9%	15 23.1%	38 42.0%
No, would not consider	317 40.9%	9 76.3%	233 38.2%	43 66.1%	32 35.9%
Already have a second dwelling unit or duplex	13 1.6%	0 0.0%	11 1.9%	0 0.7%	1 1.0%
I don't have property, or space available on my property	132 17.1%	0 0.1%	110 18.2%	4 7.0%	17 19.1%
DK/NA	33 4.3%	0 0.0%	29 4.8%	2 3.1%	2 1.9%

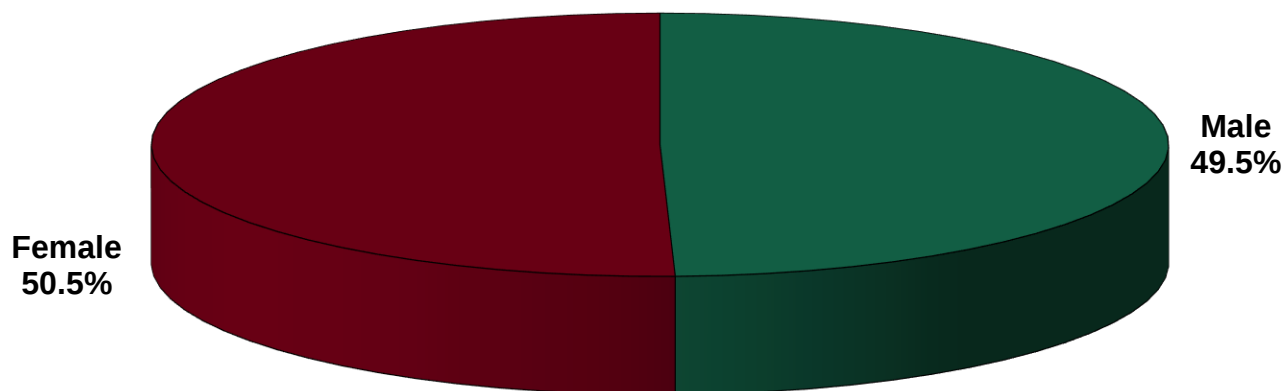


GODBE RESEARCH
Gain Insight

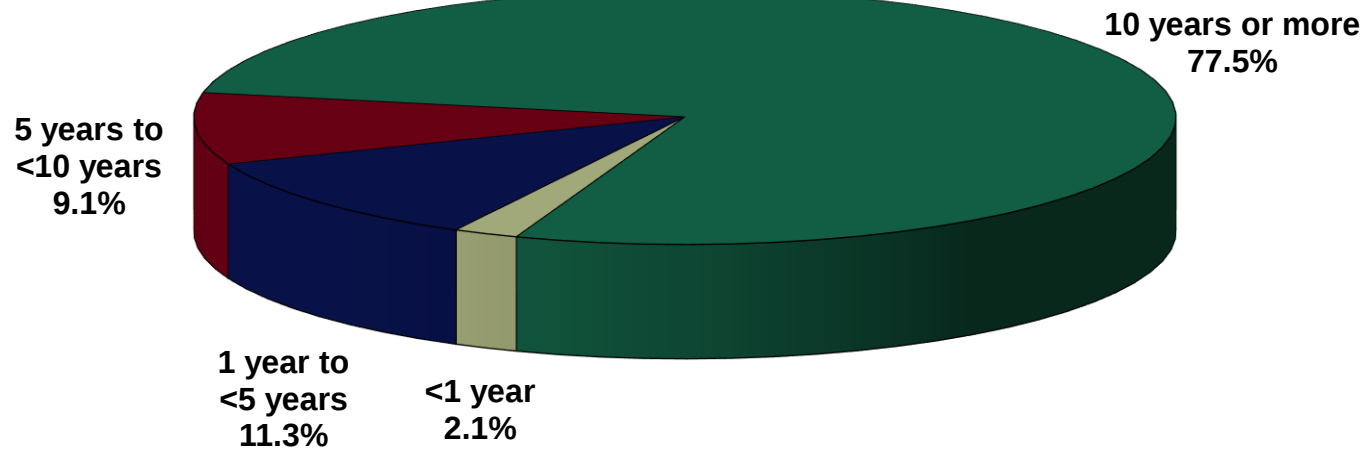


Appendix A: Additional Demographic Information

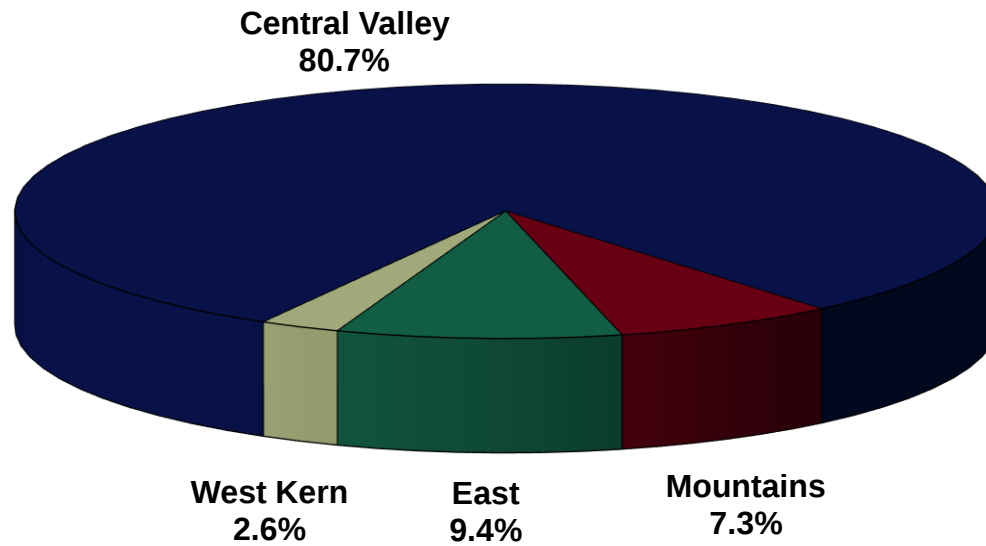
QA. Respondent's Gender



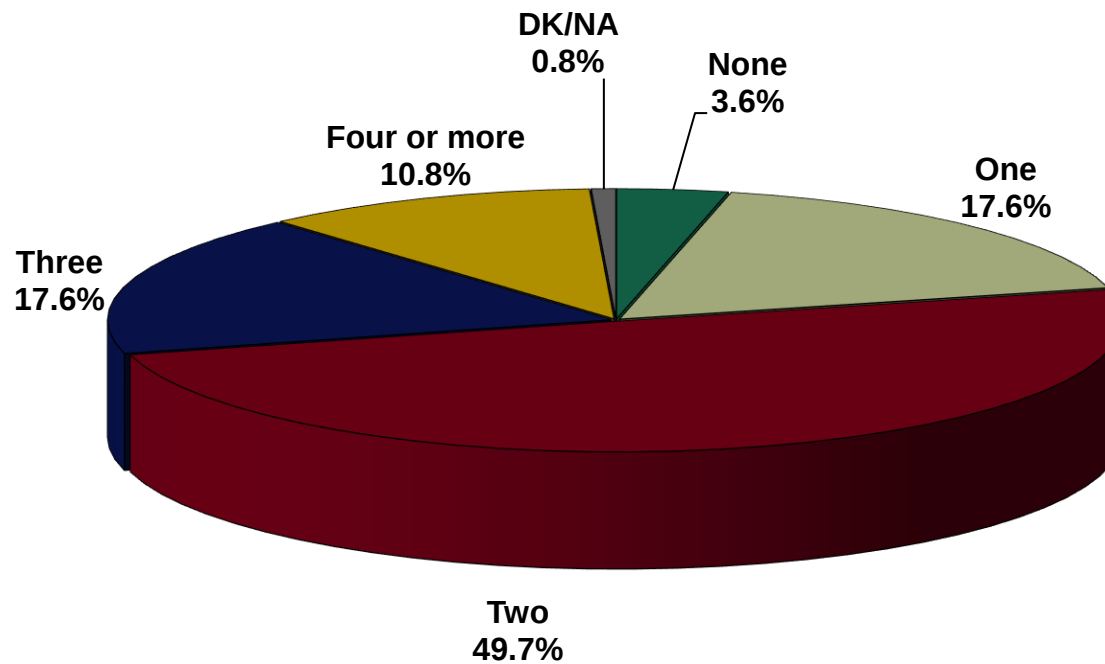
QB. Length of Residency in Kern County



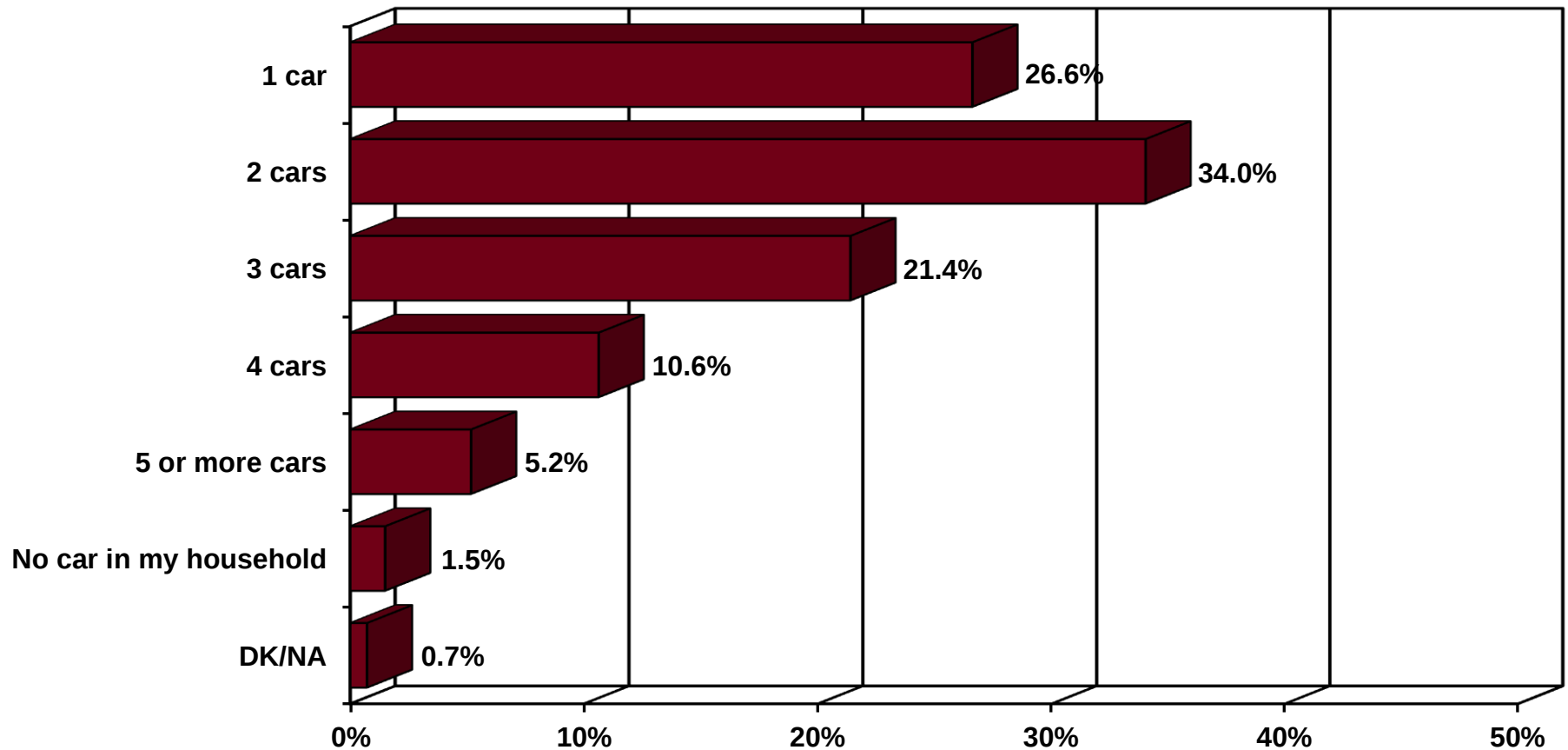
QC. Home Zip Code Area



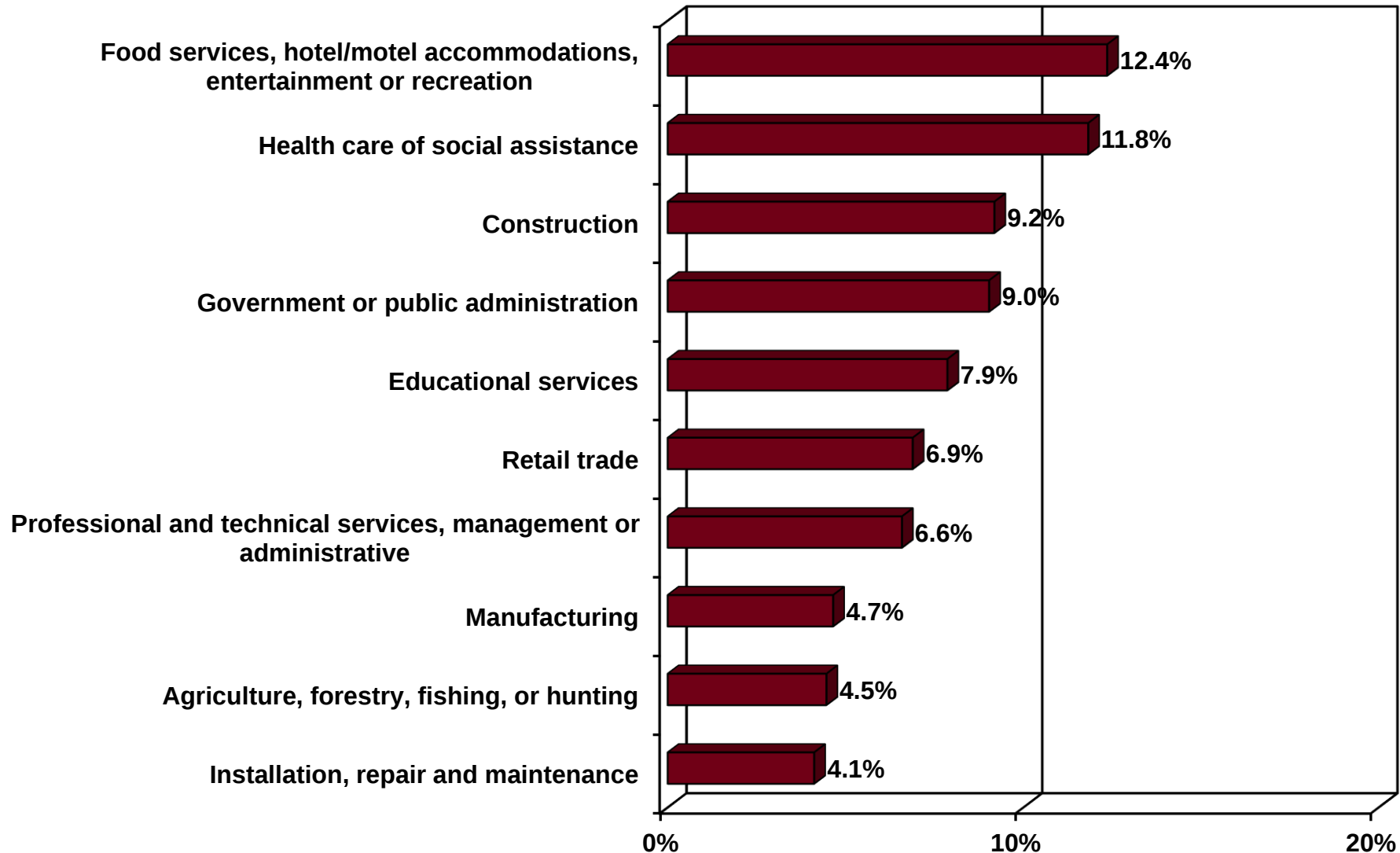
QD. Drivers in Household



QE. Motor Vehicles in Household

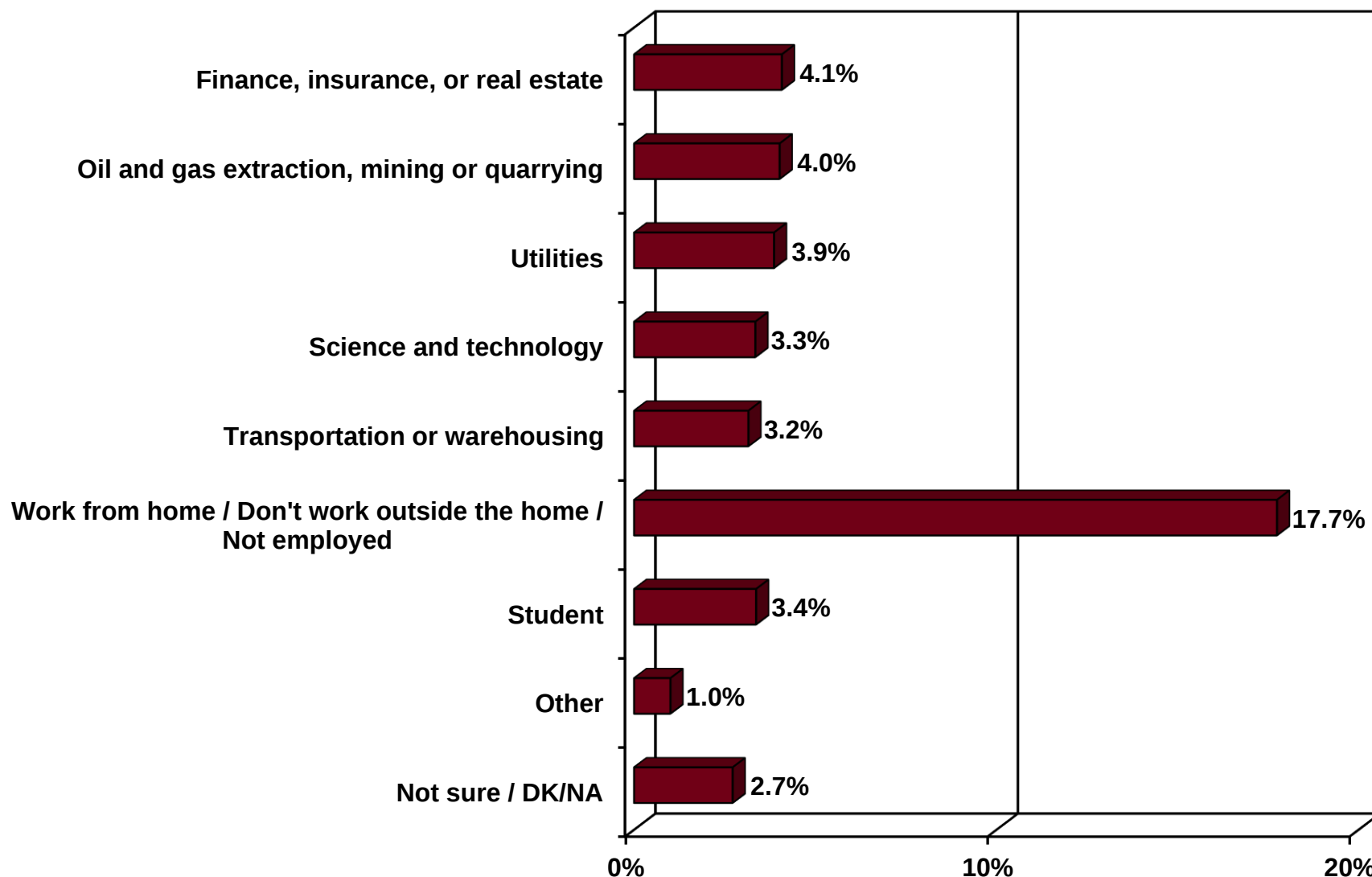


QF. Industry Employed In

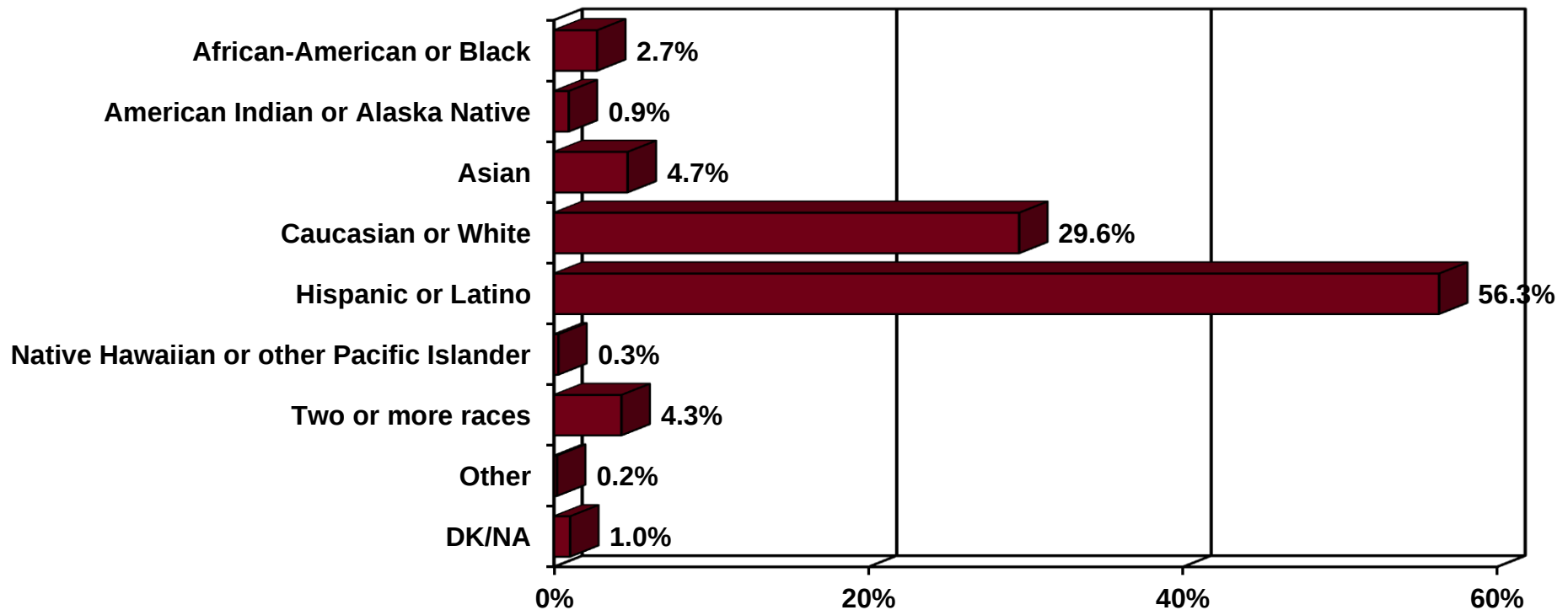


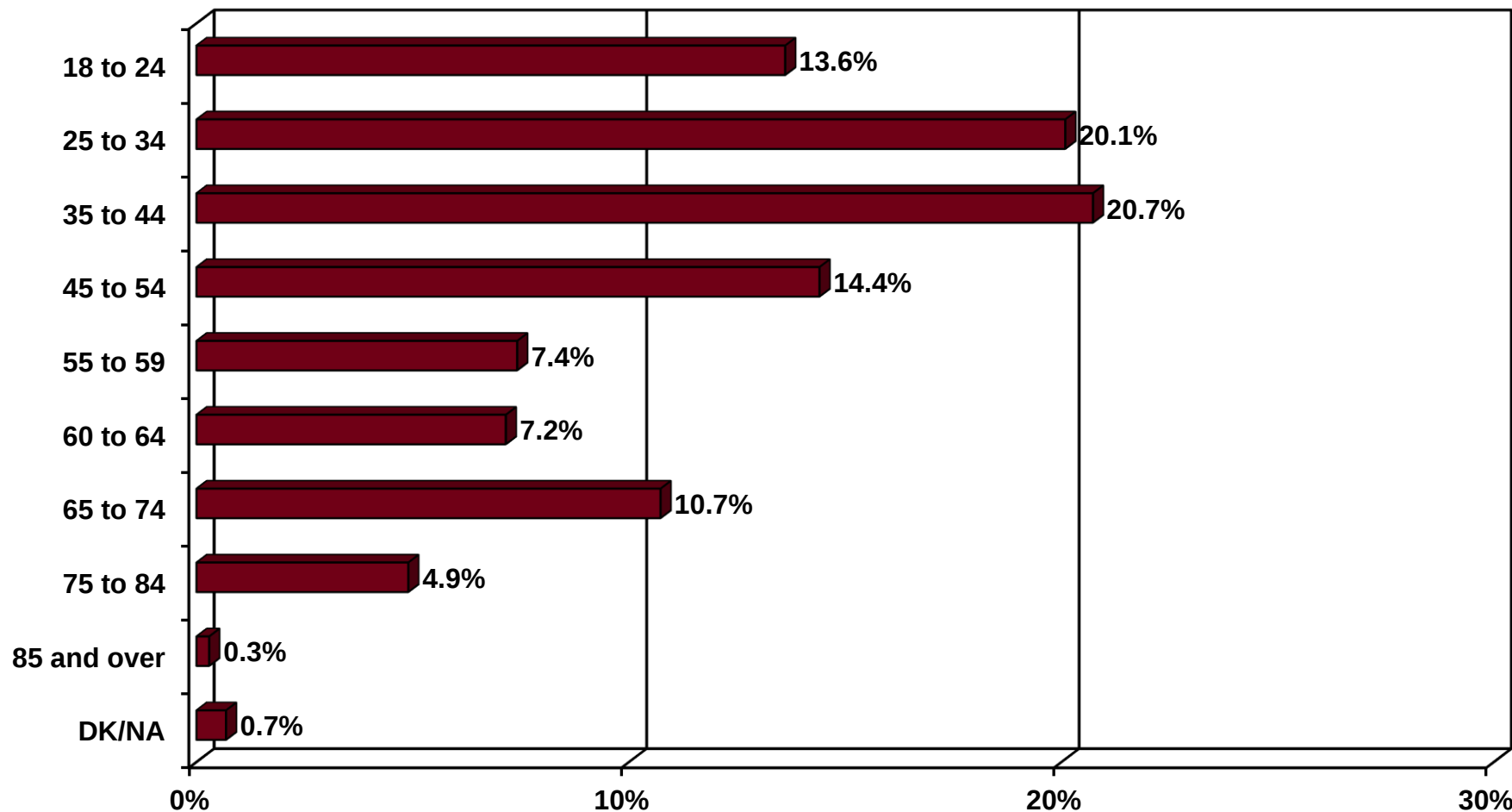
Note: Professions that were mentioned by less than 2 percent of the residents have been added to the "Other mentions" category for charting purposes.

