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Kern Council of Governments: 2026 Community Survey

May 2026

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.

- Data Collection Telephone and online interviewing
- Universe 665,552 adult (age 18 or older) residents of Kern County
- Fielding Dates January 26 through February 23, 2026
- Interview Length 25 minutes (Phone)
- Sample Size n=1,182 Adult residents
(Cell=185; Landline=27; Text/online=970)
49 interviews were conducted in Spanish
- Margin of Error $\pm 2.85\%$



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Executive Summary

- The survey results revealed a slightly higher level of satisfaction with the quality of life among Kern County residents compared with 2025. More than half of respondents (61.5%) said they were at least “Somewhat satisfied,” and those indicating “Very satisfied”.
- When asked about the outlook on the future quality of life in the County, residents’ opinions were also slightly more positive than in 2025, with increases in the “Much better” response category and increases in those responding “Somewhat better.” In this survey, 32.5% of respondents felt the quality of life would be at least “Somewhat Better” compared to 29.8% in 2025. Those who predicted life would be worse on some level totaled 37.8%.
- 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” (43.9%), “Location” (32.3%), and “Cost of living” (28.2%). The least liked features mentioned were “Homelessness” (49.5%), “Air quality” (40.4%) and “Crime rate” (37.5%).

- Twenty-one issues were assessed for their impact on improving future quality of life in Kern County and then compared with previous years' data. Shifts in priority for the top seven were seen again in 2026. “Improving the quality of public education (U)” (3.66), “Preserving water supply (N)” (3.62) and “Maintaining local streets and roads (G)” (3.54) were the top issues in 2026
- The most important issues for the future were:
 1. “Improving the quality of public education (U)” (3.66)
 2. “Preserving water supply (N)” (3.62)
 3. “Maintaining local streets and roads (G)” (3.54)
 4. “Improving water quality (O)” (3.51)
 5. “Creating more high paying jobs (A)” (3.48)
 6. “Improving crime prevention and gang prevention programs (T)” (3.47)
 7. “Improving local health care and social services (S)” (3.43)
- A decrease from 2025 results, the majority of residents (67.3%) said they drive alone as their primary mode of transportation to work or school. However, an additional 9.3% indicated they drive a Hybrid, EV or Plug-in Hybrid (PHEV), bringing the total to 76.6%, assuming these individuals drive alone as well.

- Respondents were asked to characterize their work schedule and commute distance. The majority (58.0%) reported working full-time, five days a week, but this is a decline from 2025 (63.9%). With respect to commute distance, a majority of residents (54.6%) reported commuting from zero to one hundred miles per week, down just slightly from 2025 (57.5%).
- Similar to 2025, 18.7% of residents telecommute/work from home, down a very slight amount from 2025 (19.8%). About a quarter are able to do this five days a week (25.7%). Nearly two-thirds of telecommuters (55.5%) began working remotely less than five years ago, and the top reasons for working remotely were “More productive / Less wasted time commuting” (29.4%), “My company is requiring working from home” (19.5%), and “Saving money” (11.8%)”. Of those not currently telecommuting, but could if they preferred, about 11.6% said they could work remotely at least 5 days a week. The top reasons for beginning to telecommute were “Saving money” (19.1%), “More productive / Less wasted time commuting” (11.8%), and “Saving gas” (10.0%)”. A majority of telecommuters (58.0%) reported a decrease in the number of miles driven each year.

- Attitudes toward traffic flow were slightly more positive in 2026, with “Excellent” at 6.8%, “Good” at 30.6%, “Fair” at 48.0% and “Poor” at 13.9%.
- When asked about local commercial truck traffic, more than half of residents (53.6%) indicated they noticed an increase in this traffic segment, down slightly from 2025 (57.9%). And, in a new question for 2026, 59.9% noticed an increase between 0 and 4 years ago.
- The top three reasons attributed to the increase were “New / More businesses” (15.5%), “Additional demand in delivery / Post-Covid delivery behavior” (11.1%) and “More trucking jobs” (10.3%).
- Slightly more residents view the increase of warehouse facilities as a positive for the community (43.7%), while about one in ten do not. About a third of residents still have mixed opinions. And, slightly more residents (56.2%) still support higher truck registration fees.

- Significantly few residents (33.4%) indicated electric vehicles should be assessed a higher registration fee to offset the gas tax, and nearly one-third (30.6%) indicated EV, PHEV or Hybrid cars should receive a discounted registration, up from 2025 (18.9%).
- In 2026, when asked how gas tax should be replaced, 44.4% said EV, PHEV or Hybrid cars “Should not pay any more” while 22.5% said they should pay a “Tax on electricity at charging stations.
- Commuters who drive alone were asked if they would consider an alternative transit mode, if available. The overwhelming majority (55.5%) reiterated they would continue to “Drive alone.” While about 15% each opted for “Electric Vehicle”, “Carpool/vanpool,” or “Shuttle service”.

- Similar to 2025, almost half of residents reported living in a single-family home with a large yard (48.1%), while more than a third indicated they live in a single-family home with a small yard (37.5%). About one in ten residents live in an apartment (9.2%), and 2.0% live in a townhouse or condominium.
- Examination of potential future housing preferences revealed 80.7% of residents (“Definitely yes”/“Probably yes”) said they would choose a single-family home with large yard, while 71.5% would select the single-family home with small yard. A townhome or condominium was preferred by 34.9% of residents, whereas 26.6% would opt for an apartment and 24.9% would consider a mixed-use building.
- A majority of residents (61.4%) reported owning their home. A quarter of residents (24.8%) said they would consider a home that shares a lot with another house or live in a duplex, whereas two-thirds (66.5%) rejected this option.

- When homeowners were asked if they would consider building a second dwelling unit or converting their home to a duplex, nearly a third (29.8%) indicated they would. However, over one-half of residents (55.0%) said they would not. Only 1.5% of residents indicated they already had a second dwelling unit or duplex on their property, while 8.4% reported they did not have property or space available to create a second dwelling unit.

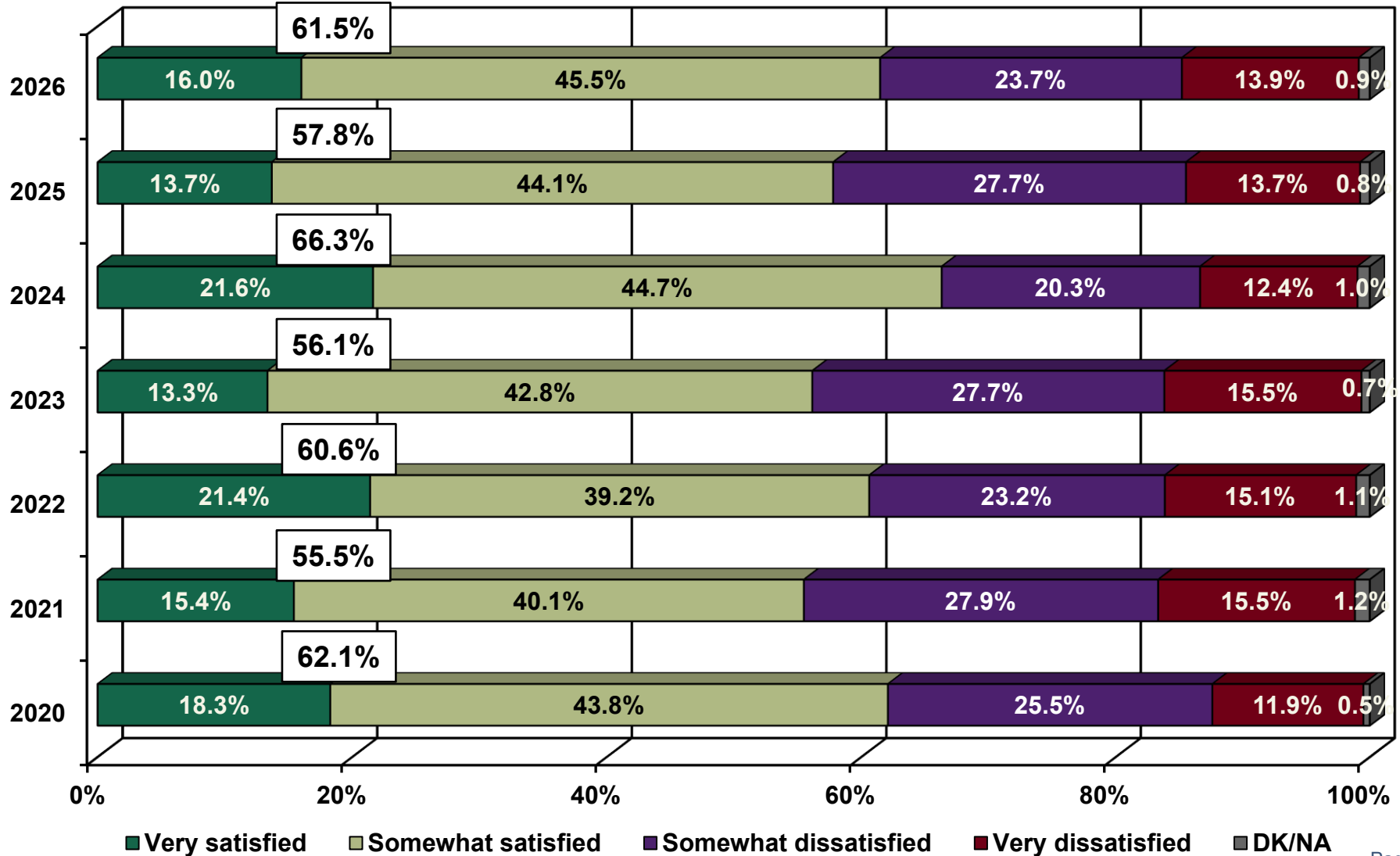


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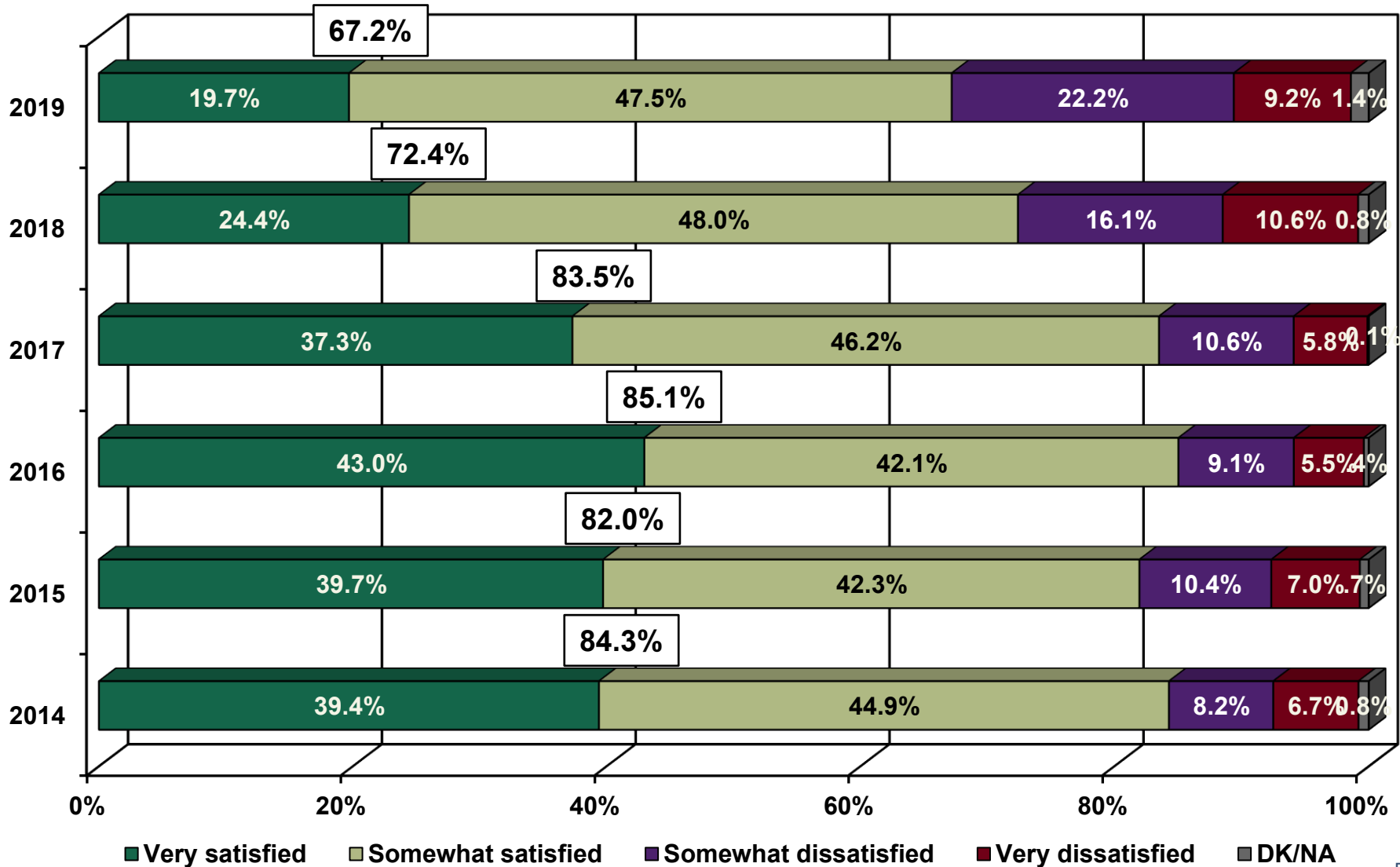


Key Findings

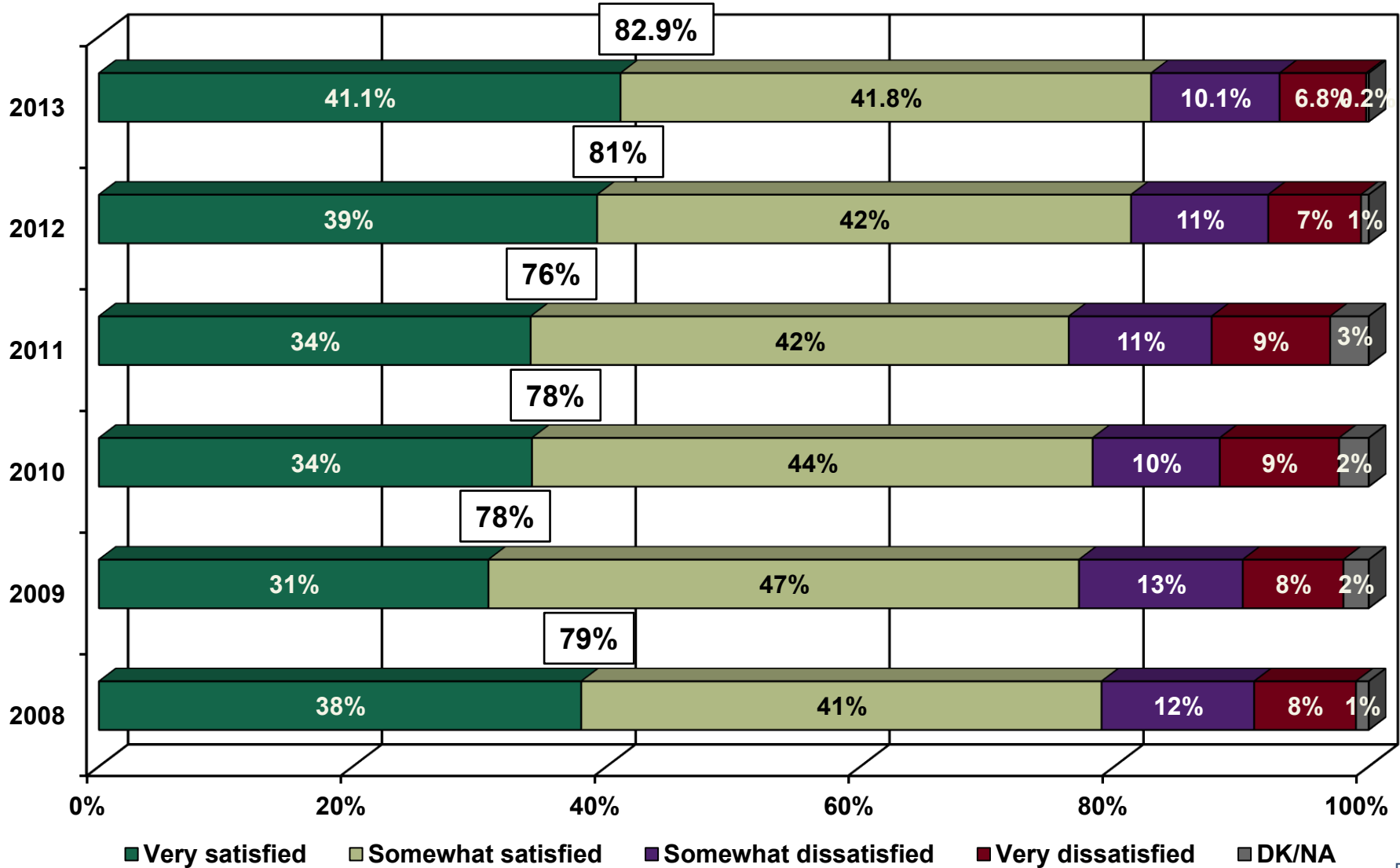
Q1. Satisfaction with Quality of Life



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Q1. Satisfaction with Quality of Life