QF. Industry Employed In Continued

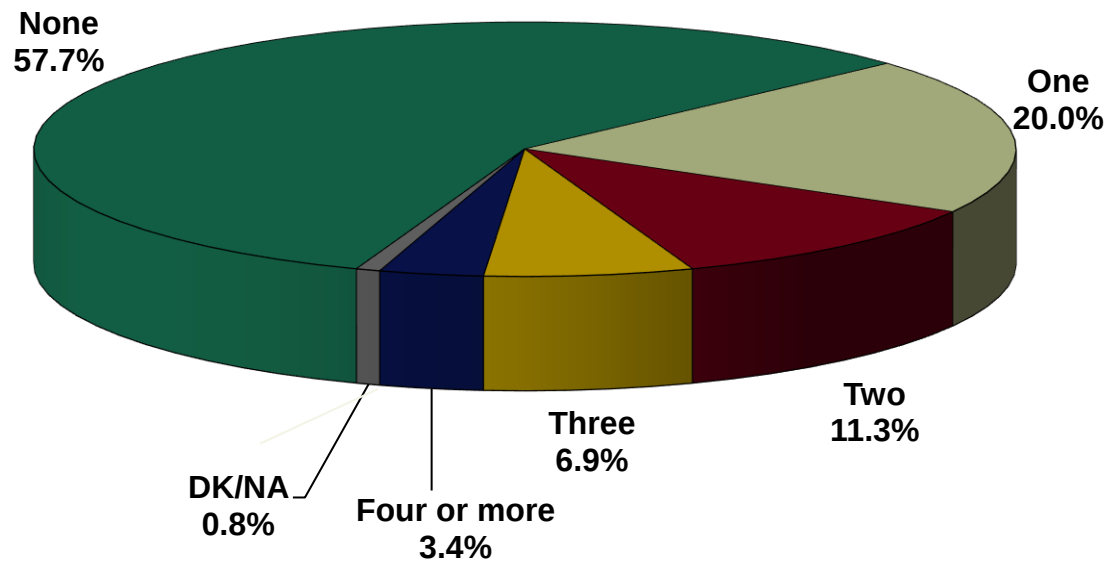


QG. Ethnicity

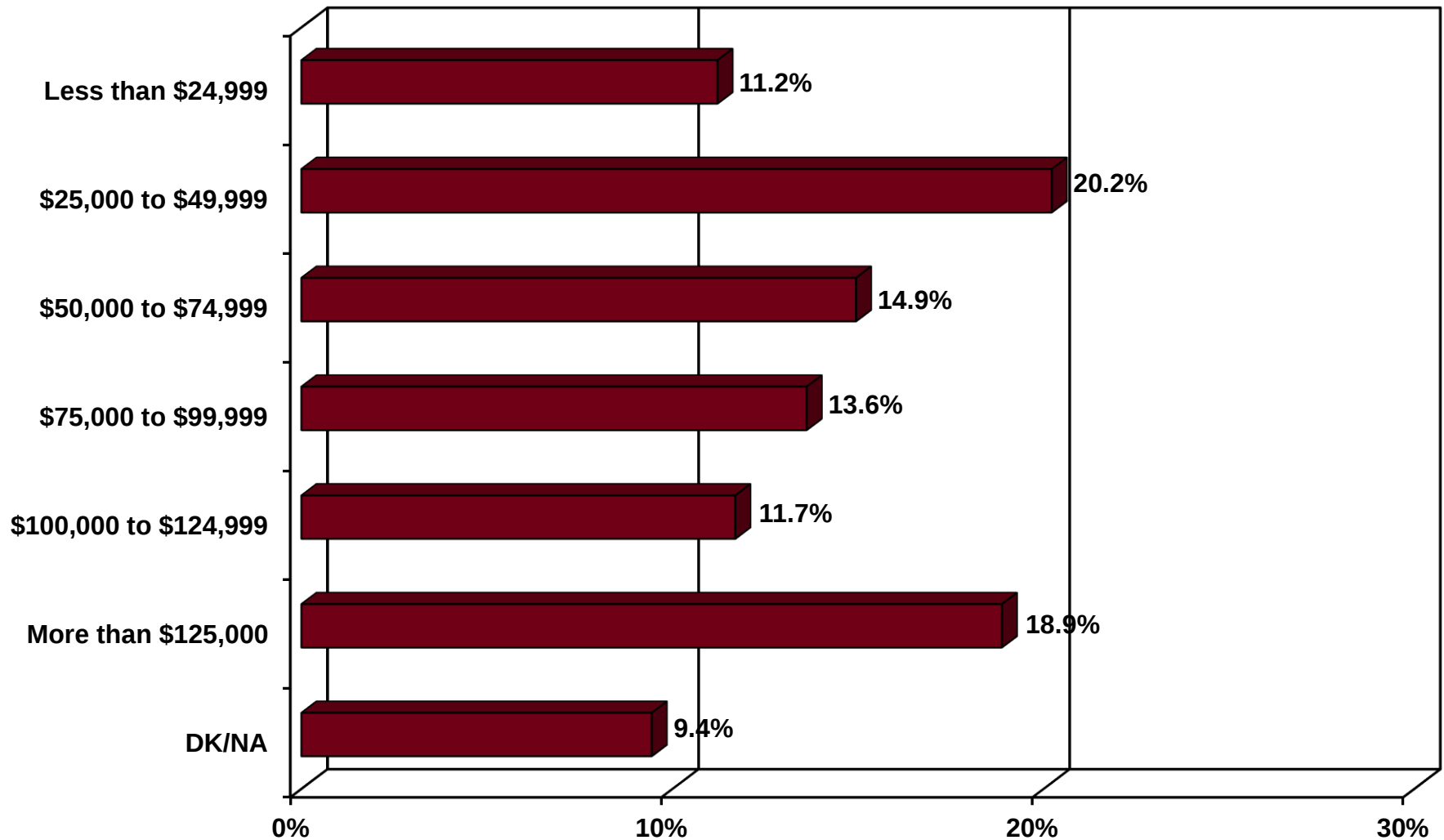




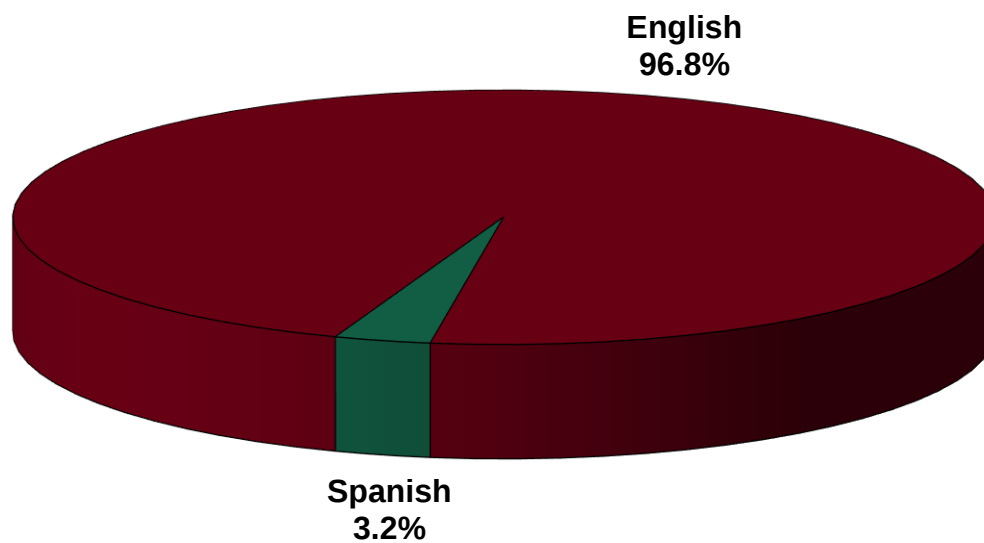
Q1. Number of Children Living in Household



QJ. Household Income



QK. Survey Language





GODBE RESEARCH
Gain Insight

Appendix B: Detailed Methodology

Survey Parameters

The respondents were selected using a random sample of voter file numbers, and a supplemental list of Hispanic surname residents. 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. Additionally, in order to ensure that the sample was representative of the ethnicity of the County population, 25 interviews were conducted in Spanish.

Overall, 1,400 residents in Kern County completed the survey, representing the population of approximately 654,441 adult residents. The study parameters resulted in a margin of error of plus or minus 2.62 percent. Interviews were conducted from January 13 to 24, 2025, and the average interview time was 25 minutes. Interviews were conducted in either Spanish (n = 25) or English (n = 1,375), 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, oversamples were completed in each of the following regions – West Kern (n=37), Mountains (n=102), and East Kern (n=131), and the remaining interviews were completed in the Central region (n=1,130). For the overall results presented in this report, the over-sampling was corrected by statistically weighting the data by region.

Sample and Weighting

Once collected, the sample of respondents was compared with the actual adult population of Kern County (weighted to the 2023 American Community Survey (ACS) for gender, age, ethnicity and homeownership) to examine possible differences between the demographics of the sample of respondents and the actual County population. The data were also weighted to the 2020 Census data for region.

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, 4, 5, 11, 13, 19, 21, 23, 24, and 25 were randomized to avoid such position bias.

Questions 3, 4, 6, 18, 22, 23 and F 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 residents who mentioned a particular response, rather than the percent of total responses.

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.