Q1. Satisfaction with Quality of Life

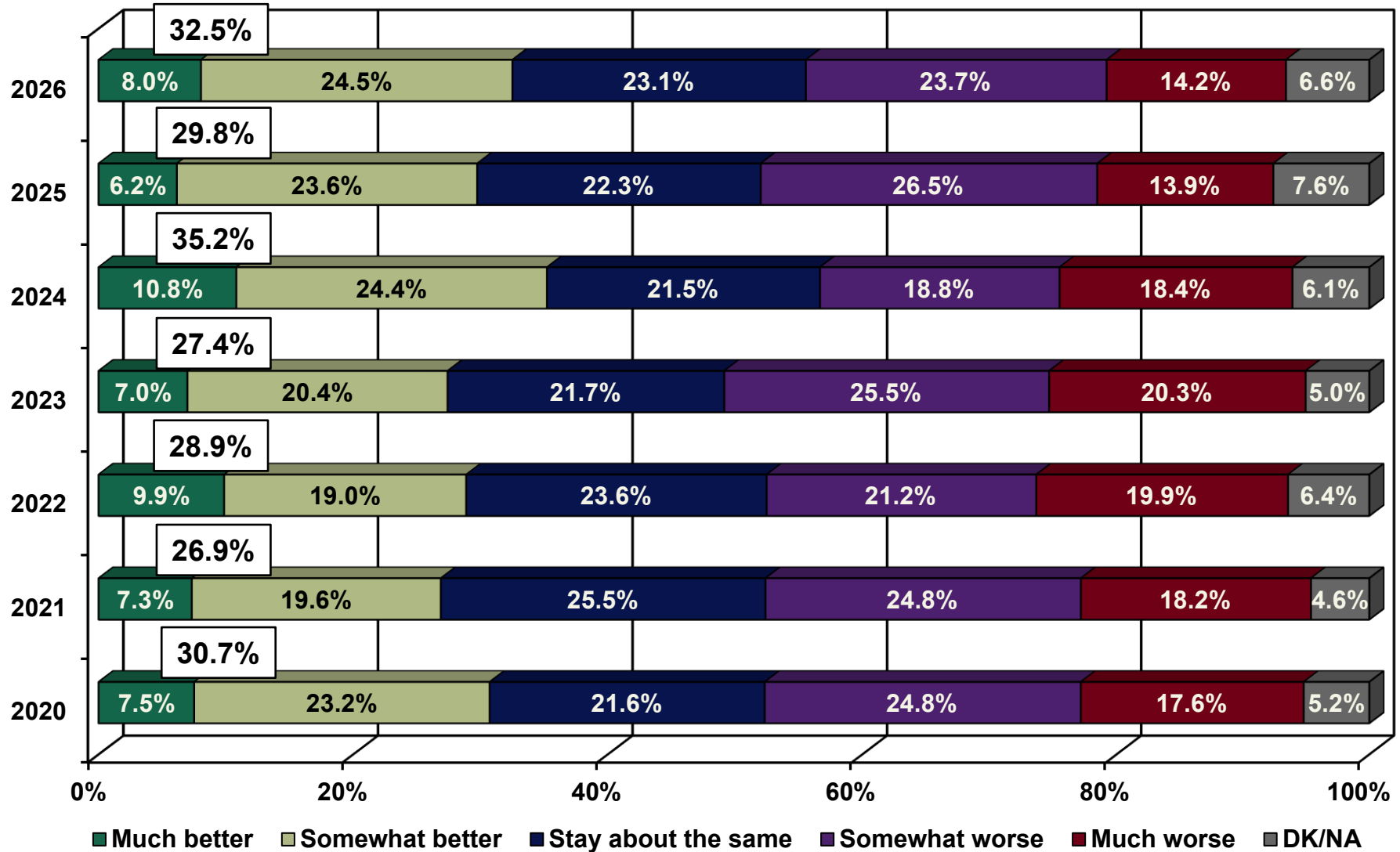
Regional Comparisons

		Zip Code Area				
		Total	West Kern	Central	Mountain	East
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1182	35	952	82	112
	Very satisfied	189	7	145	23	14
		16.0%	18.8%	15.3%	28.4%	12.4%
	Somewhat satisfied	537	16	438	39	45
		45.5%	46.2%	46.0%	46.7%	39.9%
	Somewhat dissatisfied	281	6	218	16	40
		23.7%	18.1%	22.9%	19.1%	35.8%
Very dissatisfied	165	6	143	5	11	
	13.9%	16.9%	15.0%	5.8%	9.9%	
DK/NA	10	0	8	0	2	
	0.9%	0.0%	0.8%	0.0%	1.9%	

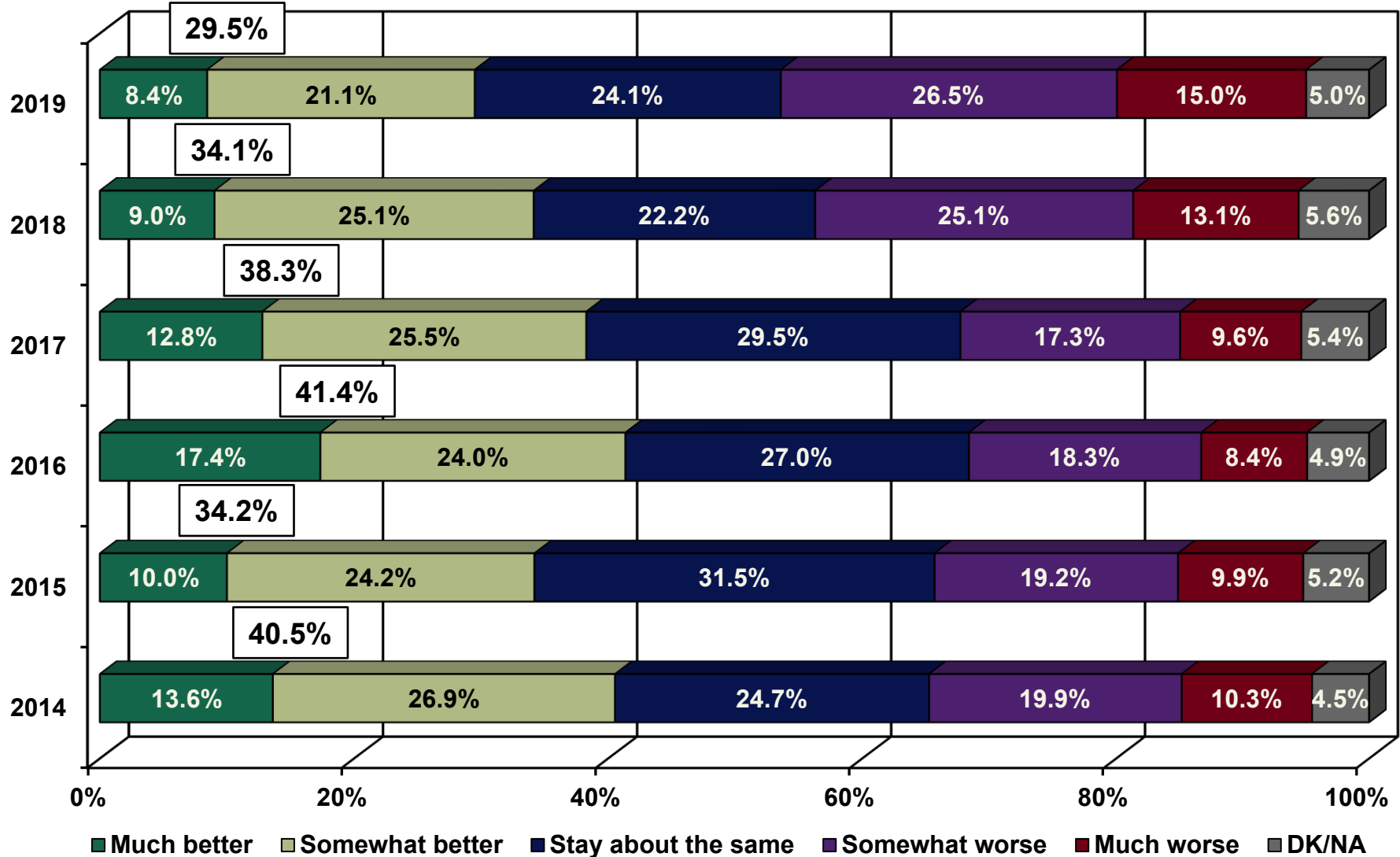
Comparisons of Column Proportions^{b,c}

		Zip Code Area			
		West Kern	Central	Mountain	East
		(A)	(B)	(C)	(D)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied			B D	
	Somewhat satisfied				
	Somewhat dissatisfied				B
	Very dissatisfied				
	DK/NA	a			

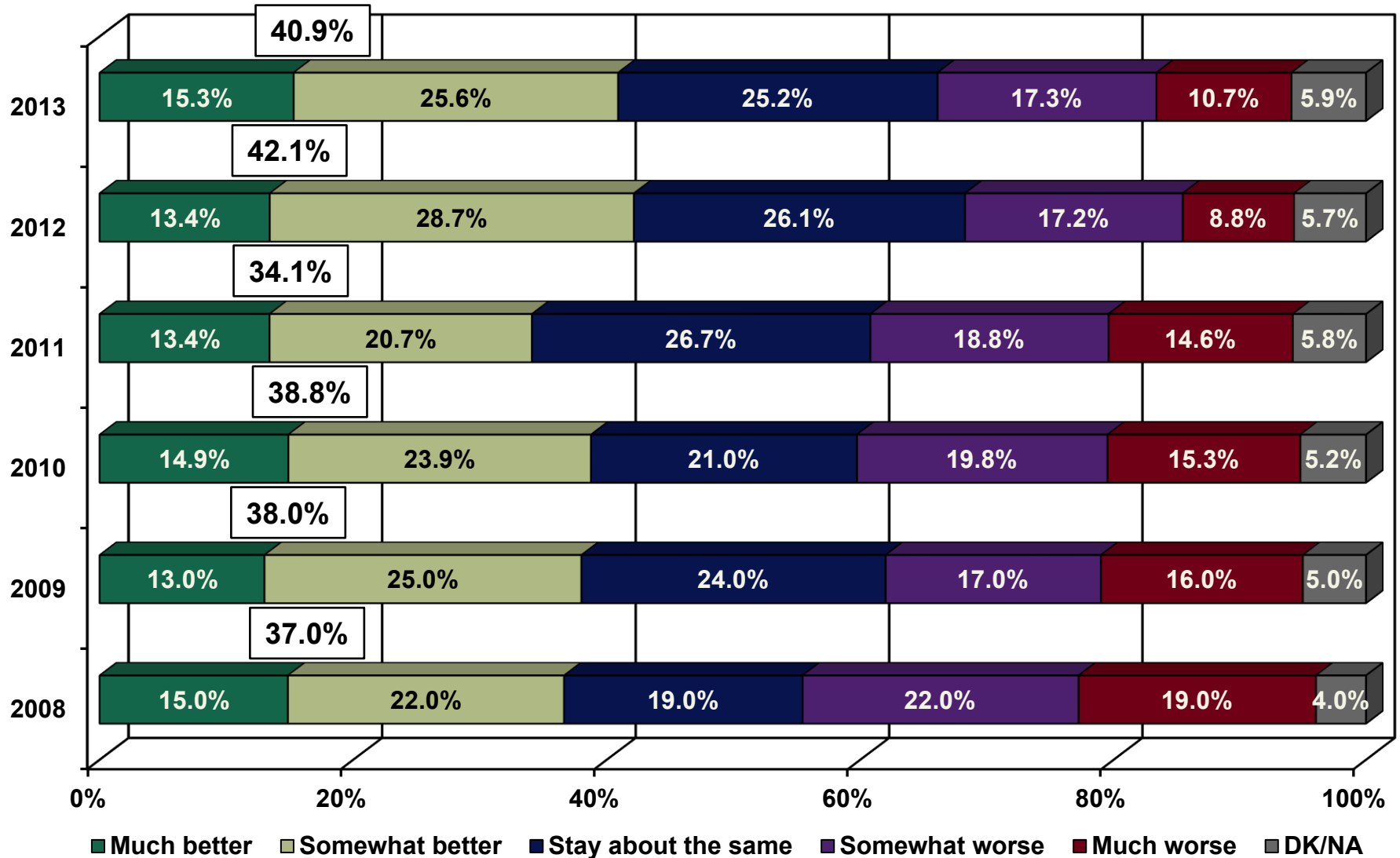
Q2. Outlook on Future Quality of Life



Q2. Outlook on Future Quality of Life



Q2. Outlook on Future Quality of Life



Q2. Outlook on Future Quality of Life 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
Total	1182	163	240	226	177	83	84	132	64	10	3
Much better	95	21	21	19	16	6	4	6	2	0	0
	8.0%	12.9%	8.6%	8.4%	9.3%	7.0%	4.3%	4.6%	3.5%	3.8%	0.0%
Somewhat better	289	64	73	59	40	12	9	23	8	2	0
	24.5%	39.4%	30.3%	26.0%	22.3%	14.8%	10.1%	17.7%	12.5%	19.7%	0.0%
Stay about the same	273	36	51	41	37	20	29	33	23	4	0
	23.1%	22.1%	21.2%	18.1%	20.6%	23.6%	34.0%	25.2%	35.2%	42.1%	11.1%
Somewhat worse	280	26	51	48	44	27	23	41	19	1	0
	23.7%	16.2%	21.4%	21.2%	24.6%	32.0%	27.2%	30.9%	29.4%	12.6%	0.0%
Much worse	168	10	33	41	36	11	13	15	7	1	0
	14.2%	6.3%	13.6%	18.1%	20.4%	13.3%	15.7%	11.7%	11.6%	6.9%	0.0%
DK/NA	78	5	12	19	5	8	7	13	5	2	3
	6.6%	3.2%	5.0%	8.2%	2.8%	9.4%	8.6%	9.9%	7.7%	15.0%	88.9%

Comparisons of Column Proportions^{b,c}

	Age									
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
Much better										a
Somewhat better	DEFGH	F								a
Stay about the same										a
Somewhat worse										a
Much worse			A	A						a
DK/NA										ABCDEFGHIJ

Q2. Outlook on Future Quality of Life Ethnicity Comparisons

		Ethnic Group								
		Total	African American	American Indian/Alaskan	Asian	Caucasian	Hispanic/Latino	Native Hawaiian/Pacific Islander	Two or more races	Not sure / DK/NA
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1182	56	6	60	321	699	1	30	8
	Much better	95	4	0	3	9	74	0	5	0
	Somewhat better	289	19	3	25	56	179	0	6	1
	Stay about the same	273	6	0	17	89	153	0	4	1
	Somewhat worse	280	15	2	7	101	144	1	8	2
	Much worse	168	6	0	2	55	101	0	4	1
	DK/NA	78	5	1	6	11	48	0	4	2
		6.6%	9.7%	16.0%	9.2%	3.5%	6.8%	0.1%	14.2%	30.1%

Comparisons of Column Proportions^{c,d}

		Ethnic Group							
		African American	American Indian/Alaskan	Asian	Caucasian	Hispanic/Latino	Native Hawaiian/Pacific Islander	Two or more races	Not sure / DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better		^a			D	^{a,b}	D	^a
	Somewhat better			D			^b		
	Stay about the same						^b		
	Somewhat worse				E		^b		
	Much worse						^{a,b}		
	DK/NA						^b		D

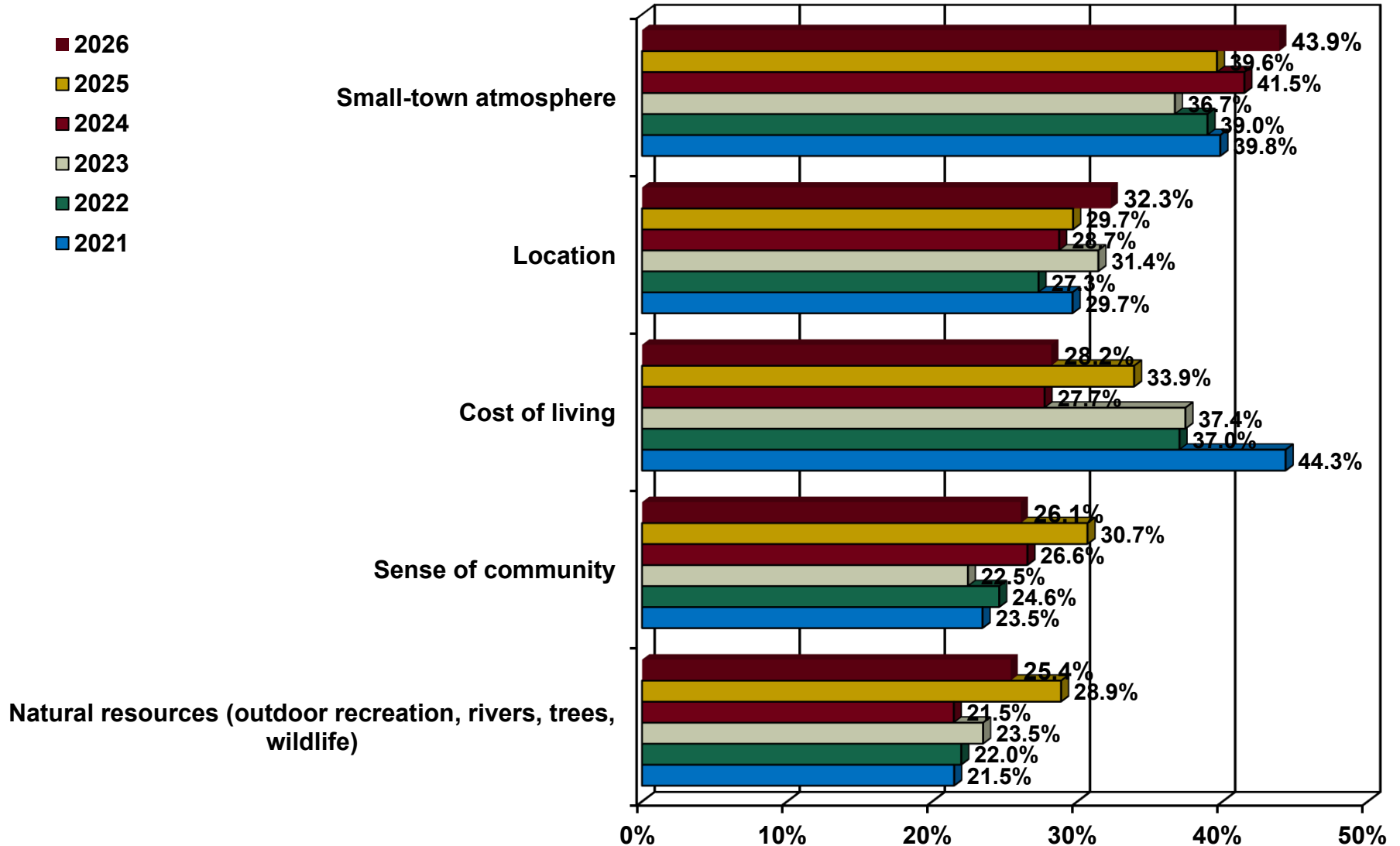
Q2. Outlook on Future Quality of Life Regional Comparisons