For example, the following table shows the possible sampling variation that applies to a percent result reported from a probability type sample. Because the sample of 1,400 adult residents aged 18 or older was drawn from the estimated population of Kern County of approximately 654,441 adult residents, one can be 95% 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 on the following page indicates, the margin of error for all aggregate responses is between 1.57 and 2.62% for the survey.

This means that, for a given question with dichotomous response options (e.g., Yes/No) answered by 1,400 respondents, one can be 95% confident that the difference between the percent breakdowns of the sample and those of the total population is no greater than 2.62%. The percent margin of error applies to both sides of the answer, so that for a question in which 50% of respondents said yes, one can be 95% confident that the actual percent of the population that would say yes is between 47% (50 minus 2.62) and 53% (50 plus 2.62).

The margin of error for a given question also depends on the distribution of responses to the question. The 2.62% refers to dichotomous questions where opinions are evenly split in the sample with 50% of respondents saying yes and 50% saying no. If that same question were to receive a response in which 10% of the respondents say yes and 90% say no, then the margin of error would be no greater than plus or minus 1.57%. 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 comprised of 25 or fewer respondents.

Margin of Error II

n	Distribution of Responses				
	90% / 10%	80% / 20%	70% / 30%	60% / 40%	50% / 50%
1400	1.57%	2.09%	2.40%	2.56%	2.62%
1200	1.70%	2.26%	2.59%	2.77%	2.83%
1100	1.77%	2.36%	2.71%	2.89%	2.95%
1000	1.86%	2.48%	2.84%	3.03%	3.10%
900	1.96%	2.61%	2.99%	3.20%	3.26%
800	2.08%	2.77%	3.17%	3.39%	3.46%

Reading Crosstabulation Tables

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 E. These crosstabulation tables provide detailed information on the responses to each question by demographic and behavioral groups that were assessed in the survey. A typical crosstabulation table is shown here.

A short description of the item appears on the left-hand side of the table. The item sample size (n = 1,201) 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, 472 respondents reported their “very satisfied” response, and this number of respondents equals 39.3% of the total sample size of 1,201. Next to the “Total” column are the other columns representing responses from the male and female respondents. The data from these columns are read in exactly the same fashion as the data in the “Total” column, although each group makes up a smaller percent of the entire sample.

EXAMPLE OF DATA CROSTABULATION TABLE		Respondent's Gender		
		Total	Male	Female
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1201	619	582
	Very satisfied	472	233	239
		39.3%	37.6%	41.1%
	Somewhat satisfied	505	276	229
		42.1%	44.7%	39.4%
	Somewhat dissatisfied	130	63	67
		10.8%	10.1%	11.5%
	Very dissatisfied	87	45	42
		7.3%	7.2%	7.3%
	DK/NA	7	2	5
		.6%	.4%	.8%

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 Respondent’s Gender in the pictured table, for example).

The results from the “z-test” are displayed in a separate table below 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 adjacent table, a significantly higher percent of men (44.7%) reported “somewhat satisfied” than women (39.4%). Hence, the letter “B,” which stands for men, appears under Column “A,” which stands for men. The letters in the table indicate the differences where one can be 95% 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 percentage figures are significantly different from each other. The variance and sample size associated with each data point is integral to determining significance. Therefore, two calculations may be different from each other, yet the difference may not be statistically significant according to the “z” statistic.

EXAMPLE OF DATA CROSSTABULATION TABLE		Respondent's Gender		
		Total	Male	Female
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1201	619	582
	Very satisfied	472	233	239
		39.3%	37.6%	41.1%
	Somewhat satisfied	505	276	229
		42.1%	44.7%	39.4%
	Somewhat dissatisfied	130	63	67
		10.8%	10.1%	11.5%
	Very dissatisfied	87	45	42
		7.3%	7.2%	7.3%
	DK/NA	7	2	5
		.6%	.4%	.8%

EXAMPLE OF DATA FOR Z-TEST		Respondent's Gender	
		Male	Female
		(A)	(B)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied		
	Somewhat satisfied	B	
	Somewhat dissatisfied		
	Very dissatisfied		
	DK/NA		

Understanding a Mean

In addition to the analysis of the percent of the responses, some results are discussed with respect to an average score. To derive the overall importance of an issue, Q5 for example, a number value was assigned to each response category – in this case,

The number values that correspond to respondents' answers were then averaged to produce a final score that reflects the overall importance of an issue. The resulting mean score makes the interpretation of the data considerably easier.

In the crosstabulation tables for Question 5 of the survey, the reader will find mean scores. These mean scores represent the average response of each group. The table to the right shows the scales for each corresponding question. Responses of "DK/NA" were not included in the calculations of the means for any question.

Question	Measure	Scale	Values
Q5	Importance Ratings	+4 to 0	+4.0 = "Extremely Important" +3.0 +2.0 +1.0 0.0 = "Not Important"

Means Comparisons

A typical crosstabulation table of mean scores is shown in the adjacent table. All subgroups of interest concerning Question 5 are included in Appendix E.

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 feature, “Providing programs to improve energy efficiency,” earned a mean score of 1.3. 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 percentage figures, a statistically significant result is indicated by the letter representing the data column.

EXAMPLE OF DATA FOR MEANS COMPARISON	Gender		
	Total	Male	Female
Providing programs to improve energy efficiency	1.3	1.4	1.2
Providing programs to conserve natural resources	1.1	1.1	1.1
Providing incentives for residents, businesses, schools and churches to use solar and windpower	.9	.8	.9

EXAMPLE OF DATA FOR T-TEST	Gender	
	Male	Female
	(A)	(B)
Providing programs to improve energy efficiency	B	
Providing programs to conserve natural resources		
Providing incentives for residents, businesses, schools and churches to use solar and windpower		



GODBE RESEARCH
Gain Insight



Appendix C: Topline Report



KERN COUNCIL OF GOVERNMENTS

2025 Community Survey

Topline Report
n=1,400
25 minutes
Hybrid: Phone & Online
Spanish Translation
Universe: Residents of Kern County, 18 years or older
Data collection: January 13 to 24, 2025

February 3, 2025

www.godberesearch.com

Northern California and Corporate Offices
1220 Howard Avenue, Suite 250
Burlingame, CA 94010

Nevada
59 Damonte Ranch Parkway, Suite B309
Reno, NV 89521

Accounting Office:
c/o Agnes Alagueuzian
Crisafi, Pryor & Farquhar
1650 Borel Place, Suite 120
San Mateo, CA 94402

Godbe Research
2025 Kern Council of Governments Community Survey

METHODOLOGY

Sample Universe:
- 654,441 Adults 18 years or older
Sample Size:
n=1,400
Data Collection Methodology:
n=36 Landline
n=262 Cell
n=1092 Online from text invitation
n=10 Online from email invitation
Margin of Error:
- Adults 18 years or older $\pm 2.62\%$
Interview Dates: January 13 to 24, 2025
Language:
- English=1375
- Spanish=25
Survey Length: 25 minutes

OVERALL SATISFACTION

		Total		
		Column N %	Count	Σ or Mean
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	13.7%	192	
	Somewhat satisfied	44.1%	617	
	Somewhat dissatisfied	27.7%	388	
	Very dissatisfied	13.7%	192	
	DK/NA	0.8%	11	
	Total Satisfaction	57.8%		
	Total Dissatisfaction	41.5%		
	Ratio Sat to Dissat	1.39		
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	6.2%	86	
	Somewhat better	23.6%	330	
	Stay about the same	22.3%	312	
	Somewhat worse	26.5%	370	
	Much worse	13.9%	195	
	DK/NA	7.6%	106	
	Total Better	29.7%		
	Total Worse	40.4%		
	Ratio Sat to Dissat	0.74		

		Total		
		Column N %	Count	Σ or Mean
3. What do you like most about your city or town?	Small-town atmosphere	39.6%	554	
	Cost of living	33.9%	474	
	Sense of community	30.7%	430	
	Location	29.7%	416	
	Natural resources	28.9%	404	
	Cost of housing	24.6%	345	
	Cultural diversity	22.6%	316	
	Farming and agriculture	18.0%	252	
	Weather and climate	17.9%	251	
	Safe neighborhoods / Communities	16.7%	234	
	Youth programs	14.2%	198	
	Well-planned growth	12.1%	170	
	Quality of education	9.0%	126	
	Quality of roads and infrastructure	6.9%	96	
	Other	0.4%	5	
4. What do you like least about your city or town?	Not sure	5.5%	76	
	Homelessness	57.8%	809	
	Crime rate	50.6%	708	
	Air quality	46.3%	649	
	Gang violence	36.0%	504	
	Job opportunities	36.0%	503	
	Housing affordability	32.8%	458	
	Cost of living	31.7%	443	
	Lack of community resources	27.7%	388	
	Traffic congestion	23.7%	331	
	Growth and planning	20.0%	279	
	Farm land	15.3%	215	
	Public transportation	13.8%	193	
	Youth programs	12.0%	167	
	Other	8.6%	120	
	Not sure	3.7%	51	

IMPORTANCE OF SPECIFIC ISSUES IN THE NEXT 20 YEARS

		Total		
		Column N %	Count	Σ or Mean
5a. Creating more high paying jobs	0 NOT IMPORTANT	2.4%	34	
	1	1.6%	22	
	2	12.5%	175	
	3	22.4%	314	
	4 EXTREMELY IMPORTANT	60.3%	844	82.7%
5b. Encouraging new businesses to relocate to the County in order to diversify the local economy	DK/NA	0.8%	11	
	0 NOT IMPORTANT	3.5%	49	
	1	2.3%	32	
	2	14.9%	208	
	3	26.5%	371	
5c. Revitalizing older neighborhoods and business districts that are becoming rundown	4 EXTREMELY IMPORTANT	51.8%	726	78.3%
	DK/NA	1.1%	15	
	0 NOT IMPORTANT	1.4%	20	
	1	3.8%	53	
	2	10.7%	150	
5d. Creating more affordable housing	3	28.7%	402	
	4 EXTREMELY IMPORTANT	54.4%	761	83.1%
	DK/NA	1.0%	14	
	0 NOT IMPORTANT	6.5%	92	
	1	3.6%	50	
5e. Expanding highways	2	10.1%	141	
	3	18.9%	264	
	4 EXTREMELY IMPORTANT	60.2%	843	79.1%
	DK/NA	0.7%	10	
	0 NOT IMPORTANT	10.3%	144	
5f. Reducing traffic congestion	1	13.1%	183	
	2	21.4%	300	
	3	23.3%	326	
	4 EXTREMELY IMPORTANT	30.3%	424	53.5%
	DK/NA	1.6%	23	
5g. Maintaining local streets and roads	0 NOT IMPORTANT	7.4%	104	
	1	8.0%	112	
	2	23.4%	328	
	3	20.3%	285	
	4 EXTREMELY IMPORTANT	39.9%	558	60.2%
	DK/NA	0.9%	13	
	0 NOT IMPORTANT	0.7%	9	
	1	1.0%	15	
	2	9.6%	135	
	3	23.3%	326	
	4 EXTREMELY IMPORTANT	65.1%	911	88.4%
	DK/NA	0.3%	4	

IMPORTANCE OF SPECIFIC ISSUES IN THE NEXT 20 YEARS

		Total		
		Column N %	Count	Σ or Mean
5h. Expanding local bus services	0 NOT IMPORTANT	9.1%	127	
	1	7.9%	110	
	2	24.6%	345	
	3	27.5%	385	
	4 EXTREMELY IMPORTANT	27.2%	380	54.7%
	DK/NA	3.8%	53	
5i. Improving public transportation to other cities	0 NOT IMPORTANT	9.4%	132	
	1	9.2%	128	
	2	18.1%	253	
	3	21.1%	296	
	4 EXTREMELY IMPORTANT	39.3%	550	60.4%
	DK/NA	2.9%	41	
5j. Maintaining and improving sidewalks and bike lanes	0 NOT IMPORTANT	6.1%	85	
	1	8.8%	123	
	2	16.3%	228	
	3	29.2%	409	
	4 EXTREMELY IMPORTANT	38.4%	538	67.6%
	DK/NA	1.3%	18	
5k. Providing public transportation, carpooling, and other alternatives to driving alone	0 NOT IMPORTANT	12.8%	179	
	1	10.6%	149	
	2	20.0%	280	
	3	25.5%	357	
	4 EXTREMELY IMPORTANT	30.2%	423	55.8%
	DK/NA	0.8%	12	
5l. Increasing telecommuting job opportunities	0 NOT IMPORTANT	10.6%	148	
	1	6.8%	95	
	2	24.3%	340	
	3	19.3%	270	
	4 EXTREMELY IMPORTANT	34.5%	484	53.8%
	DK/NA	4.5%	64	
5m. Improving air quality	0 NOT IMPORTANT	4.5%	63	
	1	4.7%	66	
	2	12.4%	174	
	3	13.7%	191	
	4 EXTREMELY IMPORTANT	64.4%	901	78.0%
	DK/NA	0.3%	5	
5n. Preserving water supply	0 NOT IMPORTANT	1.9%	26	
	1	1.2%	16	
	2	6.6%	92	
	3	15.1%	212	
	4 EXTREMELY IMPORTANT	74.7%	1045	89.8%
	DK/NA	0.6%	9	