		Zip Code Area				
		Total	West Kern	Central	Mountain	East
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1182	35	952	82	112
	Much better	95	5	81	1	8
		8.0%	14.7%	8.5%	1.1%	6.9%
	Somewhat better	289	7	238	17	27
		24.5%	19.7%	25.0%	20.1%	24.5%
	Stay about the same	273	7	208	26	31
		23.1%	20.7%	21.9%	31.7%	27.7%
	Somewhat worse	280	3	229	25	23
	23.7%	7.5%	24.0%	30.0%	20.9%	
Much worse	168	9	139	8	12	
	14.2%	25.6%	14.6%	9.3%	10.8%	
DK/NA	78	4	57	7	10	
	6.6%	11.8%	6.0%	7.9%	9.2%	

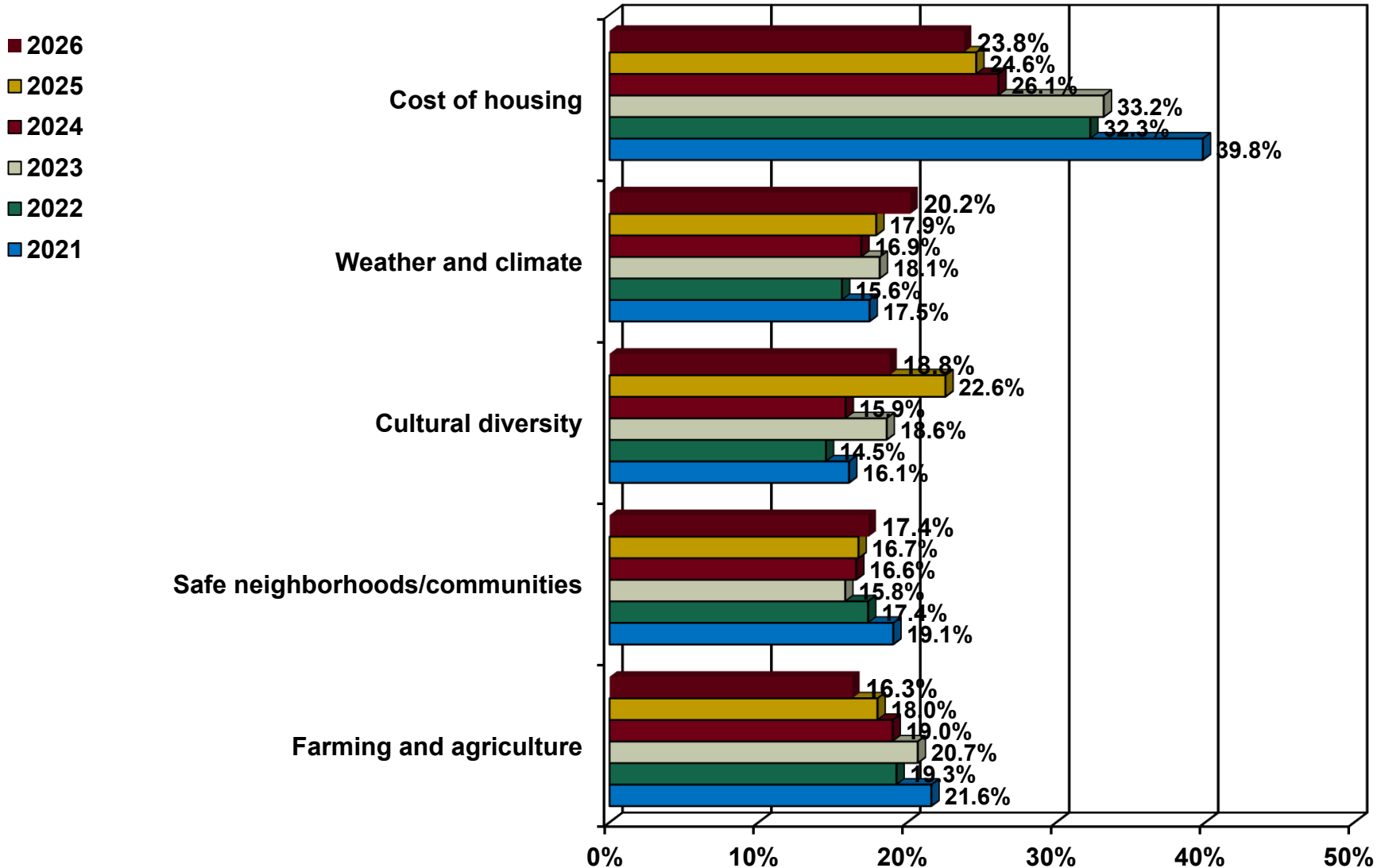
Comparisons of Column Proportions^{a,b}

		Zip Code Area			
		West Kern	Central	Mountain	East
		(A)	(B)	(C)	(D)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better				
	Somewhat better				
	Stay about the same				
	Somewhat worse			A	
	Much worse				
	DK/NA				

Q3. Most Liked Features of City or Town I

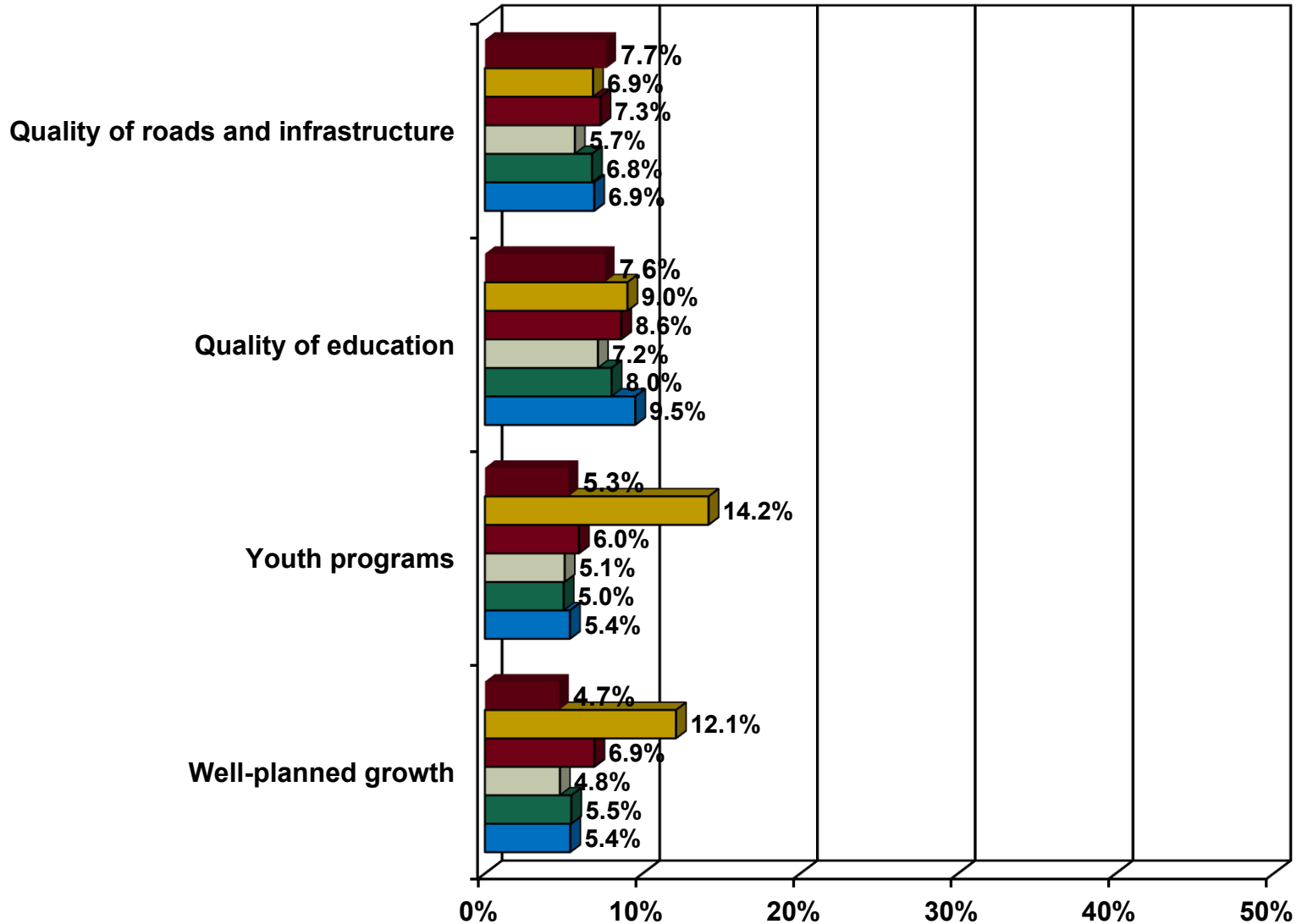


Q3. Most Liked Features of City or Town II



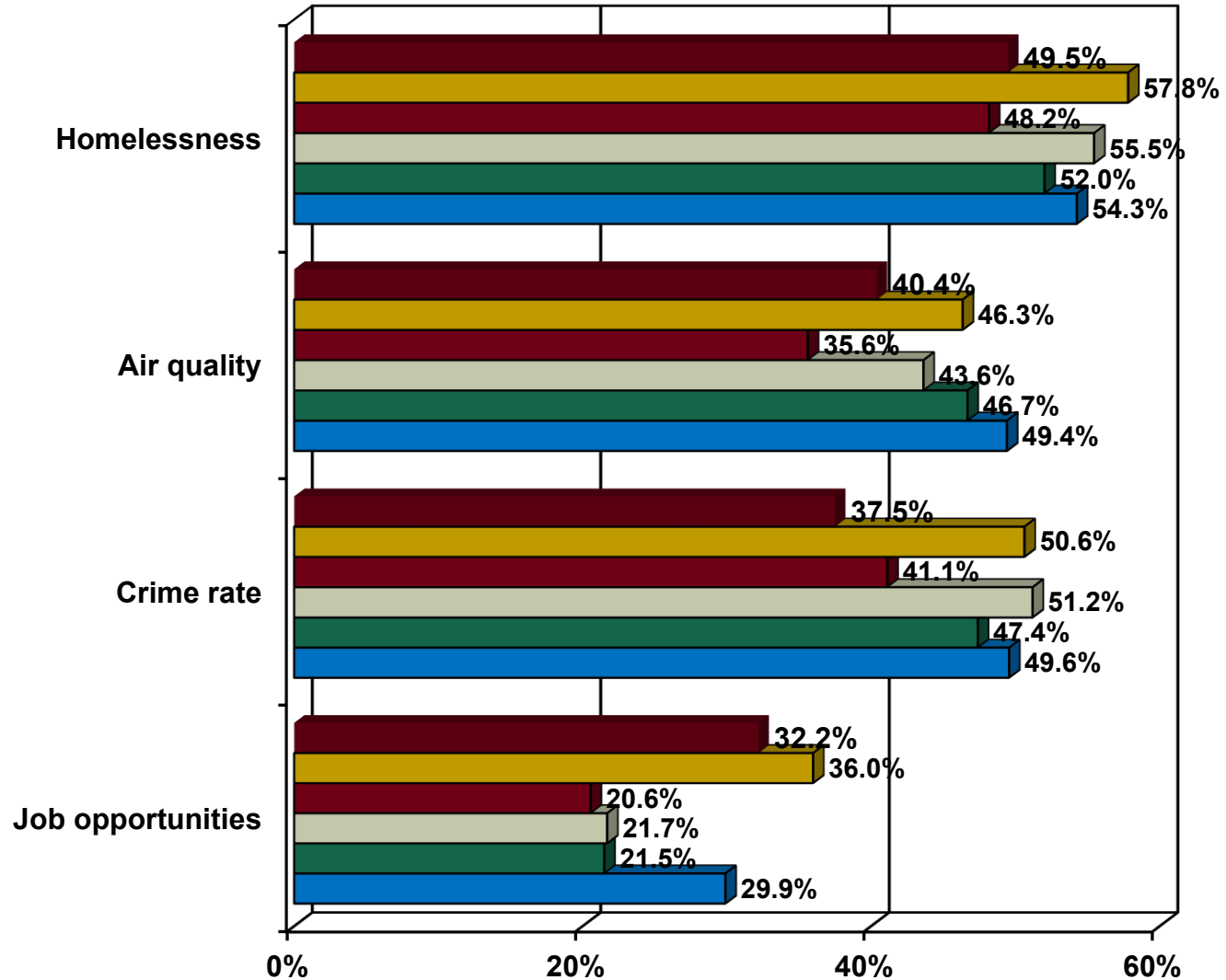
Q3. Most Liked Features of City or Town III

- 2026
- 2025
- 2024
- 2023
- 2022
- 2021

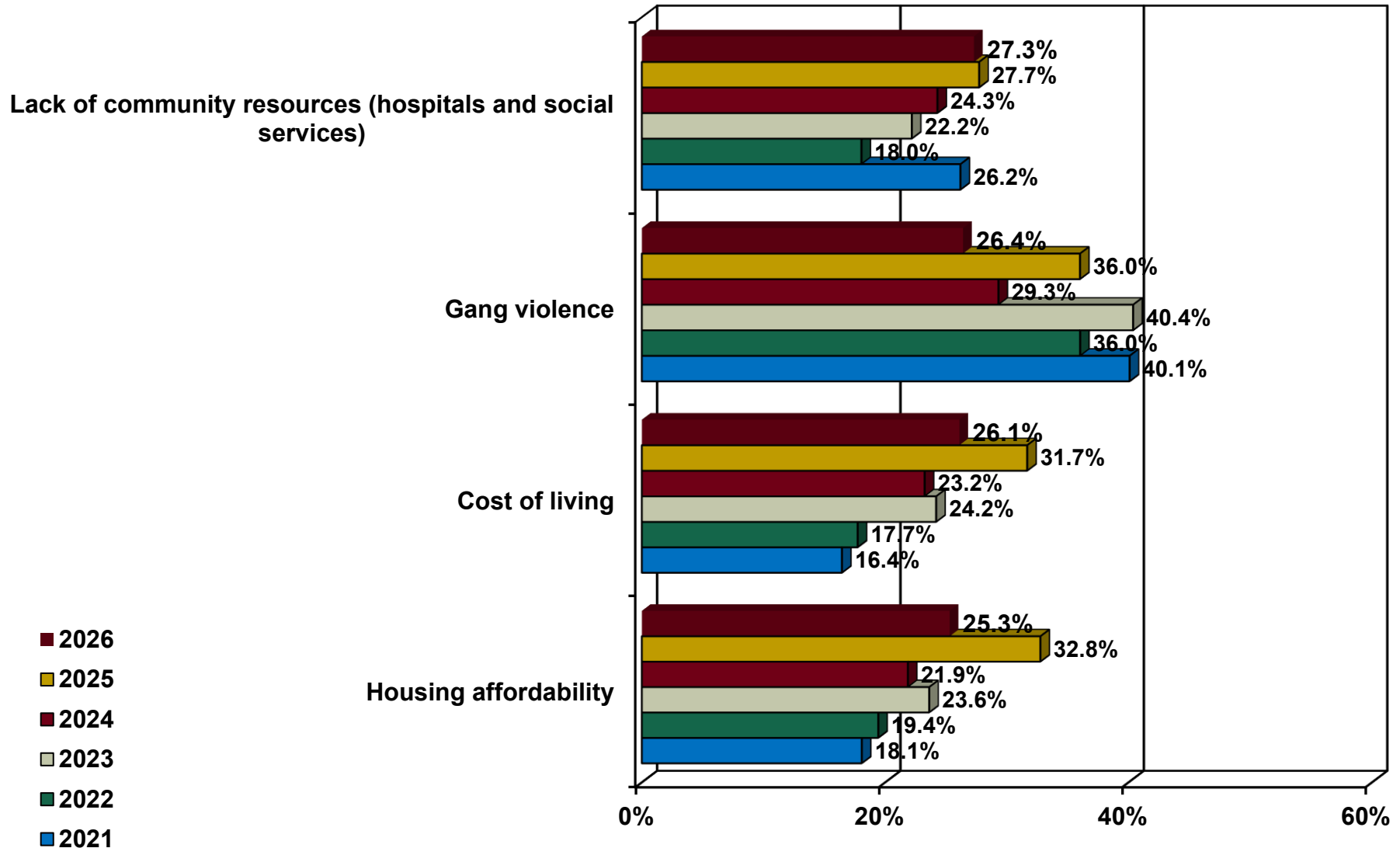


Q4. Least Liked Features of City or Town I

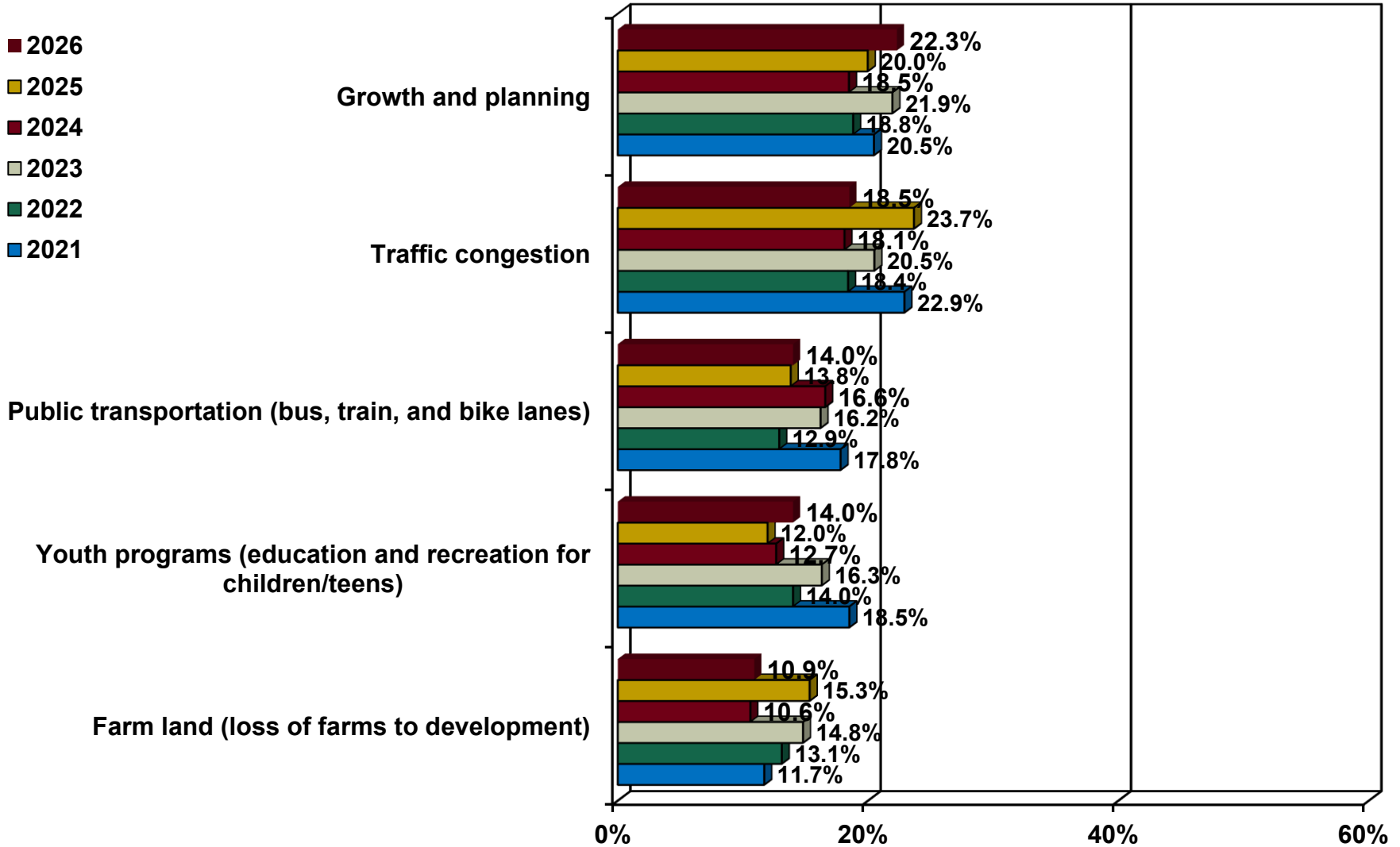
- 2026
- 2025
- 2024
- 2023
- 2022
- 2021



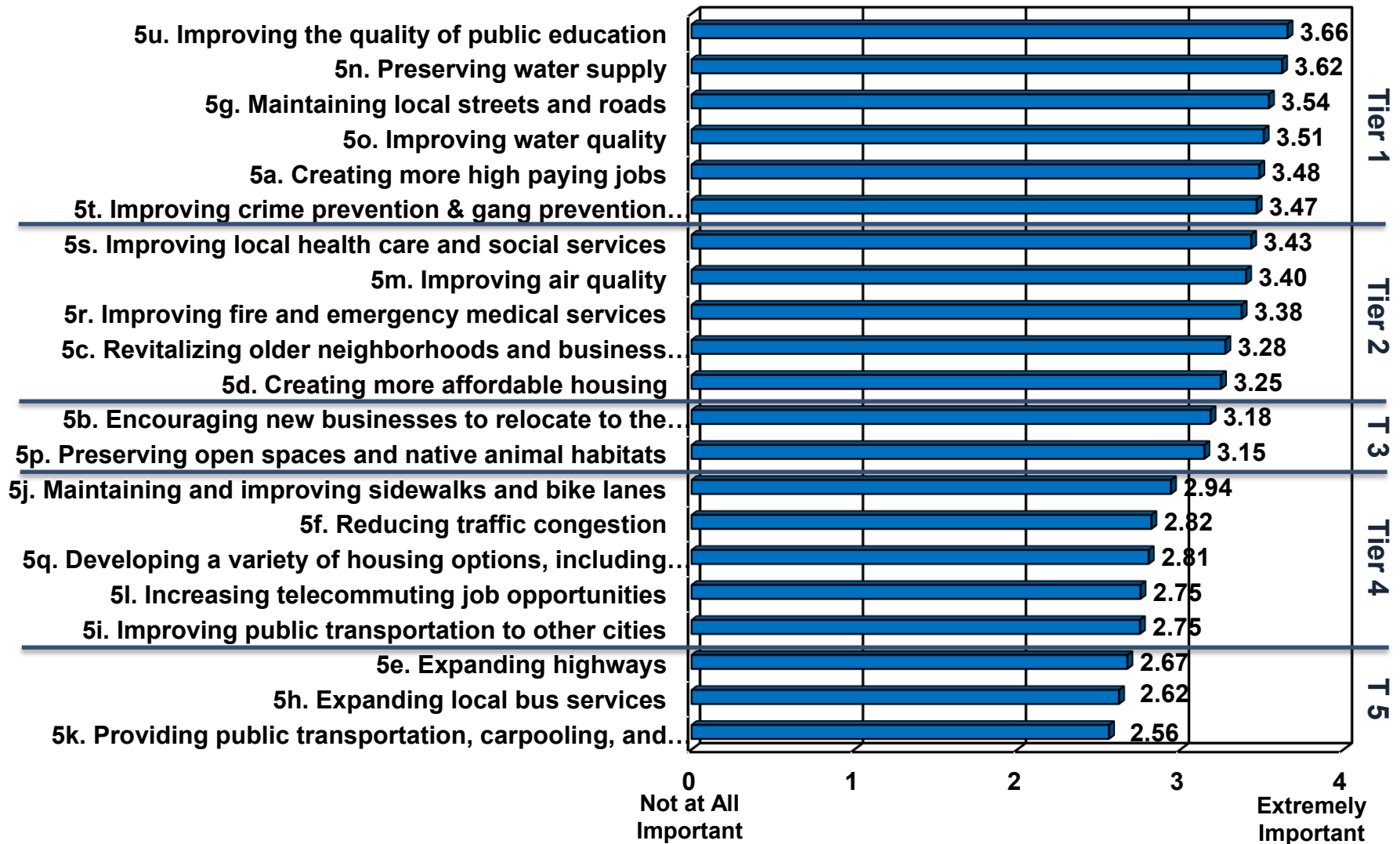
Q4. Least Liked Features of City or Town II



Q4. Least Liked Features of City or Town III



Q5. Economic Vitality and Equitable Services



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

Gender Comparisons

	Respondents Gender			Respondents Gender (Comparison of Column Means)	
	Total	Male	Female	Male	Female
				(A)	(B)
5u. Improving the quality of public education	3.66	3.58	3.73		A
5n. Preserving water supply	3.62	3.56	3.69		A
5g. Maintaining local streets and roads	3.54	3.52	3.57		
5o. Improving water quality	3.51	3.42	3.60		A
5a. Creating more high paying jobs	3.48	3.43	3.54		A
5t. Improving crime prevention and gang prevention programs	3.47	3.40	3.54		A
5s. Improving local health care and social services	3.43	3.29	3.58		A
5m. Improving air quality	3.40	3.27	3.53		A
5r. Improving fire and emergency medical services	3.38	3.24	3.51		A
5c. Revitalizing older neighborhoods and business districts that are becoming rundown	3.28	3.21	3.34		A
5d. Creating more affordable housing	3.25	3.11	3.39		A
5b. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.18	3.16	3.20		
5p. Preserving open spaces and native animal habitats	3.15	2.96	3.34		A
5j. Maintaining and improving sidewalks and bike lanes	2.94	2.81	3.07		A
5f. Reducing traffic congestion	2.82	2.81	2.83		
5q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.81	2.70	2.92		A
5i. Increasing telecommuting job opportunities	2.75	2.67	2.84		A
5i. Improving public transportation to other cities	2.75	2.55	2.96		A
5e. Expanding highways	2.67	2.71	2.64		
5h. Expanding local bus services	2.62	2.43	2.82		A
5k. Providing public transportation, carpooling, and other alternatives to driving alone	2.56	2.45	2.68		A

Q5. Economic Vitality and Equitable Services

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
5u. Improving the quality of public education	3.66	3.71	3.66	3.73	3.66	3.59	3.59	3.58	3.68	3.27	2.57
5n. Preserving water supply	3.62	3.63	3.57	3.56	3.70	3.61	3.60	3.71	3.69	3.81	2.68
5g. Maintaining local streets and roads	3.54	3.51	3.47	3.52	3.65	3.49	3.60	3.64	3.51	3.32	3.21
5o. Improving water quality	3.51	3.51	3.57	3.50	3.46	3.50	3.66	3.47	3.40	3.30	3.89
5a. Creating more high paying jobs	3.48	3.51	3.51	3.57	3.57	3.47	3.53	3.32	3.06	3.18	3.77
5t. Improving crime prevention and gang prevention programs	3.47	3.50	3.33	3.43	3.53	3.55	3.57	3.51	3.53	3.40	3.34
5s. Improving local health care and social services	3.43	3.57	3.45	3.45	3.41	3.26	3.51	3.48	3.18	3.11	2.00
5m. Improving air quality	3.40	3.53	3.50	3.35	3.42	3.30	3.57	3.22	3.21	2.80	4.00
5r. Improving fire and emergency medical services	3.38	3.54	3.36	3.31	3.34	3.37	3.31	3.45	3.31	3.05	2.88
5c. Revitalizing older neighborhoods and business districts that are becoming rundown	3.28	3.23	3.23	3.34	3.41	3.23	3.31	3.16	3.20	3.32	2.77
5d. Creating more affordable housing	3.25	3.55	3.40	3.33	2.92	2.90	3.21	3.20	3.16	2.89	3.89
5b. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.18	3.28	3.06	3.19	3.19	3.00	3.33	3.28	3.26	3.46	1.12
5p. Preserving open spaces and native animal habitats	3.15	3.35	3.19	3.17	3.22	2.76	3.09	3.03	3.02	2.76	3.77
5j. Maintaining and improving sidewalks and bike lanes	2.94	3.05	3.07	3.02	2.94	2.79	2.96	2.78	2.53	2.74	1.22
5f. Reducing traffic congestion	2.82	2.94	2.68	2.75	2.93	2.90	2.84	2.89	2.75	2.91	2.77
5q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.81	3.23	2.92	2.80	2.63	2.48	2.89	2.66	2.30	3.11	4.00
5i. Increasing telecommuting job opportunities	2.75	2.79	2.98	2.68	2.76	2.58	2.99	2.52	2.41	2.73	2.32
5l. Improving public transportation to other cities	2.75	2.88	2.94	2.73	2.54	2.58	2.75	2.75	2.65	2.52	2.54
5e. Expanding highways	2.67	2.45	2.51	2.59	2.83	2.88	3.01	2.82	2.72	2.67	2.54
5h. Expanding local bus services	2.62	2.85	2.72	2.67	2.39	2.39	2.62	2.71	2.38	2.43	1.11
5k. Providing public transportation, carpooling, and other alternatives to driving alone	2.56	2.87	2.78	2.43	2.39	2.30	2.58	2.42	2.50	2.47	2.32

Q5. Economic Vitality and Equitable Services Age Comparisons (Comparison of Column Means)

Comparisons of Column Means	Age									
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
5u. Improving the quality of public education										
5n. Preserving water supply										
5g. Maintaining local streets and roads										
5o. Improving water quality										
5a. Creating more high paying jobs	H	H	H	H						
5t. Improving crime prevention and gang prevention programs										
5s. Improving local health care and social services										
5m. Improving air quality										
5r. Improving fire and emergency medical services										
5c. Revitalizing older neighborhoods and business districts that are becoming rundown										
5d. Creating more affordable housing	DE	DE	D							
5b. Encouraging new businesses to relocate to the County in order to diversify the local economy	J					J	J	J		
5p. Preserving open spaces and native animal habitats	E									
5j. Maintaining and improving sidewalks and bike lanes										
5f. Reducing traffic congestion										
5q. Developing a variety of housing options, including apartments, townhomes and condominiums	DEGH	H								
5l. Increasing telecommuting job opportunities										
5i. Improving public transportation to other cities										
5e. Expanding highways						A				
5h. Expanding local bus services										
5k. Providing public transportation, carpooling, and other alternatives to driving alone	D									

Q5. Economic Vitality and Equitable Services

Regional Comparisons

Comparisons of Column Means	Zip Code Area					West Kern	Central	Mountain	East
	Total	West Kern	Central	Mountain	East	(A)	(B)	(C)	(D)
5u. Improving the quality of public education	3.66	3.57	3.71	3.39	3.44		C D		
5n. Preserving water supply	3.62	3.50	3.64	3.64	3.54				
5g. Maintaining local streets and roads	3.54	3.56	3.56	3.33	3.52		C		
5o. Improving water quality	3.51	3.46	3.57	3.14	3.31		CD		
5a. Creating more high paying jobs	3.48	3.64	3.56	2.94	3.22	C	CD		
5t. Improving crime prevention and gang prevention programs	3.47	3.02	3.54	2.99	3.33		AC		
5s. Improving local health care and social services	3.43	3.23	3.45	3.12	3.62		C		C
5m. Improving air quality	3.40	3.58	3.56	2.65	2.53	CD	CD		
5r. Improving fire and emergency medical services	3.38	3.17	3.41	3.19	3.28				
5c. Revitalizing older neighborhoods and business districts that are becoming rundown	3.28	3.40	3.34	2.63	3.13	C	C		C
5d. Creating more affordable housing	3.25	3.52	3.36	2.66	2.63	CD	CD		
5b. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.18	3.03	3.24	2.83	3.03		C		
5p. Preserving open spaces and native animal habitats	3.15	2.79	3.17	3.22	2.97				
5j. Maintaining and improving sidewalks and bike lanes	2.94	2.80	2.99	2.46	2.95		C		C
5f. Reducing traffic congestion	2.82	2.81	3.00	1.95	1.92	CD	CD		
5q. Developing a variety of housing options, including apartments, townhomes and condominiums	2.81	3.15	2.93	2.10	2.16	CD	CD		
5l. Increasing telecommuting job opportunities	2.75	2.87	2.80	2.55	2.50				
5i. Improving public transportation to other cities	2.75	2.78	2.82	2.18	2.61		C		
5e. Expanding highways	2.67	2.61	2.75	2.17	2.38		CD		
5h. Expanding local bus services	2.62	2.51	2.70	2.15	2.34		CD		
5k. Providing public transportation, carpooling, and other alternatives to driving alone	2.56	2.58	2.64	2.12	2.22		CD		

Q5. Economic Vitality and Equitable Services

Detailed Comparisons

Creating more high paying jobs (A)

	Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
2026	3.43	2.1%	1.5%	8.3%	21.6%	65.2%	1.3%
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)	2026	3.18	4.1%	4.7%	12.3%	24.4%	52.0%	2.4%
	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. 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)	2026	3.28	2.4%	3.8%	13.2%	24.7%	55.5%	0.4%
	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)	2026	3.25	5.5%	5.2%	11.1%	15.0%	63.0%	0.1%
	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. Transportation Choices

Detailed Comparisons

Expanding highways (E)

	Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
2026	2.67	6.5%	7.1%	23.9%	22.0%	39.9%	0.6%
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

Reducing traffic congestion (F)

	Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
2026	2.82	6.5%	7.1%	23.9%	22.0%	39.9%	0.6%
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)	2026	3.54	0.4%	1.9%	8.9%	20.8%	68.0%	0.1%
	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)	2026	2.62	0.4%	1.9%	8.9%	20.8%	68.0%	0.1%
	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