		Total		
		Column N %	Count	Σ or Mean
5o. Improving water quality	0 NOT IMPORTANT	1.0%	14	
	1	3.4%	47	
	2	9.9%	138	
	3	16.3%	229	
	4 EXTREMELY IMPORTANT	68.3%	956	84.6%
	DK/NA	1.1%	16	
5p. Preserving open spaces and native animal habitats	0 NOT IMPORTANT	5.2%	72	
	1	4.6%	64	
	2	23.9%	335	
	3	20.3%	284	
	4 EXTREMELY IMPORTANT	45.3%	634	65.5%
	DK/NA	0.9%	12	
5q. Developing a variety of housing options, including apartments, townhomes and condominiums	0 NOT IMPORTANT	9.4%	131	
	1	7.5%	104	
	2	17.0%	238	
	3	19.0%	267	
	4 EXTREMELY IMPORTANT	46.2%	647	65.3%
	DK/NA	0.9%	13	
5r. Improving fire and emergency medical services	0 NOT IMPORTANT	0.8%	11	
	1	3.3%	47	
	2	9.2%	129	
	3	23.4%	327	
	4 EXTREMELY IMPORTANT	62.3%	872	85.6%
	DK/NA	1.1%	15	
5s. Improving local health care and social services	0 NOT IMPORTANT	1.1%	16	
	1	2.2%	31	
	2	13.2%	184	
	3	23.8%	333	
	4 EXTREMELY IMPORTANT	58.9%	824	82.7%
	DK/NA	0.8%	11	
5t. Improving crime prevention and gang prevention programs	0 NOT IMPORTANT	1.2%	17	
	1	2.9%	41	
	2	9.8%	137	
	3	14.4%	202	
	4 EXTREMELY IMPORTANT	71.4%	999	85.8%
	DK/NA	0.2%	3	
5u. Improving the quality of public education	0 NOT IMPORTANT	0.7%	10	
	1	1.5%	21	
	2	5.0%	70	
	3	25.6%	358	
	4 EXTREMELY IMPORTANT	65.3%	915	90.9%
	DK/NA	1.8%	26	

IMPORTANCE OF SPECIFIC ISSUES – RANKED BY INTENSITY

	Total		
	Column N %	Count	Σ or Mean
5n. Preserving water supply			3.60
5u. Improving the quality of public education			3.56
5t. Improving crime prevention and gang prevention programs			3.52
5g. Maintaining local streets and roads			3.52
5o. Improving water quality			3.49
5r. Improving fire and emergency medical services			3.45
5s. Improving local health care and social services			3.38
5a. Creating more high paying jobs			3.38
5c. Revitalizing older neighborhoods and business districts that are becoming rundown			3.32
5m. Improving air quality			3.29
5d. Creating more affordable housing			3.24
5b. Encouraging new businesses to relocate to the County in order to diversify the local economy			3.22
5p. Preserving open spaces and native animal habitats			2.97
5j. Maintaining and improving sidewalks and bike lanes			2.86
5q. Developing a variety of housing options, including apartments, townhomes and condominiums			2.86
5f. Reducing traffic congestion			2.78
5l. Improving public transportation to other cities			2.74
5i. Increasing telecommuting job opportunities			2.63
5h. Expanding local bus services			2.58
5e. Expanding highways			2.51
5k. Providing public transportation, carpooling, and other alternatives to driving alone			2.50

TRANSPORTATION BEHAVIOR & ATTITUDES

	Total		
	Column N %	Count	Σ or Mean
6. What is the primary mode of transportation that you currently use to go to work or school?	Drive alone	78.8%	1070
	Carpool or vanpool	11.0%	150
	Walk	7.1%	97
	Telecommute / Work from home / don't work outside the home	6.8%	92
	Uber/Lyft	4.5%	61
	Traditional bus service	3.2%	44
	Bike / Electric bike	2.7%	36
	Electric vehicle	2.5%	34
	Shuttle service	0.6%	9
	Taxi	0.1%	2
	Retired	13.6%	184
	Not employed	0.7%	10
	Other	0.5%	6
	Not sure	0.5%	6
7. Do you work full time or part time, specifically do you work ____ ? [IF Q6 ≠ 11, Retired]	NA	--	43
	Full time, 5 day work week	63.9%	692
	Full time, 4 day work week or compressed week	7.7%	83
	Flex schedule / hybrid work week	6.6%	72
	Part time	11.8%	128
8. How many miles do you commute a week? [IF Q6 ≠ 10 or 11, Telecommute or Retired]	DK/NA	9.9%	107
	0-100	57.5%	622
	101-200	9.0%	97
	201-300	6.3%	68
	301-400	1.8%	20
	401-500	1.5%	16
	501-750	2.9%	32
	751 or more	0.9%	10
	Other	0.2%	3
	DK/NA	19.8%	214
9. Do you telecommute or work from home at least one day a week? [IF Q6 ≠ 10 or 11, Telecommute or Retired]	Yes	17.0%	184
	No	77.6%	839
	DK/NA	5.4%	58
10. How many days a week do you telecommute to and from work or school? [IF Q6 = 10, Telecommute OR Q9 = 1, Yes]	1 day a week	9.5%	26
	2 days a week	15.9%	43
	3 days a week	20.8%	57
	4 days a week	12.4%	34
	5 days a week	23.0%	63
	6 days a week	2.0%	5
	7 days a week	8.8%	24
	None	2.5%	7
	DK/NA	5.1%	14

		Total		
		Column N %	Count	Σ or Mean
11. What is the most important reason for you to continue to telecommute or work from home? [IF Q6 = 10, Telecommute OR Q9 = 1, Yes]	More productive / Less wasted time commuting	29.6%	79	
	Saving money	16.6%	44	
	Driving less / Putting fewer miles on my car	11.1%	29	
	Saving time	10.7%	28	
	My company is requiring working from home	10.6%	28	
	Saving the environment / Helping to prevent climate change	7.0%	19	
	Saving gas	4.6%	12	
	Other (Please specify: _____)	3.8%	10	
	DK/NA	6.0%	16	
12. How many days a week could you telecommute to and from work or school? [IF Q6 ≠ 10, Telecommute OR Q9 = 2, No or 99, DK/NA]	1 day a week	1.5%	13	
	2 days a week	2.9%	26	
	3 days a week	2.5%	22	
	4 days a week	1.2%	11	
	5 days a week	9.4%	84	
	6 days a week	0.6%	6	
	7 days a week	5.3%	48	
	None	56.1%	503	
	DK/NA	20.5%	184	
13. What could be the most important reason for you to telecommute or work from home? [IF Q6 ≠ 10, Telecommute OR Q9 = 2, No or 99, DK/NA]	Saving money	15.2%	136	
	Driving less / Putting fewer miles on my car	12.1%	109	
	Saving gas	11.8%	106	
	More productive / Less wasted time commuting	7.5%	67	
	Saving time	7.4%	66	
	Saving the environment / Helping to prevent climate change	5.0%	45	
	My company is requiring working from home	4.8%	43	
	Current occupation doesn't allow work from home	2.5%	22	
	Other (Please specify: _____)	0.8%	7	
	DK/NA	33.0%	296	
14. When did you start telecommuting? [IF Q6 = 10, Telecommute OR Q9 = 1, Yes ASK:]	Less than 5 years ago	63.9%	170	
	5 to 10 years ago	13.5%	36	
	More than 10 years ago	10.7%	28	
	DK/NA	11.9%	31	
15. How much has telecommuting decreased or increased the number of miles you drive a year? [IF Q6 = 10, Telecommute OR Q9 = 1, Yes]	Decreased by 1 to 5,000 miles	39.7%	105	
	Decreased by 5,001 miles or more	22.9%	61	
	About the same miles as driven as before	12.4%	33	
	Increased by 5,001 miles or more	4.3%	11	
	Increased by 1 to 5,000 miles	3.1%	8	
	DK/NA	17.6%	47	

		Total		
		Column N %	Count	Σ or Mean
16. Based on your personal experience, how would you rate the current traffic flow in your city or town? Is traffic flow excellent, good, fair, or poor?	Excellent	5.8%	82	
	Good	29.8%	417	
	Fair	48.8%	683	
	Poor	14.9%	208	
	DK/NA	0.8%	11	
	Total Ex + Good	35.6%		
	Total Poor	14.9%		
	Ratio Ex + Good / Poor	2.39		
17. Have you noticed an increase in commercial truck traffic in the last 3 years?	Yes	57.9%	811	
	No	28.1%	394	
	DK/NA	14.0%	195	
18. What do you think is the reason for the increased commercial truck traffic? [IF Q17 = 1, Yes]	Construction on roads / freeway	23.9%	117	
	Additional demand in delivery / Post-Covid delivery behavior	19.9%	98	
	Amazon / Fulfillment Center / Distribution Center	19.4%	95	
	Freeway availability / Main path	16.9%	83	
	Population growth	13.0%	64	
	New / More businesses	10.8%	53	
	More trucking jobs	7.4%	36	
	Fires / Natural disasters	0.0%	0	
	Positive - General mention	0.0%	0	
	Negative - General mention	0.0%	0	
	Other	0.0%	0	
	None	0.0%	0	
19. Now here are two opinions, which one is most like your opinion?	Not sure	1.7%	8	
	The new warehouse facilities built in the last 3 years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs	11.9%	167	
	The new warehouse facilities built in the last 3 years have created new construction and distribution jobs, and increased sales and property tax revenues in Kern County and are a benefit to the County	40.8%	571	
	Mixed opinions	34.9%	489	
	DK/NA	12.4%	174	
20. Should commercial trucks pay a higher vehicle registration fee in order to offset the additional road repairs required by heavy vehicles?	Yes	51.7%	723	
	No	28.8%	403	
	DK/NA	19.5%	273	

		Total		
		Column N %	Count	Σ or Mean
21. Now here are two more opinions. Which one is most like your opinion?	Some people say that electric vehicles should receive a discounted registration fee in order to provide car buyers more incentive to purchase an electric vehicle	19.5%	274	
	Some people say that electric vehicles should pay higher registration fees to offset the gas taxes that help repair our roads, but that that electric vehicle owners don't pay at the pump	45.8%	641	
	Mixed opinions	26.5%	371	
	DK/NA	8.2%	115	
22. As car buyers purchase more electric vehicles, how should gas tax revenue that helps repair our roads be replaced? [IF 21 = 1, Discounted registration]	Tax oil and gas	18.9%	24	
	Commuting to companies / Mileage based	17.7%	22	
	Shouldn't pay more / Doesn't need to be changed at the time	15.5%	19	
	Tax the wealthy / large companies	12.6%	16	
	Tax electric by usage	9.9%	12	
	Existing budget	7.5%	9	
	Registration fees	6.4%	8	
	Focus on road work / repair	4.4%	6	
	Use money generated from drugs / crime / alcohol	3.8%	5	
	Promote electric with discounts / charging	2.9%	4	
	Truck companies / heavy vehicles	2.2%	3	
	Property taxes	1.6%	2	
	Sales tax	1.0%	1	
	Road tolls / taxes	0.9%	1	
	Taxes (general)	0.8%	1	
	Support public transportation	0.8%	1	
	Lotto	0.6%	1	
	Tax churches	0.6%	1	
	State taxes	0.6%	1	
	Real estate	0.2%	0	
	Not sure	0.0%	0	

		Total		
		Column N %	Count	Σ or Mean
23. 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? [IF Q6 = 3, DRIVE ALONE; SKIP IF Q6 =1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12,98 OR 99]	Drive alone	62.7%	669	
	Carpool or vanpool	22.7%	242	
	Bike / Electric bike	22.3%	238	
	Traditional bus service	20.6%	219	
	Electric vehicle	20.4%	217	
	Walk	18.4%	196	
	Shuttle service	16.8%	179	
	Uber/Lyft	14.1%	150	
	Telecommute / Work from home / don't work outside the home	11.7%	124	
	Retired	5.3%	56	
	Taxi	0.8%	9	
	Not employed	0.8%	9	
	Other	0.6%	6	
	Not sure	3.4%	37	

HOUSING PREFERENCES

		Total		
		Column N %	Count	Σ or Mean
24. Next, please consider a variety of housing issues. Do you currently live in _____	A single-family home with a small yard	36.5%	511	
	A single-family home with a large yard	43.4%	608	
	A townhouse or condominium	3.9%	54	
	A building with offices and stores on the first floor and condominiums on the upper floors	0.4%	5	
	An apartment	14.2%	199	
	DK/NA	1.6%	23	
25a. A single-family home with a small yard	Definitely Yes	31.9%	447	72.7%
	Probably Yes	40.8%	571	
	No	20.1%	281	
	DK/NA	7.2%	101	
25b. A single-family home with a large yard	Definitely Yes	54.0%	756	77.0%
	Probably Yes	23.0%	322	
	No	17.5%	245	
	DK/NA	5.5%	77	
25c. A townhouse or condominium if you were to relocate within Kern County.	Definitely Yes	11.9%	167	43.4%
	Probably Yes	31.5%	441	
	No	46.7%	653	
	DK/NA	9.9%	139	
25d. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely Yes	11.0%	154	35.5%
	Probably Yes	24.5%	343	
	No	55.6%	779	
	DK/NA	8.9%	124	
25e. An apartment	Definitely Yes	15.0%	210	34.0%
	Probably Yes	19.0%	266	
	No	59.1%	827	
	DK/NA	7.0%	97	
25b. A single-family home with a large yard				1.39
25a. A single-family home with a small yard				1.13
25c. A townhouse or condominium if you were to relocate within Kern County.				0.61
25e. An apartment				0.53
25d. A building with offices and stores on the first floor and condominiums on the upper floors				0.51
26. Do you currently rent or own your place of residence?	Rent	36.3%	509	
	Own	55.3%	775	
	Other	6.9%	97	
	DK/NA	1.4%	20	
27. Would you consider living in a home that shared a lot with another house or living in a duplex?	Yes, would consider living in a home that shared a lot with another house or in a duplex	34.5%	483	
	No, would not consider	57.1%	799	
	DK/NA	8.4%	118	

		Total		
		Column N %	Count	Σ or Mean
28. If you have space available on your property, would you consider building a second dwelling unit or converting your home to a duplex? [IF Q26 = 2, Own:]	Yes, would consider building a second dwelling unit or duplex	36.2%	280	
	No, would not consider	40.9%	317	
	Already have a second dwelling unit or duplex	1.6%	13	
	I don't have property, or space available on my property	17.1%	132	
	DK/NA	4.3%	33	

DEMOGRAPHICS

		Total		
		Column N %	Count	Σ or Mean
A. Respondent's Gender	Male	49.5%	693	
	Female	50.5%	707	
B. How many years have you lived in Kern County?	Less than one year	2.1%	30	
	One year to less than five years	11.3%	158	
	Five years to less than ten years	9.1%	127	
	10 years or more	77.5%	1085	
	Do not live in Kern County	0.0%	0	
	DK/NA	0.0%	0	
	(please specify 5-digit zip:)	76.2%	240	
B1. If you lived in Kern County for less than 10 years, what was the zip code of your home before you moved to Kern County?	Did not live outside of Kern County	1.2%	4	
	DK/NA	22.5%	71	
C. Zip Code Area	West Kern	2.6%	37	
	Central	80.7%	1130	
	Mountain	7.3%	102	
	East	9.4%	131	
	DK/NA	0.0%	0	
D. Including yourself, how many drivers live in your household?	None	3.6%	50	
	One	17.6%	246	
	Two	49.7%	696	
	Three	17.6%	246	
	Four or more	10.8%	151	
	DK/NA	0.8%	11	
E. How many motor vehicles does your household have?	1 motor vehicle / car	26.6%	372	
	2 motor vehicles / cars	34.0%	476	
	3 motor vehicles / cars	21.4%	299	
	4 motor vehicles / cars	10.6%	149	
	5 or more motor vehicles / cars	5.2%	72	
	No car in my household	1.5%	21	
	DK/NA	0.7%	10	

		Total		
		Column N %	Count	Σ or Mean
F. What industry do you work in?	Agriculture, forestry, fishing, or hunting	4.5%	62	
	Construction	9.2%	129	
	Educational services	7.9%	110	
	Finance, insuranxe, or real estate	4.1%	57	
	Food services, hotel/motel accommodations, Entertainment or recreation	12.4%	173	
	Government of public administration	9.0%	127	
	Health care of social assistance	11.8%	166	
	Installation, repair and maintenance	4.1%	58	
	Manufacturing	4.7%	65	
	Oil and gas extraction, mining or quarrying	4.0%	56	
	Professional and technical services, management or administrative	6.6%	92	
	Retail trade	6.9%	96	
	Transportation or warehousing	3.2%	44	
	Utilities	3.9%	54	
	Wholesale trade	0.9%	13	
	Science and technology	3.3%	47	
	Student	3.4%	47	
	Work from home / Don't work outside the home / Not employed	17.7%	248	
	Other	0.1%	1	
	Not sure / DK/NA	2.7%	38	
G. What ethnic group or groups do you consider yourself a part of?	African-American or Black	2.7%	38	
	American Indian or Alaska Native	0.9%	13	
	Asian	4.7%	66	
	Caucasian or White	29.6%	414	
	Hispanic or Latino	56.3%	788	
	Native Hawaiian or other Pacific Islander	0.3%	4	
	Two or more races	4.3%	60	
	Other (Please specify: _____)	0.2%	3	
	DK/NA	1.0%	14	

		Total		
		Column N %	Count	Σ or Mean
H. What is your age?	18 to 24	13.6%	191	
	25 to 34	20.1%	281	
	35 to 44	20.7%	290	
	45 to 54	14.4%	202	
	55 to 59	7.4%	104	
	60 to 64	7.2%	100	
	65 to 74	10.7%	150	
	75 to 84	4.9%	69	
	85 and over	0.3%	4	
	DK/NA	0.7%	10	
I. How many children under the age of 18 live in your household?	None	57.7%	808	
	One	20.0%	280	
	Two	11.3%	158	
	Three	6.9%	96	
	Four or more	3.4%	48	
	DK/NA	0.8%	11	
J. To wrap things up, what is your total annual household income?	Less than \$24,999	11.2%	157	
	\$25,000 to \$49,999	20.2%	283	
	\$50,000 to \$74,999	14.9%	209	
	\$75,000 to \$99,999	13.6%	191	
	\$100,000 to \$124,999	11.7%	164	
	More than \$125,000	18.9%	264	
	DK/NA	9.4%	132	
K. Language	English	96.8%	1356	
	Spanish	3.2%	44	



GODBE RESEARCH
Gain Insight



Appendix D: Questionnaire



KERN COUNCIL OF GOVERNMENTS

2025 Community Survey

Questionnaire
n=1,200
Current: 24 minutes
Hybrid: Phone & Online
Spanish Translation
Universe: Residents of Kern County, 18 years or older
Data collection: January 13 to 31, 2025

March 5, 2025

Final

www.godberesearch.com

Northern California and Corporate Offices
1220 Howard Avenue, Suite 250
Burlingame, CA 94010

Nevada
59 Damonte Ranch Parkway, Suite B309
Reno, NV 89521

Accounting Office:
c/o Agnes Alagueuzian
Crisafi, Pryor & Farquhar
1650 Borel Place, Suite 120
San Mateo, CA 94402

Godbe Research
2025 Kern Council of Governments Community Survey

TEXT MESSAGE INVITATION

Hi, <name>! This is Jennifer for McGuire Research. We're conducting a survey for Kern Council of Governments (Ahron Hakimi, Executive Director) on issues in Kern County.

Your responses are strictly confidential and used for research only. Your personal data will not be sold to anyone.

To participate, please click the link below:

<survey link>

Please complete the survey by ____.

STOP to Stop.



LANGUAGE PREFERENCE (FOR ONLINE)

Which language would you like to use?

English ----- 1
Spanish ----- 2

GENERAL EMAIL INVITATION

From: executive.director@kerncog.org

Reply to: executive.director@kerncog.org

Subject: Participate in this important study about our community

Dear [insert name],

The Kern Council of Governments has commissioned GRA and McGuire Research, independent research firms, to conduct research on important issues in your area.

Your individual responses are entirely confidential and will be used for research purposes only. Your data will not be sold or provided to anyone. You will not be approached for any other reason - we are only interested in your opinions.

For the individual named above, you can access the survey by simply clicking on the link below. If your email does not support links, cut and paste the entire link into your browser.

[<survey link with unique voter file id>](#)

We ask that you please complete the survey on or before _____, after which it will be closed.

Thank you in advance for your participation.

Regards,

Ahron Hakimi
Executive Director
Kern Council of Governments



**Kern Council
of Governments**

Technical Issues: If you have technical issues or questions with the survey link, password or completing the survey form please contact [Technical Assistance](mailto:pwood@mcguire-research.com) (pwood@mcguire-research.com).

Questions about the Agency or this Survey: If you have questions about the Kern Council of Governments or the purpose of this survey please contact: executive.director@kerncog.org

Note: Email addresses for this survey were obtained from public records at the Registrar of Voters in Kern County. If you no longer wish to receive invitations or reminders for this research please click [HERE](#) to unsubscribe.

WEBSITE NOTICE

HEADLINE FOR HOMEPAGE BANNER: Community Survey

TEXT: The Kern Council of Governments has commissioned GRA and McGuire Research, independent research firms, to conduct research on important issues in Kern County. Respondents may be contacted by email, text or telephone.

Your individual responses are entirely confidential and anonymous and will be used for research purposes only. Your individual data will not be sold or provided to anyone. You will not be approached for any other reason - we are only interested in your opinions.

We would appreciate your response.

For further information, the purpose of this survey or the Kern Council of Governments please contact:

executive.director@kerncog.org

TEXT SOURCING LETTER

March 5, 2025

Toskr, Inc.
1330 Broadway, 3rd Floor
Oakland, CA 94612

Attn: Daniel Souweine, CEO

The Kern Council of Governments is a public agency governed by an elected, Board. As such, the Kern Council of Governments commissioned Godbe Research and McGuire Research Services to conduct a survey of voters to assist us in achieving our agency’s government mission.

The source of the sample that Godbe Research and McGuire Research Services are using are publicly available, county voter registration records from Kern County that voters have opted to provide both landline and cell numbers, and email address. The landline or cell number is optional field and is not required to register to vote. Additionally, the survey invitation used by Godbe Research and McGuire Research Services clearly identifies the source of the list and allows participants to opt out of the process and ensures they will not be texted again for this research study.

We would appreciate the opportunity to complete this project which allows us to communicate with our constituents and allows registered voter to participate in the governmental process.

Sincerely,

Ahron Hakimi
Executive Director
Kern Council of Governments

CLIENT EMAIL SETUP INFORMATION

Step 1

The email address that was previously established (executive.director@kerncog.org) is still working and forwarding to Godbe Research at surveys.gra@gmail.com. We will use it as before.