Improving public transportation to other cities (I)

	Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
2026	2.75	10.2%	8.4%	18.4%	20.9%	41.1%	1.0%
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)	2026	2.94	5.6%	8.0%	18.0%	23.2%	44.9%	0.4%
	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

Providing public transportation, carpooling, and other alternatives to driving alone (K)

	Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
2026	2.56	11.1%	9.6%	24.5%	19.9%	33.6%	1.3%
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%

Q5. Transportation Choices

Detailed Comparisons Continued

Increasing telecommuting job opportunities (L)		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
	2026	2.75	8.6%	6.7%	22.2%	20.8%	37.9%	3.8%
2025	2.63	10.6%	6.8%	24.3%	19.3%	34.5%	4.5%	

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)	2026	3.40	3.4%	4.3%	8.9%	15.0%
	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

Preserving water supply (N)		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
	2026	3.62	1.0%	1.3%	6.4%	16.8%	73.4%	1.1%
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)	2026	3.51	1.7%	3.7%	8.5%	14.0%	71.8%	0.3%
	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)	2026	3.15	3.2%	6.1%	15.4%	22.7%	51.9%	0.6%
	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. 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)	2026	2.81	9.5%	9.1%	16.1%	20.5%	43.5%	1.3%
	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%	

Q5. Services, Safety and Equity

Detailed Comparisons

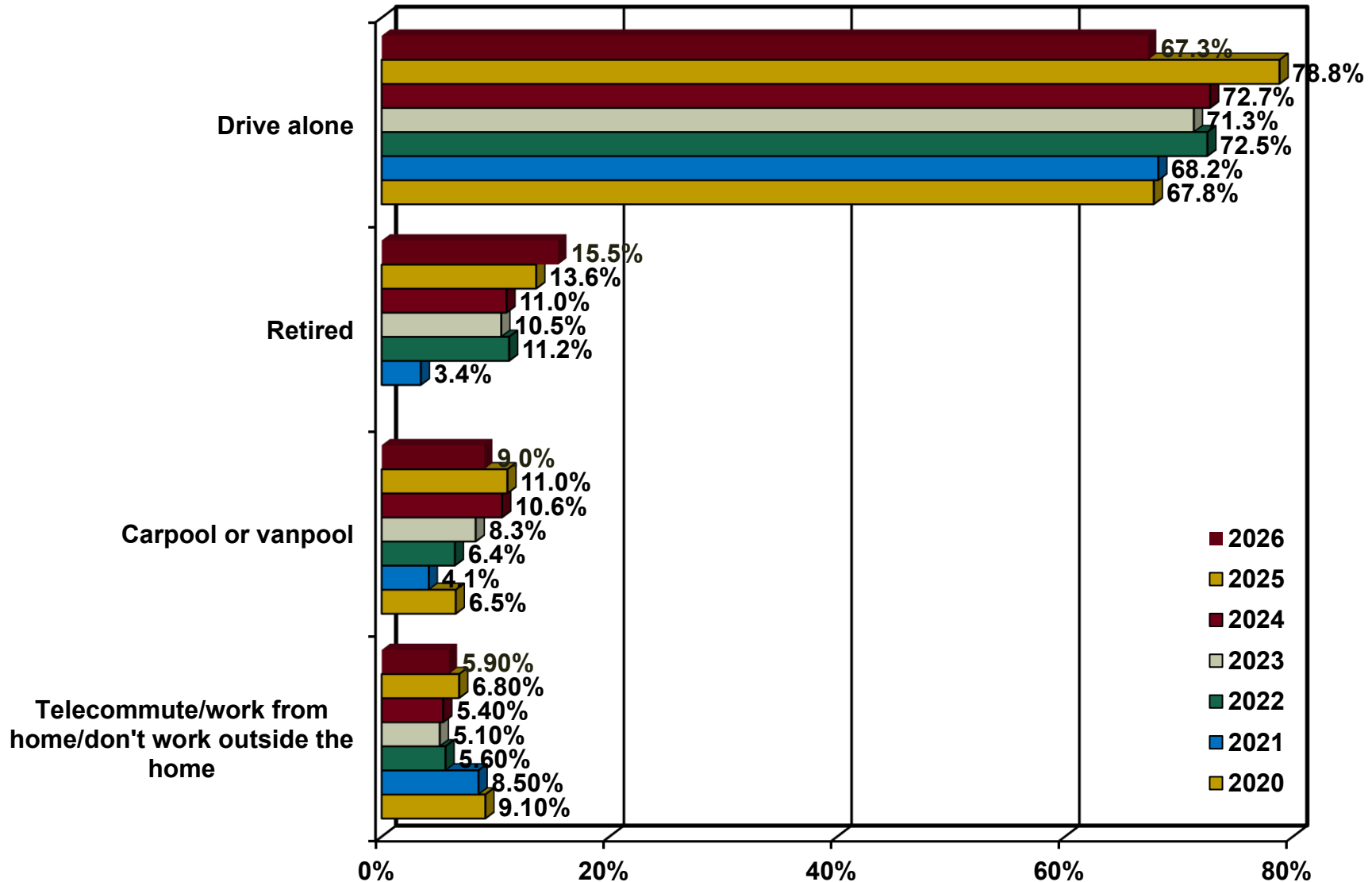
		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving fire and emergency medical services (R)	2026	3.38	1.1%	3.0%	12.4%	23.5%	59.1%	0.8%
	2025	3.45	0.8%	3.3%	9.2%	23.4%	62.3%	1.1%
	2024	3.39	2.2%	2.9%	11.1%	21.0%	61.3%	1.6%
	2023	3.28	2.1%	3.1%	15.0%	23.4%	55.0%	1.3%
	2022	3.23	2.8%	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)	2026	3.43	2.3%	2.5%	10.6%	18.6%	65.5%	0.7%
	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

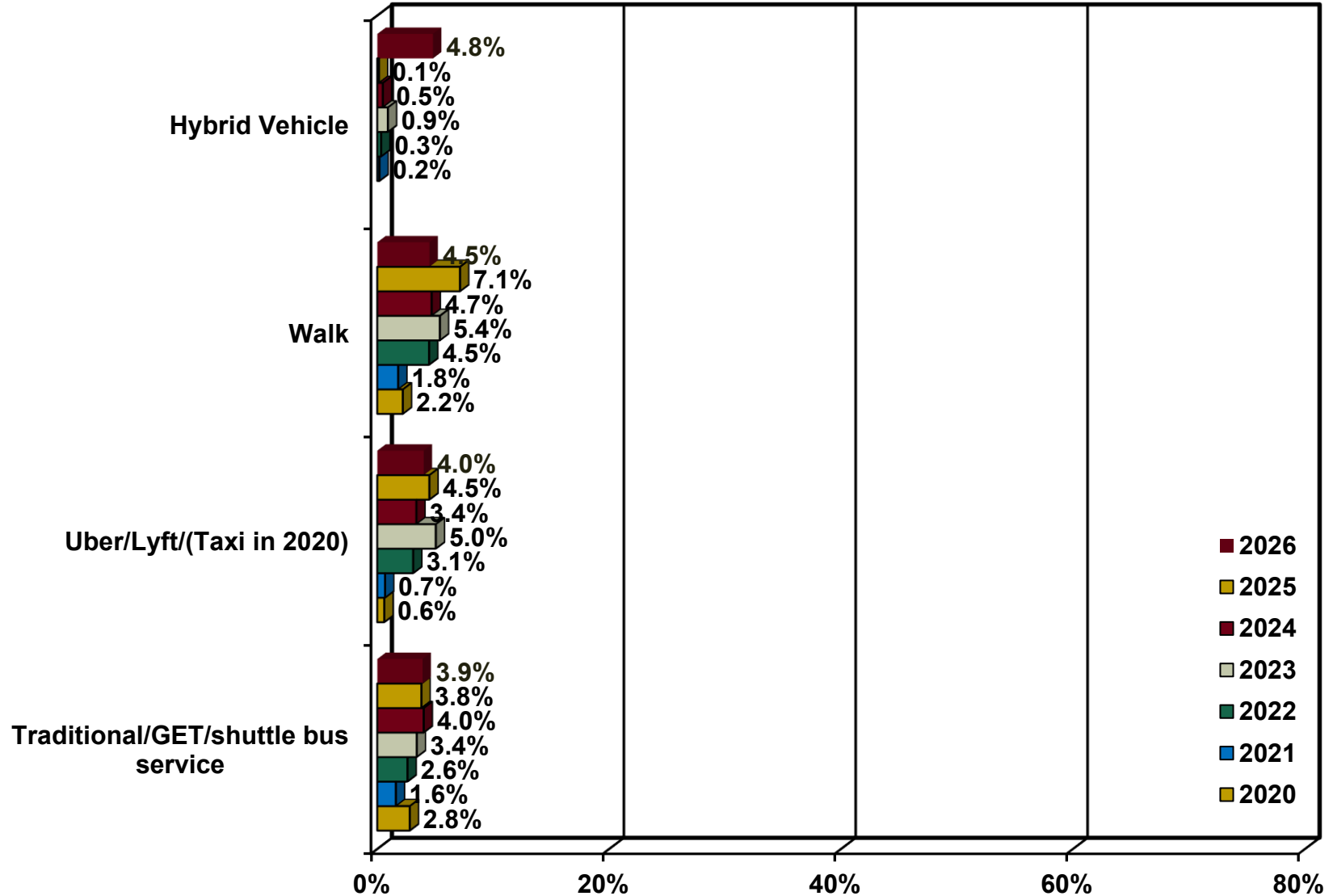
Detailed Comparisons Continued

		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving crime prevention and gang prevention programs (T)	2026	3.47						
	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)	2026	3.66	2.5%	2.7%	8.8%	17.4%	68.2%	0.5%
	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%	

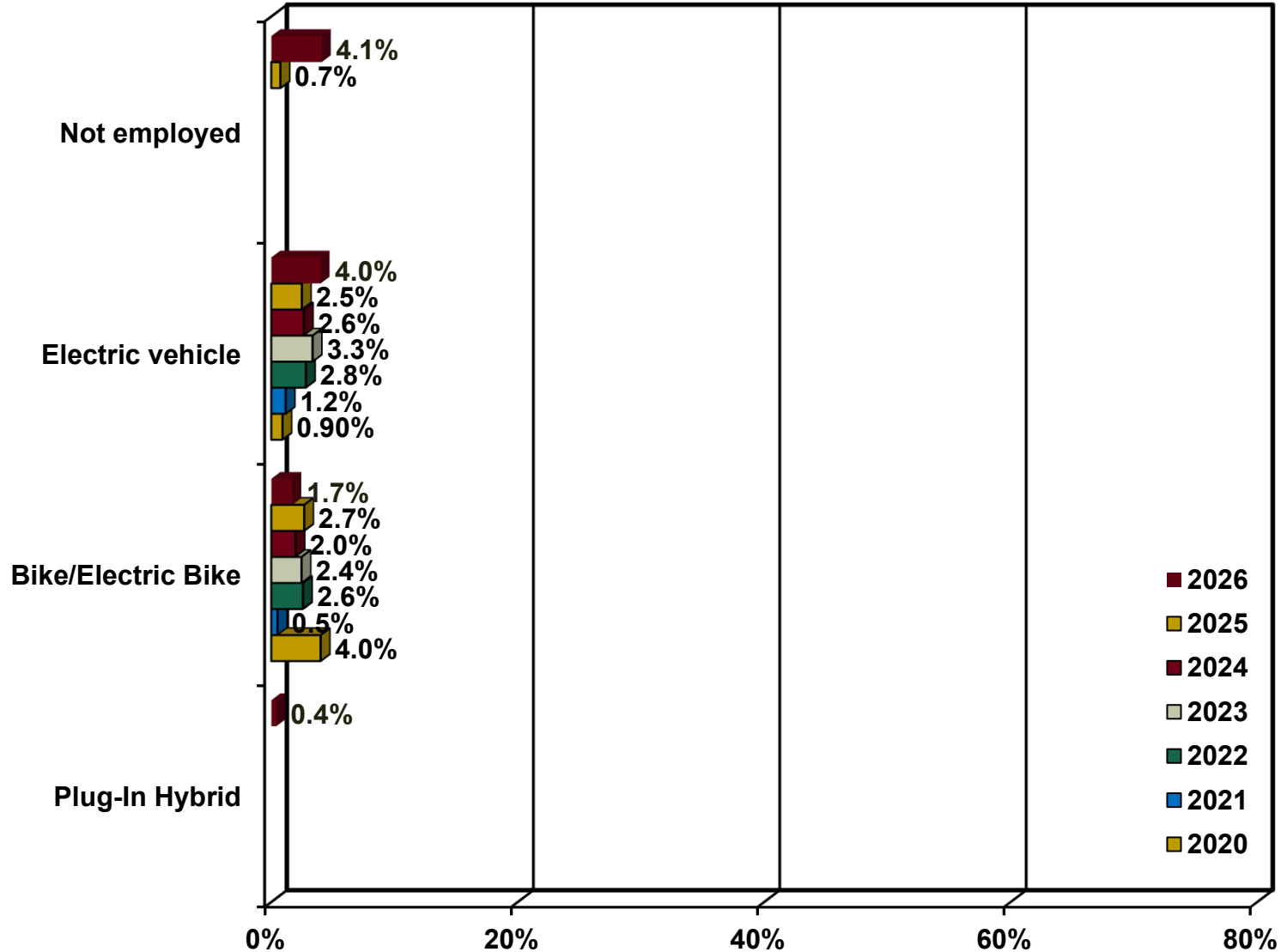
Q6. Primary Type of Transportation Used Traveling to Work or School I



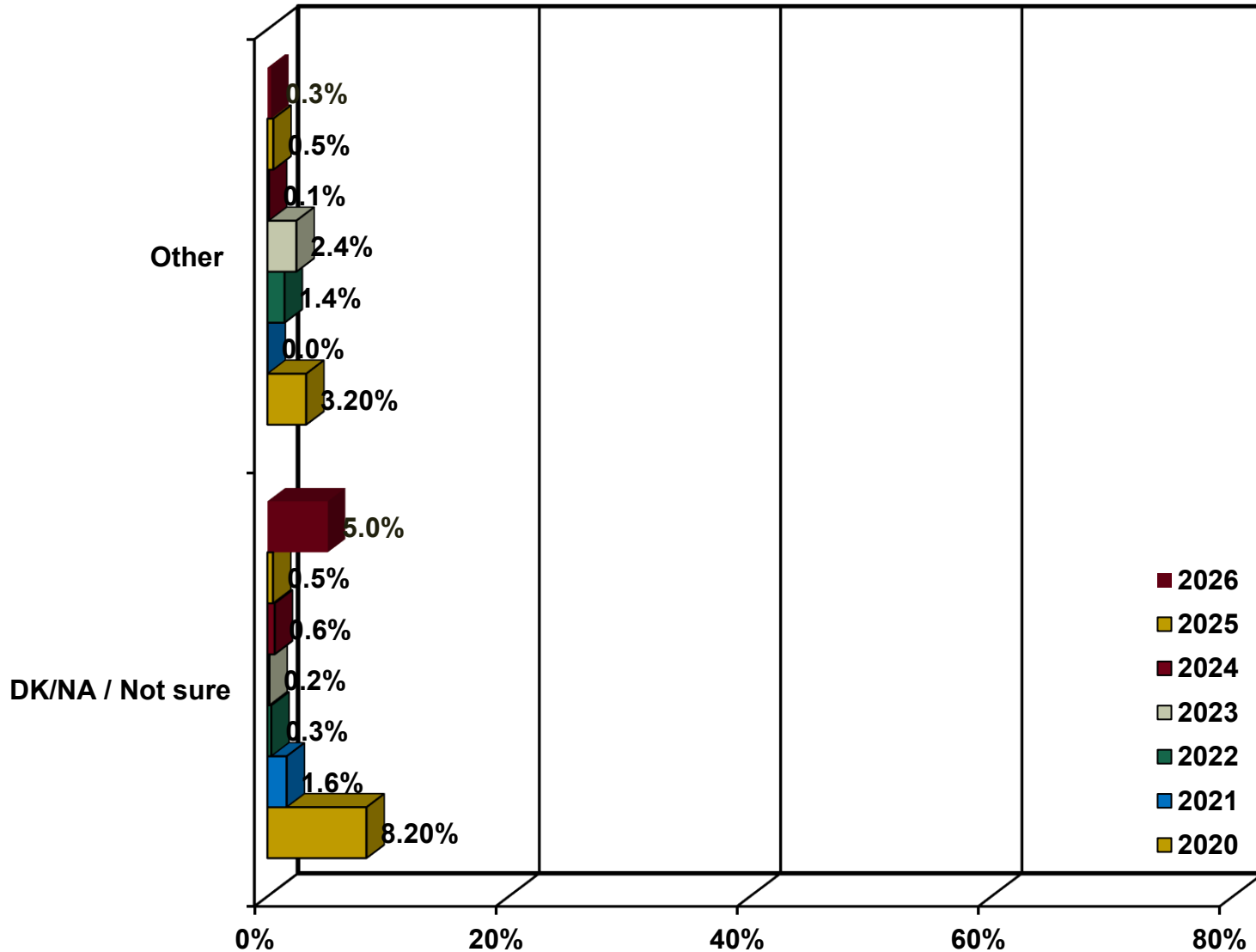
Q6. Primary Type of Transportation Used Traveling to Work or School II



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



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



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

	Respondents Gender		
	Total	Male	Female
Total	1182	591	591
Bike / Electric bike	20	16	5
	1.7%	2.6%	0.8%
Carpool or vanpool	107	41	66
	9.0%	6.9%	11.1%
Drive alone	796	428	368
	67.3%	72.4%	62.3%
Electric vehicle	48	33	14
	4.0%	5.6%	2.5%
Plug-Hybrid Vehicle	5	4	1
	0.4%	0.7%	0.1%
Hybrid Vehicle	57	31	27
	4.8%	5.2%	4.5%
Shuttle service	4	1	3
	0.3%	0.2%	0.4%
Traditional bus service	30	13	17
	2.6%	2.2%	2.9%
Uber/Lyft	47	25	22
	4.0%	4.2%	3.7%
GET on Demand Assist / Dial-a-Ride	12	3	9
	1.0%	0.6%	1.5%
Walk	53	20	32
	4.5%	3.5%	5.4%
Telecommute / Work from home / don't work outside the home	69	25	44
	5.9%	4.3%	7.5%
Retired	184	94	90
	15.5%	15.9%	15.2%
Not employed	49	12	36
	4.1%	2.1%	6.2%
Other	3	2	2
	0.3%	0.3%	0.3%
Not sure	5	3	3
	0.5%	0.5%	0.4%

Comparisons of Column Proportions^{a,b}

	Respondents Gender	
	Male (A)	Female (B)
Bike / Electric bike	B	
Carpool or vanpool		A
Drive alone	B	
Electric vehicle	B	
Plug-Hybrid Vehicle		
Hybrid Vehicle		
Shuttle service		
Traditional bus service		
Uber/Lyft		
GET on Demand Assist / Dial-a-Ride		
Walk		
Telecommute / Work from home / don't work outside the home		A
Retired		
Not employed		A
Other		
Not sure		

Q6. Primary Type of Transportation Used Traveling to Work or School 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
Total	1182	163	240	226	177	83	84	132	64	10	3
Bike / Electric bike	20 1.7%	3 1.6%	7 3.0%	3 1.3%	1 0.3%	0 0.0%	3 3.8%	3 2.2%	1 1.2%	0 1.9%	0 0.0%
Carpool or vanpool	107 9.0%	23 14.0%	32 13.3%	11 4.8%	22 12.7%	4 4.7%	4 5.0%	4 3.1%	4 5.8%	3 27.7%	0 0.0%
Drive alone	796 67.3%	122 75.1%	177 73.7%	173 76.5%	127 71.8%	65 78.0%	48 57.3%	52 39.5%	23 36.3%	5 50.1%	3 100.0%
Electric vehicle	48 4.0%	7 4.6%	4 1.7%	14 6.0%	15 8.6%	3 4.0%	2 2.3%	1 0.7%	1 1.9%	0 0.0%	0 0.0%
Plug-Hybrid Vehicle	5 0.4%	0 0.0%	0 0.0%	0 0.0%	3 1.4%	0 0.0%	1 0.7%	1 0.9%	0 0.5%	0 0.0%	0 0.0%
Hybrid Vehicle	57 4.8%	10 6.2%	9 3.8%	8 3.6%	19 10.6%	2 2.4%	2 2.0%	6 4.3%	2 2.4%	0 0.0%	0 0.0%
Shuttle service	4 0.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.5%	3 2.3%	0 0.5%	0 0.0%	0 0.0%
Traditional bus service	30 2.6%	11 7.0%	5 2.1%	3 1.3%	0 0.0%	4 4.5%	1 1.8%	5 3.8%	1 1.4%	0 0.0%	0 0.0%
Uber/Lyft	47 4.0%	3 1.9%	15 6.4%	10 4.5%	10 5.6%	1 1.0%	2 1.9%	5 4.0%	1 1.3%	0 0.0%	0 0.0%
GET on Demand Assist / Dial-a-Ride	12 1.0%	2 1.3%	5 2.2%	0 0.2%	0 0.0%	1 1.8%	1 1.7%	1 0.9%	0 0.5%	0 0.0%	0 0.0%
Walk	53 4.5%	10 6.2%	14 6.0%	12 5.2%	6 3.1%	3 4.0%	1 1.7%	3 2.0%	3 4.9%	0 4.4%	0 0.0%
Telecommute / Work from home / don't work outside the home	69 5.9%	5 3.3%	15 6.3%	28 12.4%	11 6.2%	3 3.3%	3 3.3%	4 3.0%	0 0.2%	0 1.9%	0 0.0%
Retired	184 15.5%	0 0.0%	0 0.0%	1 0.5%	5 2.9%	12 14.2%	33 39.4%	81 61.9%	41 64.0%	8 82.5%	2 66.2%
Not employed	49 4.1%	3 1.8%	12 5.0%	10 4.3%	11 6.1%	2 3.0%	3 3.1%	4 2.9%	4 6.2%	0 2.9%	0 0.0%
Other	3 0.3%	0 0.0%	0 0.0%	2 1.1%	1 0.4%	0 0.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Not sure	5 0.5%	3 1.6%	0 0.0%	2 1.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 4.4%	0 0.0%

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

Age Comparisons (Comparisons of Column Prop)

Comparisons of Column Proportions^{b,c}

	Age									
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
Bike / Electric bike										.a
Carpool or vanpool	G								G	.a
Drive alone	GH	GH	FGH	GH	GH					.a
Electric vehicle				B					.a	.a
Plug-Hybrid Vehicle	.a	.a	.a						.a	.a
Hybrid Vehicle									.a	.a
Shuttle service	.a	.a	.a	.a	.a				.a	.a
Traditional bus service	D								.a	.a
Uber/Lyft									.a	.a
GET on Demand Assist / Dial-a-Ride				.a					.a	.a
Walk										.a
Telecommute / Work from home / don't work outside the home										.a
Retired	.a	.a			CD	CDE	CDEF	CDE	CDE	CD
Not employed										.a
Other	.a	.a				.a	.a	.a	.a	.a
Not sure		.a			.a	.a	.a	.a	D	.a

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

	Zip Code Area				
	Total	West Kern	Central	Mountain	East
Total	1182	35	952	82	112
Bike / Electric bike	20 1.7%	0 0.0%	17 1.8%	1 1.0%	2 2.0%
Carpool or vanpool	107 9.0%	1 3.0%	89 9.3%	6 6.9%	11 9.7%
Drive alone	796 67.3%	26 72.5%	649 68.2%	43 52.2%	78 69.4%
Electric vehicle	48 4.0%	0 0.0%	36 3.8%	9 10.4%	3 2.4%
Plug-Hybrid Vehicle	5 0.4%	0 0.0%	4 0.4%	0 0.1%	1 0.8%
Hybrid Vehicle	57 4.8%	1 3.9%	48 5.0%	1 1.4%	7 6.2%
Shuttle service	4 0.3%	0 0.0%	3 0.3%	1 0.9%	0 0.0%
Traditional bus service	30 2.6%	0 0.0%	28 2.9%	1 1.2%	2 1.5%
Uber/Lyft	47 4.0%	0 0.0%	47 4.9%	0 0.0%	0 0.0%
GET on Demand Assist / Dial-a-Ride	12 1.0%	0 0.0%	11 1.2%	1 1.4%	0 0.0%
Walk	53 4.5%	0 0.7%	43 4.5%	4 5.2%	6 5.0%
Telecommute / Work from home / don't work outside the home	69 5.9%	2 5.9%	56 5.9%	9 10.6%	3 2.3%
Retired	184 15.5%	2 5.1%	134 14.0%	25 30.3%	23 20.8%
Not employed	49 4.1%	4 10.5%	35 3.6%	7 8.2%	3 3.0%
Other	3 0.3%	1 3.7%	1 0.1%	0 0.0%	1 0.8%
Not sure	5 0.5%	0 0.0%	2 0.2%	0 0.5%	3 2.3%

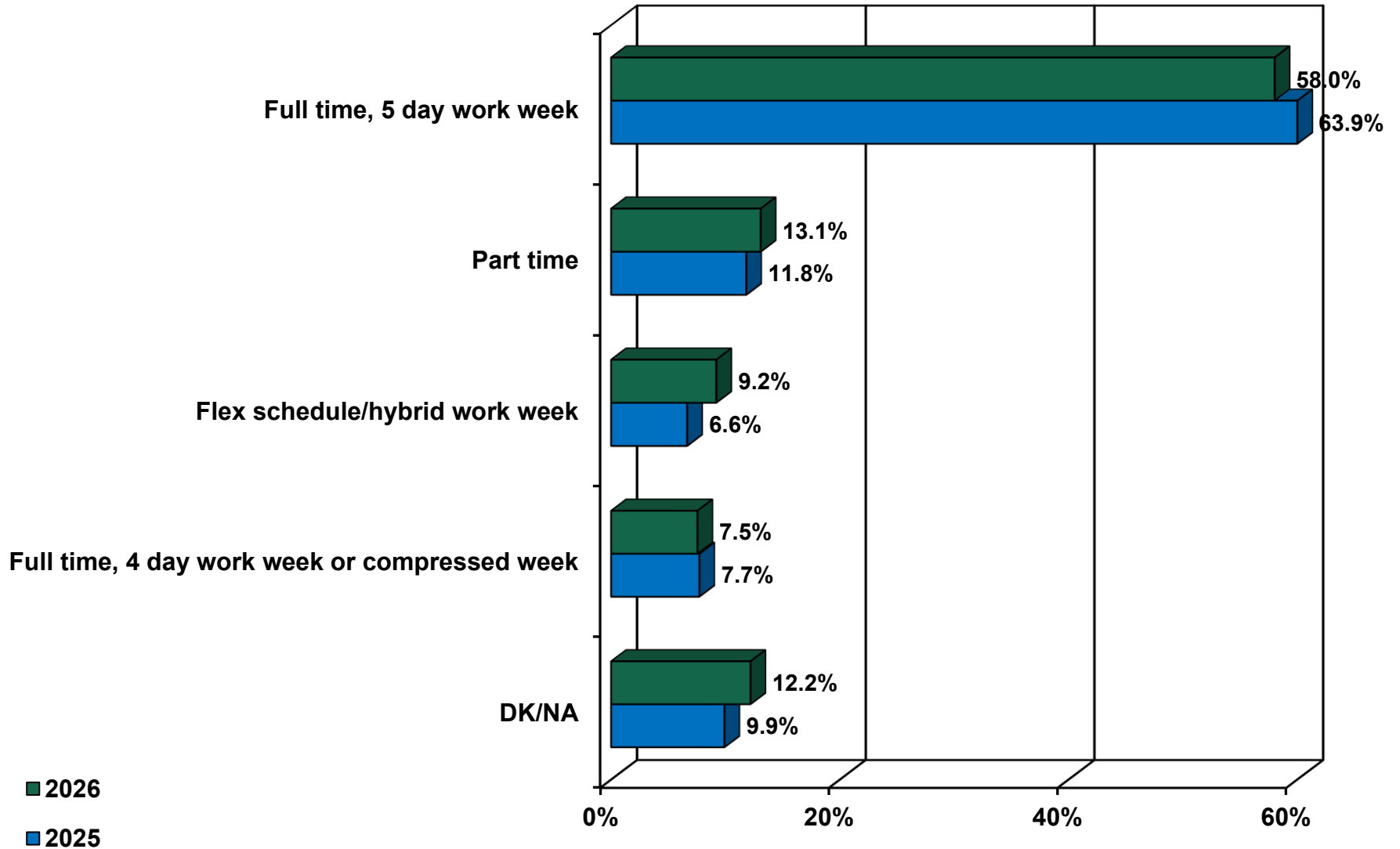
6. What is the primary mode of transportation that you currently use to go to work or school?

Q6. Primary Type of Transportation Used Traveling to Work or School Regional Comparisons (Comparisons of Column Prop)

Comparisons of Column Proportions^{b,c}

		Zip Code Area			
		West Kern	Central	Mountain	East
		(A)	(B)	(C)	(D)
6. What is the primary mode of transportation that you currently use to go to work or school?	Bike / Electric bike	a			
	Carpool or vanpool				
	Drive alone		C		
	Electric vehicle	a		B	
	Plug-Hybrid Vehicle	a			
	Hybrid Vehicle				
	Shuttle service	a			
	Traditional bus service	a			
	Uber/Lyft	a	D	a	
	GET on Demand Assist / Dial-a-Ride	a			a
	Walk				
	Telecommute / Work from home / don't work outside the home				
	Retired			AB	
	Not employed				
	Other	B		a	
Not sure	a			B	

Q7. Work Schedule



Q7. Work Schedule Gender Comparisons

		Respondents Gender		
		Total	Male	Female
7. Do you work full time or part time, specifically do you work	Total	950	485	465
	Full time, 5 day work week	551	319	232
		58.0%	65.9%	49.8%
	Full time, 4 day work week or compressed week	72	24	48
		7.5%	4.9%	10.3%
	Flex schedule / hybrid work week	87	51	36
		9.2%	10.5%	7.8%
Part time	124	51	74	
	13.1%	10.4%	15.8%	
DK/NA	116	40	76	
	12.2%	8.3%	16.2%	

Comparisons of Column Proportions^{a,b}

		Respondents Gender	
		Male	Female
		(A)	(B)
7. Do you work full time or part time, specifically do you work	Full time, 5 day work week	B	
	Full time, 4 day work week or compressed week		A
	Flex schedule / hybrid work week		
	Part time		A
	DK/NA		A

Q7. Work Schedule Age Comparisons

		Age										Not sure / DK/NA
		Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	
7. Do you work full time or part time, specifically do you work	Total	950	160	228	216	161	69	48	46	19	1	1
	Full time, 5 day work week	551	62	141	140	117	47	25	14	4	0	1
	Full time, 4 day work week or compressed week	58.0%	38.8%	62.1%	64.8%	72.2%	68.2%	50.9%	30.4%	21.1%	30.2%	100.0%
	Flex schedule / hybrid work week	72	9	11	16	21	8	6	0	0	0	0
	Part time	7.5%	5.8%	4.9%	7.6%	13.2%	11.3%	11.8%	0.0%	0.9%	0.0%	0.0%
	DK/NA	87	14	29	22	9	2	1	2	8	0	0
		9.2%	8.7%	12.7%	10.2%	5.4%	3.3%	2.8%	4.9%	40.3%	0.0%	0.0%
	124	34	29	19	10	8	6	14	3	0	0	
	13.1%	21.6%	12.5%	9.0%	6.4%	12.0%	13.1%	29.9%	15.5%	0.0%	0.0%	
	116	40	18	18	5	4	10	16	4	1	0	
	12.2%	25.1%	7.8%	8.3%	2.8%	5.2%	21.4%	34.7%	22.3%	69.8%	0.0%	

Comparisons of Column Proportions^{c,d}

		Age									
		18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
7. Do you work full time or part time, specifically do you work	Full time, 5 day work week		AGH	AGH	AGH	AGH				a	.ab
	Full time, 4 day work week or compressed week									.ab	.ab
	Flex schedule / hybrid work week							ABCDEFG		.ab	.ab
	Part time	C D						C D		.ab	.ab
	DK/NA	BCDE					D	BCDE	D	.a	.ab

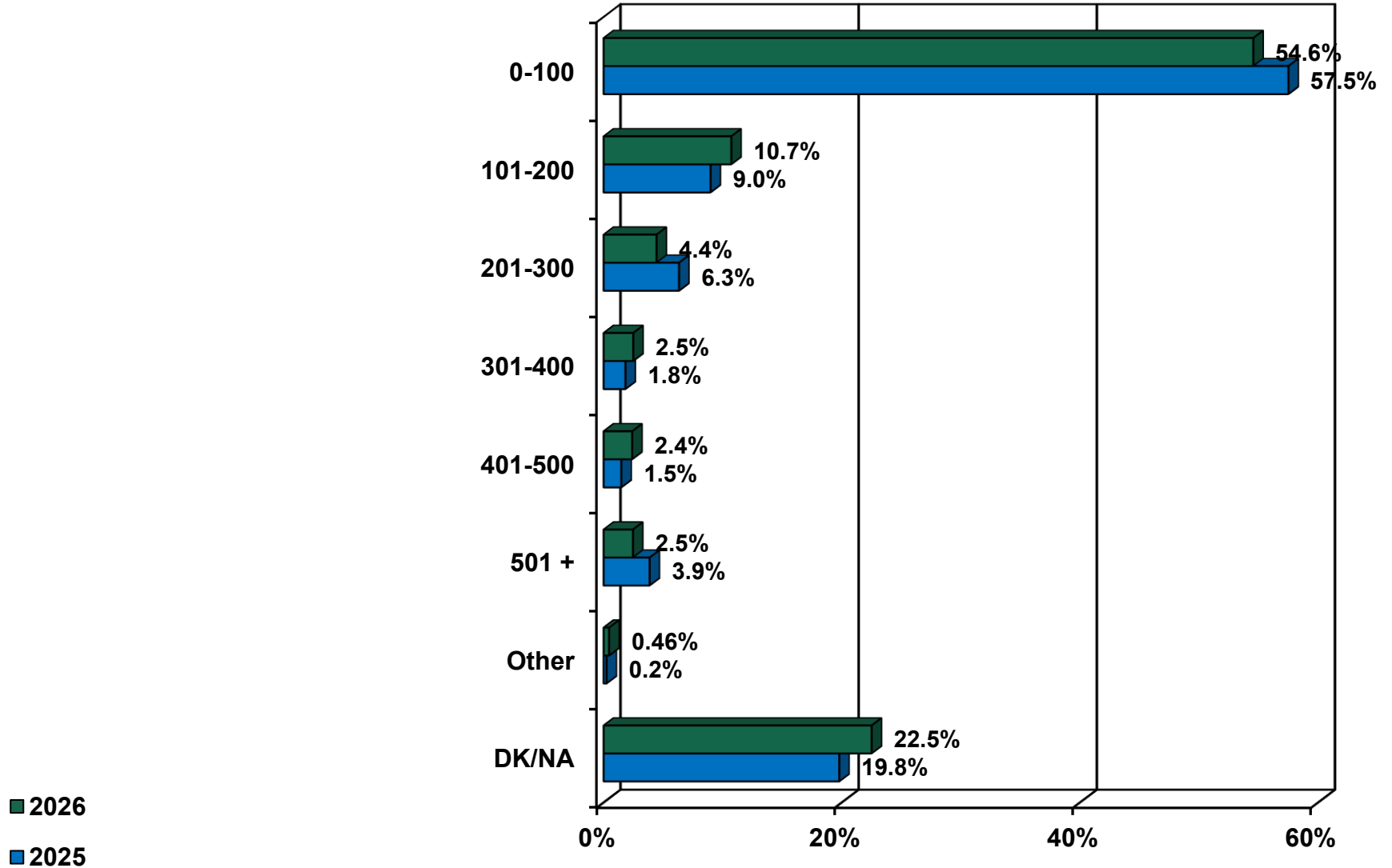
Q7. Work Schedule Regional Comparisons

		Zip Code Area				
		Total	West Kern	Central	Mountain	East
7. Do you work full time or part time, specifically do you work	Total	950	30	784	51	86
	Full time, 5 day work week	551	16	468	26	41
		58.0%	52.8%	59.7%	52.0%	48.2%
	Full time, 4 day work week or compressed week	72	4	51	4	12
		7.5%	14.7%	6.5%	8.4%	14.4%
	Flex schedule / hybrid work week	87	0	69	5	13
		9.2%	0.0%	8.8%	10.5%	15.2%
Part time	124	6	105	10	3	
	13.1%	21.4%	13.3%	19.8%	3.6%	
DK/NA	116	3	92	5	16	
	12.2%	11.1%	11.7%	9.2%	18.5%	