Step 2

As we have discussed in the past, providing email lists to update the voter file is helpful, but not required. Because of the changing survey environment, we no longer are looking for additional emails, but instead we are looking for resident lists that would include a cell phone number to update the voter file. The data needs to include separate fields for first name, last name, street address, and cell phone. If available to Kern COG, the format of the excel files should be:

First Name	Last Name	Email	Cell Phone	Home Phone	Street Address	City	State	Zip
Bryan	Godbe	wbgodbe@godberesearch.com	650-520-9150	650-288-3027	1575 Old Bayshore Highway	Burlingame	CA	94010
Leslie	Godbe	lsgodbe@godberesearch.com	650-533-2320	650-288-3041	1575 Old Bayshore Highway	Burlingame	CA	94010

Step 3

Produce “Text Sourcing Letter” on Kern COG stationary, sign and email to Godbe Research.

Client Check List

- ☒ Maintain email address and forwarding to Godbe Research at surveys.gra@gmail.com.
- ☐ Produce the new “Text Sourcing Letter” (page 3) on Kern COG stationary, sign and return it to Godbe Research via email.
- ☒ Provide official logo for texting to Godbe Research.
- ☒ Send cell phone list if available to Godbe Research.
- ☐ Post web notice day before the survey launch.

INTRODUCTION & SCREENERS

[ONLINE INTRODUCTION]

Thank you for your interest in taking our survey to help understand issues in Kern County. All of your answers to the survey will be kept strictly anonymous and confidential.

Survey Instructions:

Once you have answered all the questions on a page, click the "Next" button in the lower-left corner of the screen to continue. If you have any technical difficulties with the survey, please email: [Technical Assistance](#).

[PHONE INTERVIEW]

Hello, May I speak with _____? Hello, my name is _____ and I'm calling on behalf of GRA, a public opinion research firm. We're conducting a survey concerning some important issues in Kern County, and we would like to hear your opinions, we really appreciate your time. [VOTER; ASK FOR SPECIFIC PERSON, IF NOT AVAILABLE SCHEDULE CALL BACK. LISTED: ASK FOR SPECIFIC PERSON, IF NOT AVAILABLE ASK ANOTHER ADULT 18+ IN HOUSEHOLD]

[IF NEEDED]: This is a study about issues of importance in your community. It is a survey only and I am not selling anything.

[IF THE PERSON ASKS WHY YOU ONLY WANT TO TALK TO THE INDIVIDUAL LISTED ON THE SAMPLE, OR ASKS IF THEY ARE ABLE TO PARTICIPATE INSTEAD OF THE INDIVIDUAL, THEN SAY: "I'm sorry, but for statistical purposes this survey must only be completed by this particular individual."]

[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 ISSUES, AND TERMINATE THE INTERVIEW.]

[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 passed. That law was passed to regulate the activities of the telemarketing industry. This is a legitimate research call. Your opinions count!"]

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

- i. But first, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others?

Yes, cell and can talk safely ----- 1
Yes, cell but cannot talk safely ----- 2 [CALL BACK LATER]
No, not on cell ----- 3
[DON'T READ] DK/NA/REFUSED ----- 99 [CALL BACK LATER]

[ALL RESPONDENTS]

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

Yes ----- 1 [CONTINUE TO Qiii TEXT]

No ----- 2 [GO TO QA]

[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99 [CONTINUE TO Qiii TEXT]

- iii. 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. [TERMINATE]

A. Respondent's Gender [PHONE ONLY: RECORD BY VOICE]:

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

B. How many years have you lived in Kern County? [PHONE: DON'T READ CHOICES; ONLINE: SHOW LIST]

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

B1. [IF QB = 1, 2 OR 3, ASK] If you lived in Kern County for less than 10 years, what was the zip code of your home before you moved to Kern County?

(please specify 5-digit zip:) ----- 97
(DON'T READ / DON'T SHOW) Did not live
outside of Kern County ----- 98
(DON'T READ / DON'T SHOW) Don't know
DK/NA ----- 99

C. What is your current home zip code?

[ONLINE:]

(please specify 5-digit zip:) -----

[PHONE: DON'T READ LIST; USE FOLLOWING QUOTAS]

WEST KERN [n = 200]

93206 -----
93224 -----
93249 -----
93251 -----
93252 -----
93268 -----
93276 -----

CENTRAL REGION [n = 600]

93203-----
93215-----
93220-----
93226-----
93241-----
93250-----
93263-----
93280-----
93287-----
93301-----
93302-----
93303-----
93304-----
93305-----
93306-----
93307-----
93308-----
93309-----
93311-----
93312-----
93313-----
93314-----
93380-----
93381-----
93382-----
93383-----
93384-----
93385-----
93386-----
93387-----
93388-----
93389-----
93390-----

MOUNTAINS [n = 200]

93205-----
93222-----
93225-----
93238-----
93240-----
93243-----
93255-----
93283-----
93285-----
93518-----
93531-----
93561-----

EAST KERN [n = 200]

93501-----

93505-----
93516-----
93519-----
93523-----
93524-----
93527-----
93528-----
93554-----
93555-----
93560-----

[OTHER & DK/NA – TERMINATES]

OTHER----- 98 [THANK & TERMINATE]
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99 [THANK & TERMINATE]

OVERALL SATISFACTION

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

[PHONE: 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
[ONLINE] Not sure /
[PHONE 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?

[PHONE: 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
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

3. What do you like MOST about your city or town? [OPEN-ENDED QUESTION: RECORD MULTIPLE RESPONSES; PHONE: DON'T READ CHOICES; ONLINE: SHOW CHOICES, RANDOMIZE]

Cost of housing ----- 1
Cost of living ----- 2
Cultural diversity ----- 3
Farming and agriculture ----- 4
Location ----- 5
Natural resources (outdoor recreation, rivers, trees, wildlife) ----- 6
Quality of education ----- 7
Quality of roads and infrastructure ----- 8
Safe neighborhoods/communities ----- 9
Sense of community ----- 10
Small-town atmosphere ----- 11
Weather and climate ----- 12
Well-planned growth ----- 13
Youth programs ----- 14
Other [SPECIFY: _____] ----- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

4. What do you like LEAST about your city or town? [OPEN-ENDED QUESTION: RECORD MULTIPLE RESPONSES; PHONE: DON'T READ CHOICES, ONLINE: SHOW CHOICES, RANDOMIZE]

Air quality ----- 1
Cost of living ----- 2
Crime rate ----- 3
Farm land (loss of farms to development) ----- 4
Gang violence ----- 5
Growth and planning ----- 6
Homelessness ----- 7
Housing affordability ----- 8
Job opportunities ----- 9
Lack of community resources (hospitals and social services) ----- 10
Public transportation (bus, train, and bike lanes)- 11
Traffic congestion ----- 12
Youth programs (education and recreation for children/teens) ----- 13
Other [SPECIFY: _____] ----- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

IMPORTANCE OF SPECIFIC ISSUES IN NEXT 20 YEARS

5. Again, looking ahead to the next 20 years, here are a number of issues facing residents. Please rate the importance of each issue in improving the future quality of life in Kern County.

[ONLINE:] On a scale of 0 to 4, with 0 being not important to 4 being extremely important, how important is _____ [RANDOMIZE]?

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

[RANDOMIZE]

	Not Imp.	1	2	3	Ext. Imp.	[ONLINE: Not sure / PHONE: DON'T READ] DK/NA
	0				4	

[ONLINE DON'T SHOW SUBHEADS]

ECONOMIC VITALITY AND EQUITABLE SERVICES

- A. Creating more high paying jobs ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
B. Encouraging new businesses to relocate to the
County in order to diversify the local economy - 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99

COMMUNITY ASSETS AND INFRASTRUCTURE

- C. Revitalizing older neighborhoods and business
districts that are becoming rundown----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
D. Creating more affordable housing ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99

TRANSPORTATION CHOICES

- E. Expanding highways ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
F. Reducing traffic congestion----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
G. Maintaining local streets and roads ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
H. Expanding local bus services ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
I. Improving public transportation to other cities ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
J. Maintaining and improving sidewalks and bike
lanes ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
K. Providing public transportation, carpooling, and
other alternatives to driving alone----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
L. Increasing telecommuting job opportunities----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99

CONSERVE UNDEVELOPED LAND AND NATURAL RESOURCES

- M. Improving air quality ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
N. Preserving water supply ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
O. Improving water quality ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
P. Preserving open spaces and native animal
habitats ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99

USE COMPACT, EFFICIENT DEVELOPMENT WHERE APPROPRIATE AND PROVIDE A VARIETY OF HOUSING CHOICES

- Q. Developing a variety of housing options,
including apartments, townhomes and
condominiums----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99

SERVICES, SAFETY AND EQUITY

- R. Improving fire and emergency medical services ---- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
S. Improving local health care and social services----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
T. Improving crime prevention and gang prevention
programs ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99
U. Improving the quality of public education ----- 0 ----- 1 ----- 2 ----- 3 ----- 4 ----- 99

TRANSPORTATION BEHAVIOR & ATTITUDES

Next, think about your daily commute and local transportation issues.

6. What is the primary mode of transportation that you currently use to go to work or school?

[DON'T RANDOMIZE; PHONE: READ LIST. IF MORE THAN ONE RESPONSE, MULTIPLE RESPONSE OK; ONLINE: SHOW LIST]

Bike / Electric bike / Scooter----- 1 [CONTINUE]
Carpool or vanpool----- 2 [CONTINUE]
Drive alone (gas or diesel car, truck, motorcycle) - 3 [CONTINUE]
Electric vehicle ----- 4 [CONTINUE]
Shuttle service ----- 5 [CONTINUE]
Taxi ----- 6 [CONTINUE]
Traditional bus service ----- 7 [CONTINUE]
Uber / Lyft / GET & Go----- 8 [CONTINUE]
Walk ----- 9 [CONTINUE]
Telecommute / Work from home / Don't work
outside the home / ----- 10 [GO TO Q10]
Retired ----- 11 [GO TO Q16]
Not employed----- 12 [GO TO Q16]
Other [SPECIFY] ----- 98 [CONTINUE]
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99 [CONTINUE]

7. [IF Q6 ≠ 11, ASK:] Do you work full time or part time, specifically do you work [READ / SHOW LIST:]

Full time, 5 day work week----- 1
Full time, 4 day work week or compressed week -- 2
Flex schedule / hybrid work week ----- 3
Part time ----- 4
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

8. [IF Q6 ≠ 10 or 11, ASK:] How many miles do you commute a week:]

(please specify:) _____ miles a week----- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

9. [IF Q6 ≠ 10 or 11, ASK:] Do you telecommute or work from home at least one day a week?

Yes ----- 1
No ----- 2
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

10. [IF Q6 = 10 OR Q9 = 1 ASK:] How many days a week do you telecommute to and from work

or school?

1 day a week ----- 1
2 days a week ----- 2
3 days a week ----- 3
4 days a week ----- 4
5 days a week ----- 5
6 days a week ----- 6
7 days a week ----- 7
None ----- 8
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

11. [IF Q6 = 10 OR Q9 = 1 ASK:] What is the most important reason for you to continue to telecommute or work from home? [READ / SHOW LIST. RANDOMIZE]

My company is requiring working from home ----- 1
Driving less / Putting fewer miles on my car ----- 2
More productive / Less wasted time commuting --- 3
Saving gas ----- 4
Saving money ----- 5
Saving the environment / Helping to prevent
climate change ----- 6
Saving time ----- 7
Other (specify:) ----- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

12. [IF Q6 ≠ 10 OR Q9 = 2 or 99, ASK:] How many days a week could you telecommute to and from work or school?

1 day a week ----- 1
2 days a week ----- 2
3 days a week ----- 3
4 days a week ----- 4
5 days a week ----- 5
6 days a week ----- 6
7 days a week ----- 7
None ----- 8
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

13. [IF Q6 ≠ 10 OR Q9 = 2 or 99, ASK:] What could be the most important reason for you to telecommute or work from home? [READ / SHOW LIST. RANDOMIZE]

My company is requiring working from home ----- 1
Driving less / Putting fewer miles on my car ----- 2
More productive / Less wasted time commuting --- 3
Saving gas ----- 4
Saving money ----- 5
Saving the environment / Helping to prevent
climate change ----- 6

Saving time ----- 7
Other (specify:) ----- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

14. [IF Q6 = 10 OR Q9 = 1 ASK:] When did you start telecommuting?