Comparisons of Column Proportions^{b,c}

		Zip Code Area			
		West Kern	Central	Mountain	East
		(A)	(B)	(C)	(D)
7. Do you work full time or part time, specifically do you work	Full time, 5 day work week				
	Full time, 4 day work week or compressed week				B
	Flex schedule / hybrid work week	a			
	Part time	D		D	
	DK/NA				

Q8. Weekly Commute Distance



Q8. Weekly Commute Distance Gender Comparisons

		Respondents Gender		
		Total	Male	Female
8. How many miles do you commute a week	Total	885	462	423
	0-100	483	239	244
		54.6%	51.6%	57.7%
	101-200	95	71	24
		10.7%	15.3%	5.7%
	201-300	39	23	16
		4.4%	5.0%	3.9%
	301-400	22	12	10
		2.5%	2.5%	2.4%
	401-500	21	12	9
	2.4%	2.6%	2.2%	
501+	22	21	1	
	2.5%	4.4%	0.3%	
Other	4	2	2	
	0.5%	0.5%	0.4%	
DK/NA	199	83	116	
	22.5%	18.0%	27.4%	

Comparisons of Column Proportions^{a,b}

		Respondents Gender	
		Male	Female
		(A)	(B)
8. How many miles do you commute a week	0-100		
	101-200	B	
	201-300		
	301-400		
	401-500		
	501+	B	
	Other		
	DK/NA		A

Q8. Weekly Commute Distance 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
Total	885	154	212	188	150	67	48	45	19	1	1
0-100	483	84	100	96	101	45	27	16	13	0	1
	54.6%	54.6%	47.1%	51.0%	66.9%	67.6%	56.4%	36.4%	65.8%	34.8%	100.0%
101-200	95	17	23	21	16	5	3	7	2	0	0
	10.7%	11.2%	11.0%	11.3%	10.6%	7.2%	5.7%	16.7%	10.1%	0.0%	0.0%
201-300	39	4	7	13	7	5	2	2	0	0	0
	4.4%	2.8%	3.1%	7.0%	4.5%	7.4%	3.8%	3.8%	0.0%	0.0%	0.0%
301-400	22	4	10	3	4	2	0	0	0	0	0
	2.5%	2.5%	4.5%	1.5%	2.5%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%
401-500	21	2	6	6	6	0	0	0	0	0	0
	2.4%	1.4%	2.7%	3.2%	4.3%	0.0%	0.8%	0.5%	0.0%	0.0%	0.0%
501+	22	0	8	8	4	1	1	0	0	0	0
	2.5%	0.0%	3.6%	4.3%	2.5%	1.6%	1.3%	1.1%	0.6%	0.0%	0.0%
Other	4	4	0	0	0	0	0	0	0	0	0
	0.5%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
DK/NA	199	38	59	40	13	9	15	19	4	1	0
	22.5%	24.9%	28.0%	21.6%	8.7%	13.0%	32.0%	41.5%	23.4%	65.2%	0.0%

Comparisons of Column Proportions^{c,d}

	Age									
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
0-100				B G	G				a	.ab
101-200									.ab	.ab
201-300								b	.ab	.ab
301-400						b		b	.ab	.ab
401-500					b			b	.ab	.ab
501+	b								.ab	.ab
Other		b	b	b	b	b	b	b	.ab	.ab
DK/NA	D	D	D			D	D E		a	.ab

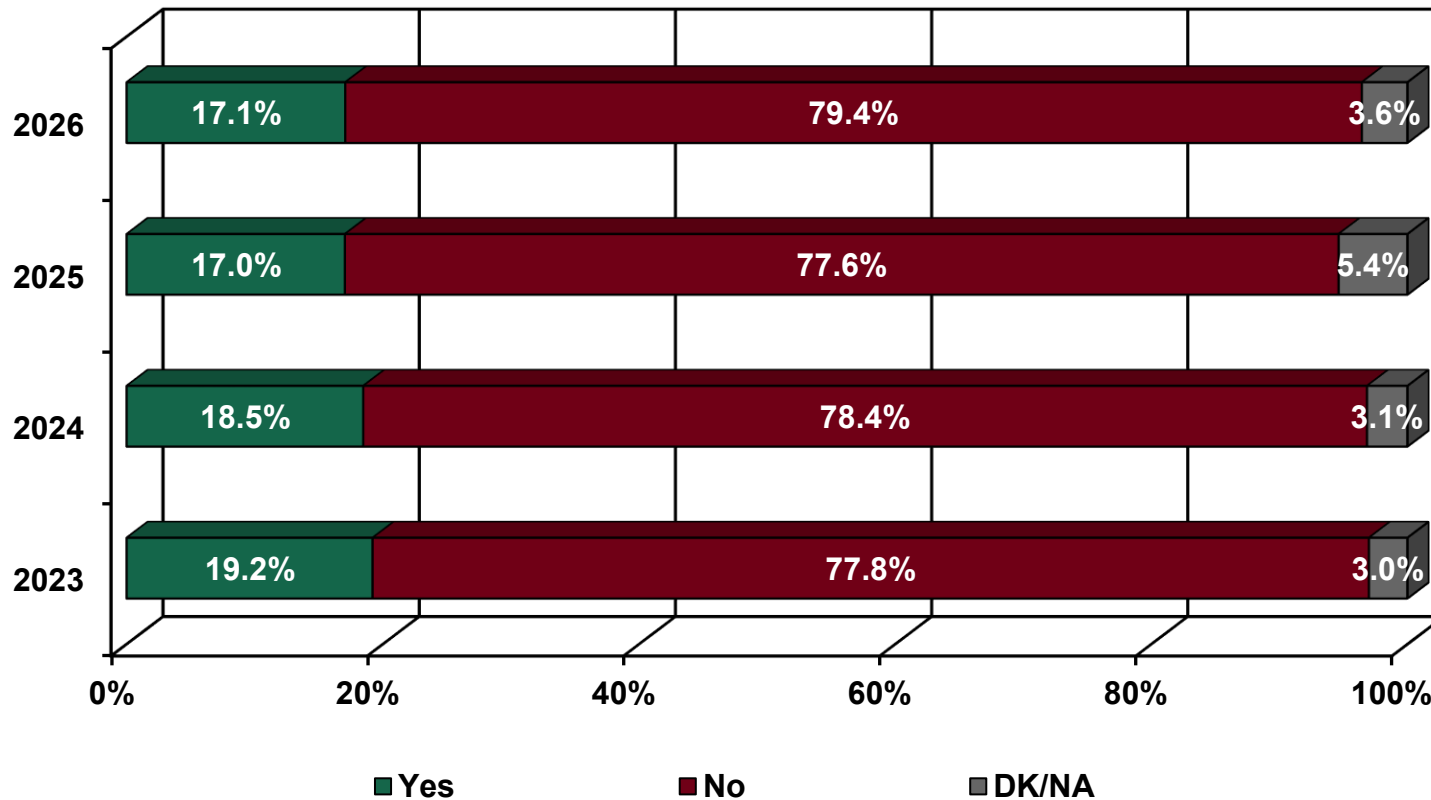
Q8. Weekly Commute Distance Regional Comparisons

		Zip Code Area				
		Total	West Kern	Central	Mountain	East
8. How many miles do you commute a week	Total	885	28	731	44	83
	0-100	483	22	394	19	48
		54.6%	79.4%	53.9%	43.7%	57.5%
	101-200	95	2	88	2	3
		10.7%	7.2%	12.0%	5.2%	3.6%
	201-300	39	0	35	1	3
		4.4%	0.0%	4.8%	2.2%	4.1%
	301-400	22	1	17	3	1
		2.5%	4.5%	2.3%	6.3%	1.5%
	401-500	21	0	11	8	2
		2.4%	0.0%	1.5%	18.5%	2.8%
501+	22	0	15	2	4	
	2.5%	0.0%	2.1%	4.9%	5.3%	
Other	4	0	4	0	0	
	0.5%	0.0%	0.6%	0.0%	0.0%	
DK/NA	199	2	167	9	21	
	22.5%	8.9%	22.9%	19.3%	25.2%	

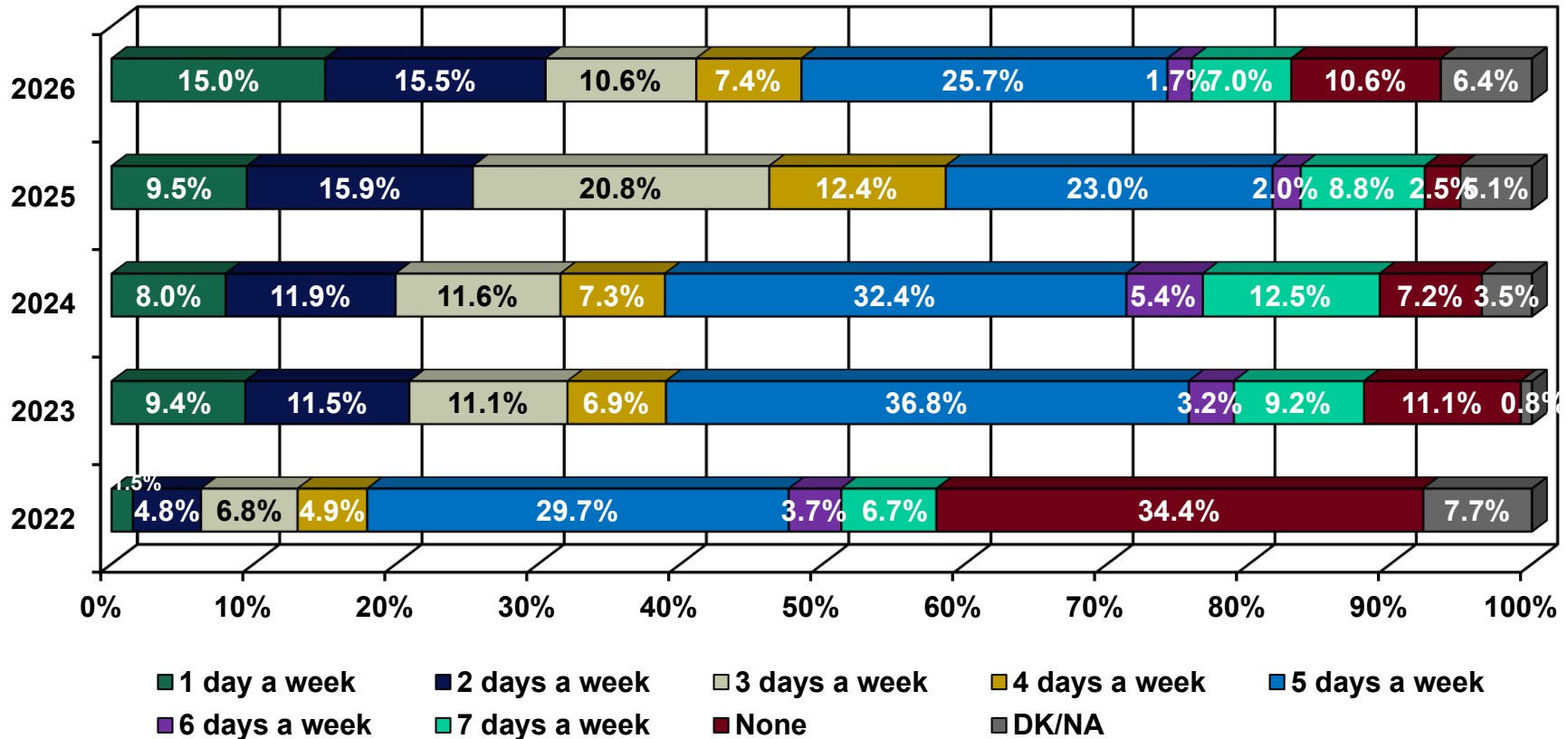
Comparisons of Column Proportions^{b,c}

		Zip Code Area			
		West Kern	Central	Mountain	East
		(A)	(B)	(C)	(D)
8. How many miles do you commute a week	0-100	B C			
	101-200				
	201-300	. ^a			
	301-400				
	401-500	. ^a		B D	
	501+	. ^a			
	Other	. ^a		. ^a	. ^a
	DK/NA				

Q9. Telecommute or Work From Home (Not IDed as telecommuters or retired in Q6)



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



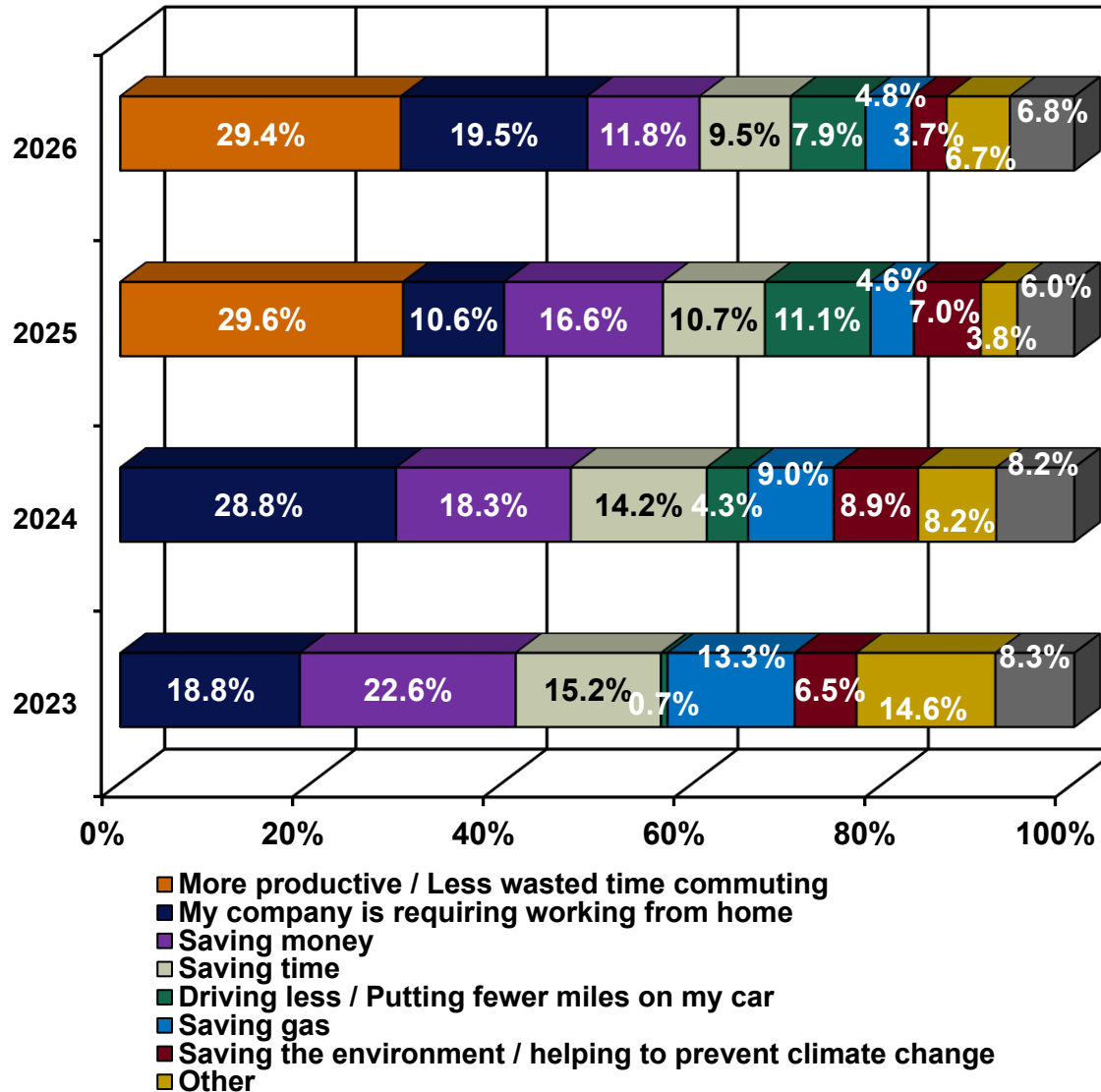
Q10. Number of Days Per Week Telecommuting or Working From Home Gender Comparisons