More than 10 years ago ----- 1
5 to 10 years ago ----- 2
Less than 5 years ago ----- 3
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

15. [IF Q6 = 10 OR Q9 = 1 ASK:] How much has telecommuting decreased or increased the number of miles you drive a year?

Decreased by 1 to 5,000 miles ----- 1
Decreased by 5,001 miles or more ----- 2
About the same miles as driven as before ----- 3
Increased by 1 to 5,000 miles ----- 4
Increased by 5,001 miles or more ----- 5
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

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

Excellent ----- 1
Good ----- 2
Fair ----- 3
Poor ----- 4
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

17. Have you noticed an increase in commercial truck traffic in the last 3 years?

Yes ----- 1
No ----- 2
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

18. [IF Q17 = 1, ASK:] What do you think is the reason for the increased commercial truck traffic?

(Please specify:) ----- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

19. Now here are two opinions, which one is most like your opinion? [RANDOMIZE OPTION A & B; DON'T READ "Option A" or "Option B" or "Mixed Opinions" LABELS]

Opinion A: The new warehouse facilities built in the last 3 years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs ----- 1

Option B: The new warehouse facilities built in the last 3 years have created new construction and distribution jobs, and increased sales and property tax revenues in Kern County and are a benefit to the County ----- 2

[PHONE: READ; ONLINE: SHOW] Mixed opinions ----- 3

[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

20. Should commercial trucks pay a higher vehicle registration fee in order to offset the additional road repairs required by heavy vehicles?

Yes ----- 1
No ----- 2
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

21. Now here are two more opinions. Which one is most like your opinion? [RANDOMIZE
OPTION C & D; DON'T READ "Option C" or "Option D" or "Mixed Opinions" LABELS]

Opinion C: Some people say that electric
vehicles should receive a discounted
registration fee in order to provide car buyers
more incentive to purchase an electric
vehicle ----- 1
Option D: Some people say that electric
vehicles should pay higher registration fees
to offset the gas taxes that help repair our
roads, but that that electric vehicle owners
don't pay at the pump ----- 2
[PHONE: READ; ONLINE: SHOW] Mixed
opinions ----- 3
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

22. [IF 21 = 1, ASK:] As car buyers purchase more electric vehicles, how should gas tax
revenue that helps repair our roads be replaced?

(Please specify:) ----- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

23. [ASK ONLY IF Q6 = 3, DRIVE ALONE; SKIP IF Q6 =1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12,98 OR
99] 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? [DON'T RANDOMIZE; PHONE: READ LIST. IF
MORE THAN ONE RESPONSE, MULTIPLE RESPONSE OK; ONLINE: SHOW LIST]

Bike / Electric bike / Scooter ----- 1
Carpool or vanpool ----- 2
Drive alone (gas or diesel car, truck, motorcycle) - 3
Electric vehicle ----- 4
Shuttle service ----- 5
Taxi ----- 6
Traditional bus service ----- 7
Uber / Lyft / Get n' Go ----- 8
Walk ----- 9
Telecommute / Work from home / Don't work
outside the home ----- 10
Retired ----- 11
Not employed ----- 12
Other [SPECIFY] ----- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

HOUSING PREFERENCES

24. Next, please consider a variety of housing issues. Do you currently live in _____
[READ ENTIRE LIST; ONLINE: SHOW LIST]

[RANDOMIZE]

- A single-family home with a small yard ----- 1
- A single-family home with a large yard ----- 2
- A townhouse or condominium----- 3
- A building with offices and stores on the first floor
and condominiums on the upper floors----- 4
- An apartment ----- 5
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

25. Now, here is a list of housing options. For each one, would you 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. [PHONE: GET ANSWER, IF "YES," THEN ASK:] Would that be
definitely yes or probably yes?

[RANDOMIZE]

- | | Definitely | Probably | No | [ONLINE:
Not sure /
PHONE:
DON'T
READ]
DK/NA |
|--|------------|----------|--------|---|
| | Yes | Yes | | |
| 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 |

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

- Rent----- 1
- Own ----- 2
- Other----- 3
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

27. Would you consider living in a home that shared a lot with another house or living in a
duplex?

- Yes, would consider living in a home that shared
a lot with another house or in a duplex ----- 1
- No, would not consider----- 2
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

28. [IF Q26 = 2, ASK:] If you have space available on your property, would you consider
building a second dwelling unit or converting your home to a duplex?

- Yes, would consider building a second dwelling
unit or duplex----- 1
- No, would not consider----- 2
- Already have a second dwelling unit or duplex ----- 3
- I don't have property, or space available on my
property----- 4
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

DEMOGRAPHICS

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

A. [ONLINE:] What is your gender?

Male----- 1
Female ----- 2
Other----- 3

D. Including yourself, how many drivers live in your household?

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

E. How many motor vehicles does your household have? [PHONE: IF NEEDED, PROMPT TO INCLUDE ALL AUTOMOBILES AND MOTORCYCLES THAT ARE LICENSED FOR USE ON PUBLIC ROADS AND IN WORKING ORDER.]

1 motor vehicle / car ----- 1
2 motor vehicles / cars ----- 2
3 motor vehicles / cars ----- 3
4 motor vehicles / cars ----- 4
5 or more motor vehicles / cars ----- 5
No car in my household----- 6
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

F. What industry do you work in? [DON'T RANDOMIZED, MULTIPLE RESPONSE OK; ONLINE: SHOW; PHONE: READ LIST]

Agriculture, forestry, fishing or hunting----- 1
Construction ----- 2
Educational services----- 3
Finance, insurance or real estate ----- 4
Food services, hotel/motel/accommodations,
Entertainment or recreation ----- 5
Government or public administration ----- 6
Health care or social assistance----- 7
Installation, repair and maintenance----- 8
Manufacturing ----- 9
Oil and gas extraction, mining, or quarrying, ----- 10
Professional and technical services,
management or administrative ----- 11
Retail trade ----- 12

Transportation or warehousing ----- 13
Utilities ----- 14
Wholesale trade ----- 15
Science and technology ----- 16
Student ----- 17
Work from home / Don't work outside the home /
Not employed ----- 18
[DON'T READ] Other [SPECIFY: _____]---- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

G. What ethnic group or groups do you consider yourself a part of?

[PHONE: IF RESPONDENT HESITATES, READ LIST; ONLINE: SHOW CHOICES. DO NOT RANDOMIZE LIST. SINGLE RESPONSE ONLY]

African-American or Black ----- 1
American Indian or Alaska Native ----- 2
Asian ----- 3
Caucasian or White ----- 4
Hispanic or Latino ----- 5
Native Hawaiian or other Pacific Islander ----- 6
Two or more races ----- 7
[DON'T READ] Other [SPECIFY] ----- 98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

H. What is your age?

[PHONE: DON'T READ LIST. ONLINE: SHOW 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
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

I. How many children under the age of 18 live in your household?

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

J. To wrap things up, what is your total annual household income?

Less than \$24,999 ----- 1
\$25,000 to \$49,999 ----- 2
\$50,000 to \$74,999 ----- 3
\$75,000 to \$99,999 ----- 4
\$100,000 to \$124,999 ----- 5
More than \$125,000 ----- 6
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA ----- 99

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

K. Survey Language:

English ----- 1
Spanish ----- 2

INFORMATION FROM VOTER FILE: All information is included in voter registration records, and these items will not be asked during interviews.

L. Gender

Male ----- 1
Female ----- 2
Unknown ----- 3

M. Age

18-29 years ----- 1
30-39 years ----- 2
40-49 years ----- 3
50-64 years ----- 4
65+ years ----- 5
Not coded ----- 6

N. Broad Ethnic Groupings:

East and South Asian ----- 1
European ----- 2
Hispanic and Portuguese ----- 3
Likely African-American ----- 4
Other ----- 5
Unknown ----- 6

O. Marital Status

Inferred Married ----- 1
Inferred Single ----- 2
Married ----- 3
Single ----- 4

Unknown ----- 5

P. Education

Attended But Did Not Complete College Likely ----- 1
Attended Vocational/Technical School Likely ----- 2
Completed College Likely ----- 3
Completed Graduate School Likely ----- 4
Completed High School Likely ----- 5
Did Not Complete High School Likely ----- 6
Unknown ----- 7

Q. Homeowner Probability Model

Homeowner ----- 1
Probable Home Owner ----- 2
Renter ----- 3
Unknown ----- 4

R. Presence of Children:

Yes ----- 1
No ----- 2
Unknown ----- 3

S. Veteran

Yes ----- 1
Unknown ----- 99

T. Estimated Income Range

\$1,000-\$14,999 ----- 1
\$15,000-\$24,999 ----- 2
\$25,000-\$34,999 ----- 3
\$35,000-\$49,999 ----- 4
\$50,000-\$74,999 ----- 5
\$75,000-\$99,999 ----- 6
\$100,000-\$124,999 ----- 7
\$125,000-\$149,999 ----- 8
\$150,000-\$174,999 ----- 9
\$175,000-\$199,999 ----- 10
\$200,000-\$249,999 ----- 11
\$250,000 + ----- 12
Unknown ----- 13

U. Home Estimated Current Value Range

\$50,000 - \$74,999 ----- 1
\$75,000 - \$99,999 ----- 2

\$100,000 - \$124,999	3
\$125,000 - \$149,999	4
\$150,000 - \$174,999	5
\$175,000 - \$199,999	6
\$200,000 - \$224,999	7
\$225,000 - \$249,999	8
\$250,000 - \$274,999	9
\$275,000 - \$299,999	10
\$300,000 - \$349,999	11
\$350,000 - \$399,999	12
\$400,000 - \$449,999	13
\$450,000 - \$499,999	14
\$500,000 - \$749,999	15
\$750,000 - \$999,999	16
\$1,000,000 Plus	17
Unknown	18

V. Social Ranking Index by Individual

1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
Unknown	99

W. Parties Description

American Independent	1
Democratic	2
Green	3
Libertarian	4
Natural Law	5
Non-Partisan	6
Other	7
Peace and Freedom	8
Reform	9
Republican	10
We the People	11
Unknown	12

X. Residence Household Parties Description

Democratic	1
Democratic & Independent	2
Democratic & Republican	3

Democratic & Republican & Independent	4
Independent	5
Republican	6
Republican & Independent	7

Y. Household Gender Composition

Mixed Gender Household	1
Female Only Household	2
Male Only Household	3
Cannot Determine	4

Z. Registration Date

2025 to present	1
2021 to present	2
2017 to 2020	3
2013 to 2016	4
2009 to 2012	5
2005 to 2008	6
2001 to 2004	7
1997 to 2000	8
1993 to 1996	9
1981 to 1992	10
1980 or before	11
Not coded	11

AA.Voting Frequency

0	0
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10

BB.Voting History

2024 General Election	1
2024 Primary Election	2
2022 Primary Election	3
2022 General Election	4
2020 Primary Election	5
2020 General Election	6
2018 Primary Election	7
2018 General Election	8

2016 Primary Election-----9
2016 General Election -----10
2014 Primary Election-----11
2014 General Election -----12
2012 Primary Election-----13
2012 General Election -----14
2010 Primary Election-----15
2010 General Election -----16
2008 Primary Election-----17
2008 General Election -----18

CC. Number of Persons in Household

1 -----1
2 -----2
3 -----3
4 -----4
5 -----5
6 -----6
7 -----7
8 -----8
9 -----9
10-----10

DD. Supervisorial District:

District 1 -----1
District 2 -----2
District 3 -----3
District 4 -----4
District 5 -----5

EE. City:

Arvin -----1
Bakersfield -----2
California City -----3
Delano-----4
Maricopa-----5
McFarland-----6
Ridgecrest-----7
Shafter -----8
Taft -----9
Tehachapi-----10
Wasco -----11
Unincorporated-----99

FF. Precinct Number: _____

GG. Date of Interview: _____



GODBE RESEARCH
Gain Insight



www.godberesearch.com

California and Corporate Offices
1220 Howard Avenue, Suite 250
Burlingame, CA 94010

Nevada Office
59 Damonte Ranch Parkway, Suite B309
Reno, NV 89521