	Respondents Gender		
	Total	Male	Female
Total	221	109	112
1 day a week	33	25	8
	15.0%	23.2%	7.1%
2 days a week	34	18	17
	15.5%	16.2%	14.8%
3 days a week	23	12	11
	10.6%	11.2%	10.0%
4 days a week	16	4	12
	7.4%	4.1%	10.6%
5 days a week	57	24	33
	25.7%	21.9%	29.4%
6 days a week	4	2	2
	1.7%	1.8%	1.6%
7 days a week	16	8	8
	7.0%	7.1%	6.9%
None	23	12	12
	10.6%	10.9%	10.3%
DK/NA	14	4	10
	6.4%	3.6%	9.2%

Comparisons of Column Proportions^{a,b}

	Respondents Gender	
	Male	Female
	(A)	(B)
1 day a week	B	
2 days a week		
3 days a week		
4 days a week		
5 days a week		
6 days a week		
7 days a week		
None		
DK/NA		

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



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

	Respondents Gender		
	Total	Male	Female
Total	221	109	112
My company is requiring working from home	43 19.5%	16 14.5%	27 24.4%
Driving less / Putting fewer miles on my car	17 7.9%	12 10.8%	6 5.0%
More productive / Less wasted time commuting	65 29.4%	34 31.4%	31 27.4%
Saving gas	11 4.8%	3 2.9%	8 6.8%
Saving money	26 11.8%	16 14.3%	10 9.3%
Saving the environment / Helping to prevent climate change	8 3.7%	0 0.4%	8 6.9%
Saving time	21 9.5%	10 9.5%	11 9.5%
Other (Please specify: _____)	15 6.7%	5 5.0%	9 8.3%
DK/NA	15 6.8%	12 11.3%	3 2.4%

	Respondents Gender	
	Male	Female
	(A)	(B)
My company is requiring working from home		
Driving less / Putting fewer miles on my car		
More productive / Less wasted time commuting		
Saving gas		
Saving money		
Saving the environment / Helping to prevent climate change		A
Saving time		
Other (Please specify: _____)		
DK/NA	B	

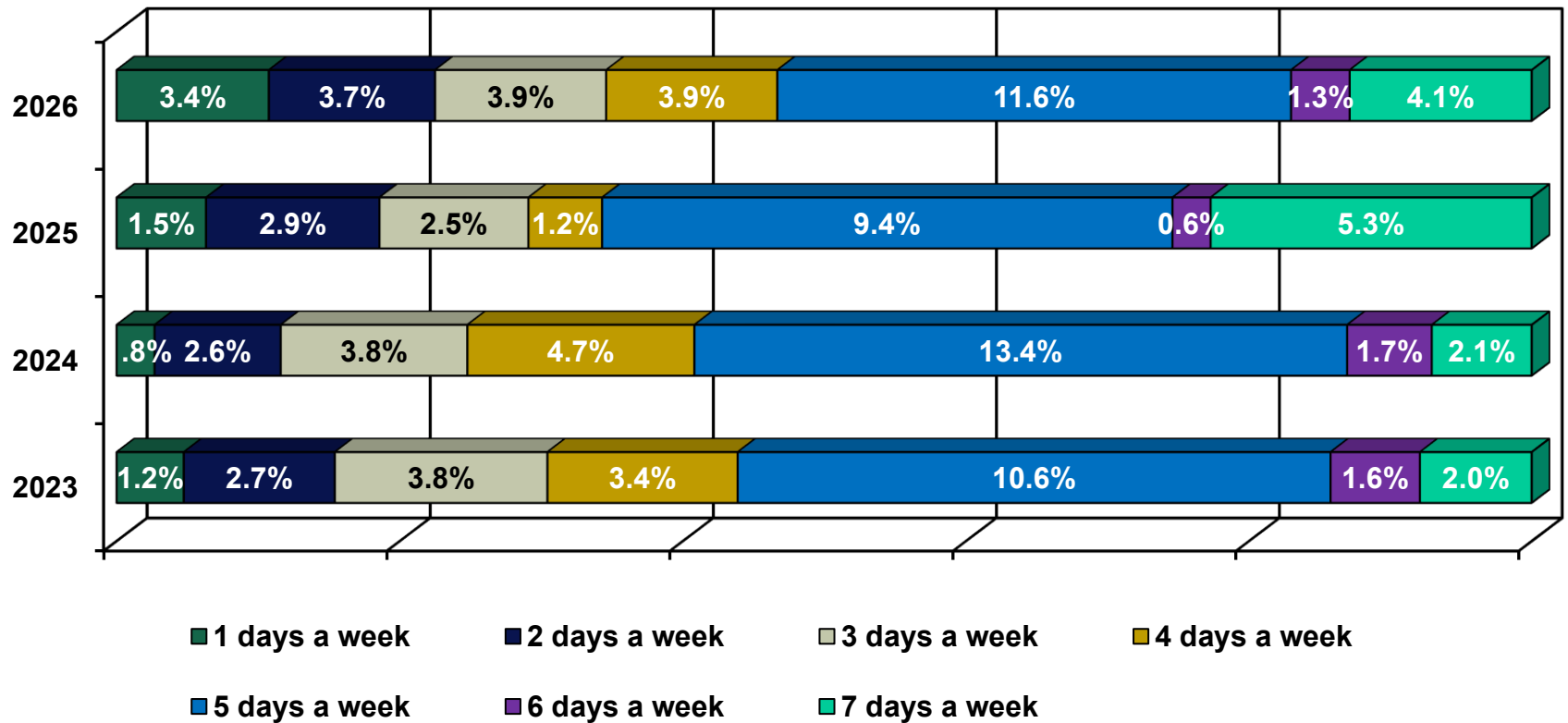
Q11. Most Important Reason to Continue Telecommuting or Working From Home Age Comparisons

	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
Total	221	21	44	66	40	19	11	12	6	1	
My company is requiring working from home	43	4	10	16	7	2	2	3	0	0	
	19.5%	19.0%	21.5%	23.9%	17.4%	8.3%	21.4%	22.2%	1.8%	0.0%	
Driving less / Putting fewer miles on my car	17	0	2	6	3	2	2	2	0	0	
	7.9%	0.0%	5.6%	8.7%	6.5%	11.2%	17.3%	19.3%	0.0%	0.0%	
More productive / Less wasted time commuting	65	7	12	18	16	7	1	4	1	0	
	29.4%	31.7%	26.8%	26.9%	41.3%	34.6%	6.5%	28.1%	21.5%	0.0%	
Saving gas	11	0	4	1	3	0	2	0	0	0	
	4.8%	0.0%	9.6%	2.2%	7.8%	0.0%	17.2%	0.0%	0.0%	0.0%	
Saving money	26	9	2	4	3	4	1	2	1	0	
	11.8%	41.0%	4.1%	6.4%	8.6%	21.3%	5.9%	17.0%	16.5%	0.0%	
Saving the environment / Helping to prevent climate change	8	2	2	4	0	0	1	0	0	0	
	3.7%	8.4%	3.8%	5.4%	0.0%	0.0%	6.4%	0.0%	6.1%	0.0%	
Saving time	21	0	8	4	4	2	3	0	0	0	
	9.5%	0.0%	18.6%	5.9%	10.3%	8.4%	25.1%	0.4%	7.0%	0.0%	
Other (Please specify: _____)	15	0	1	9	2	2	0	1	0	0	
	6.7%	0.0%	2.0%	12.9%	5.2%	9.2%	0.0%	9.0%	5.0%	0.0%	
DK/NA	15	0	4	5	1	1	0	1	3	1	
	6.8%	0.0%	8.1%	7.7%	2.9%	6.9%	0.1%	4.1%	42.3%	100.0%	

Comparisons of Column Proportions^{c,d}

	Age								
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
My company is requiring working from home									ab
Driving less / Putting fewer miles on my car	b							b	ab
More productive / Less wasted time commuting									ab
Saving gas	b				b			b	ab
Saving money	B C								ab
Saving the environment / Helping to prevent climate change				b	b		b		ab
Saving time	b								ab
Other (Please specify: _____)	b					b			ab
DK/NA	b							D	ab

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



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

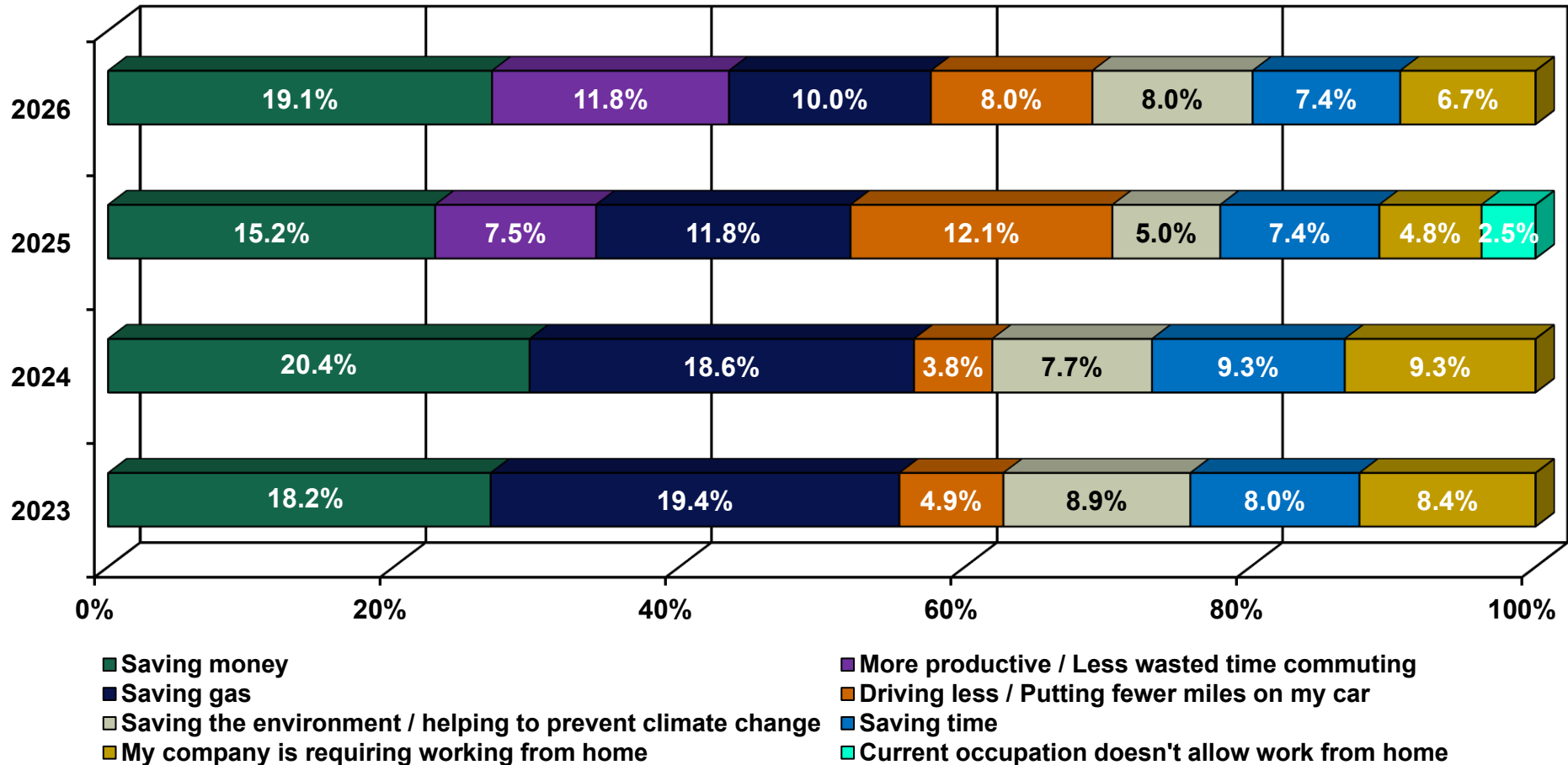
Gender Comparisons

	Respondents Gender		
	Total	Male	Female
Total	736	380	356
1 day a week	25 3.4%	18 4.7%	7 2.1%
2 days a week	28 3.7%	11 2.8%	17 4.8%
3 days a week	28 3.9%	7 1.7%	22 6.1%
4 days a week	28 3.9%	0 0.1%	28 7.9%
5 days a week	85 11.6%	48 12.6%	38 10.6%
6 days a week	10 1.3%	4 1.1%	6 1.6%
7 days a week	30 4.1%	22 5.8%	8 2.3%
None	446 60.6%	245 64.4%	202 56.6%
DK/NA	55 7.4%	26 6.8%	29 8.2%

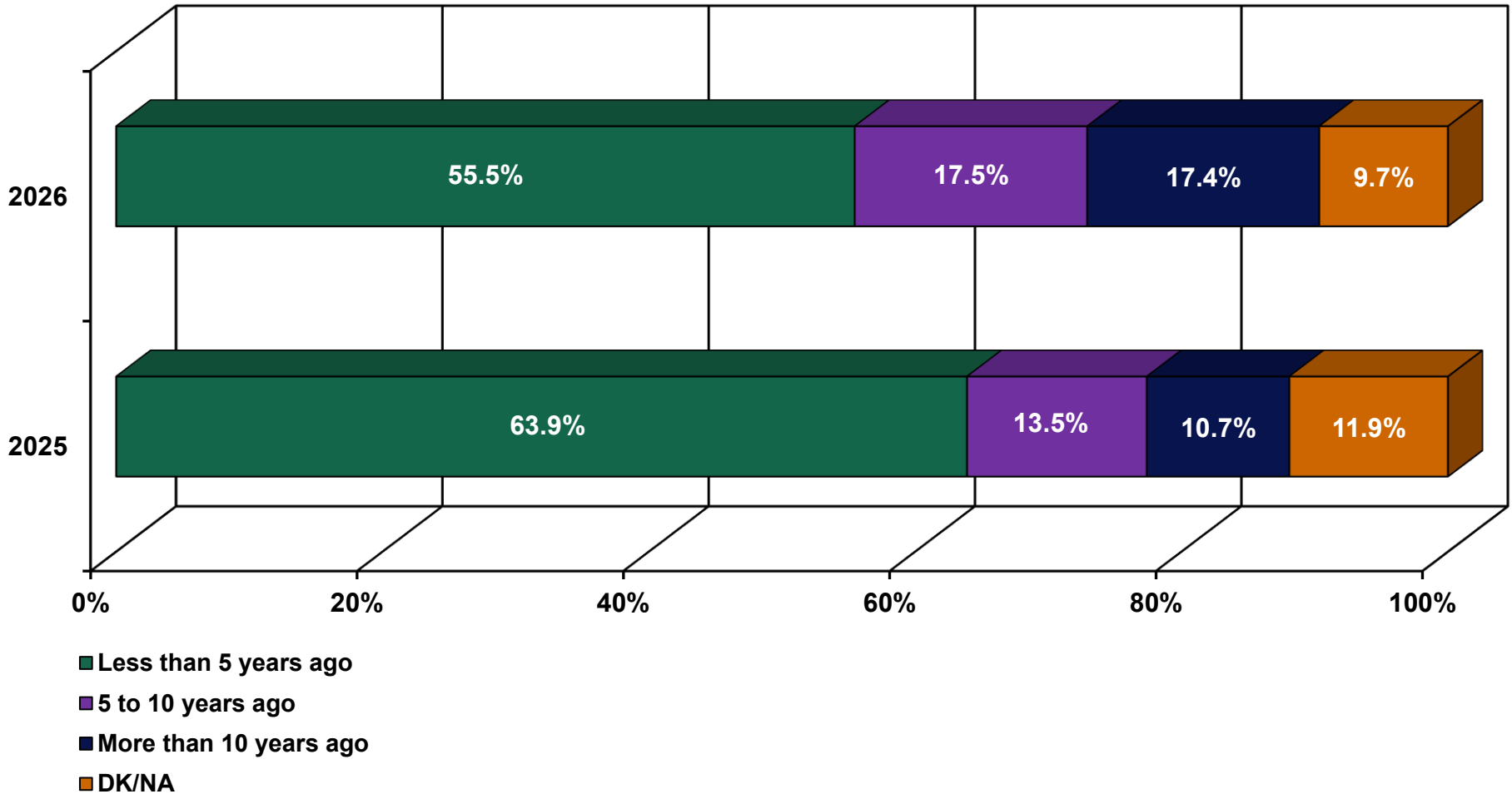
Comparisons of Column Proportions^{a,b}

	Respondents Gender	
	Male (A)	Female (B)
1 day a week		
2 days a week		
3 days a week		A
4 days a week		A
5 days a week		
6 days a week		
7 days a week	B	
None	B	
DK/NA		

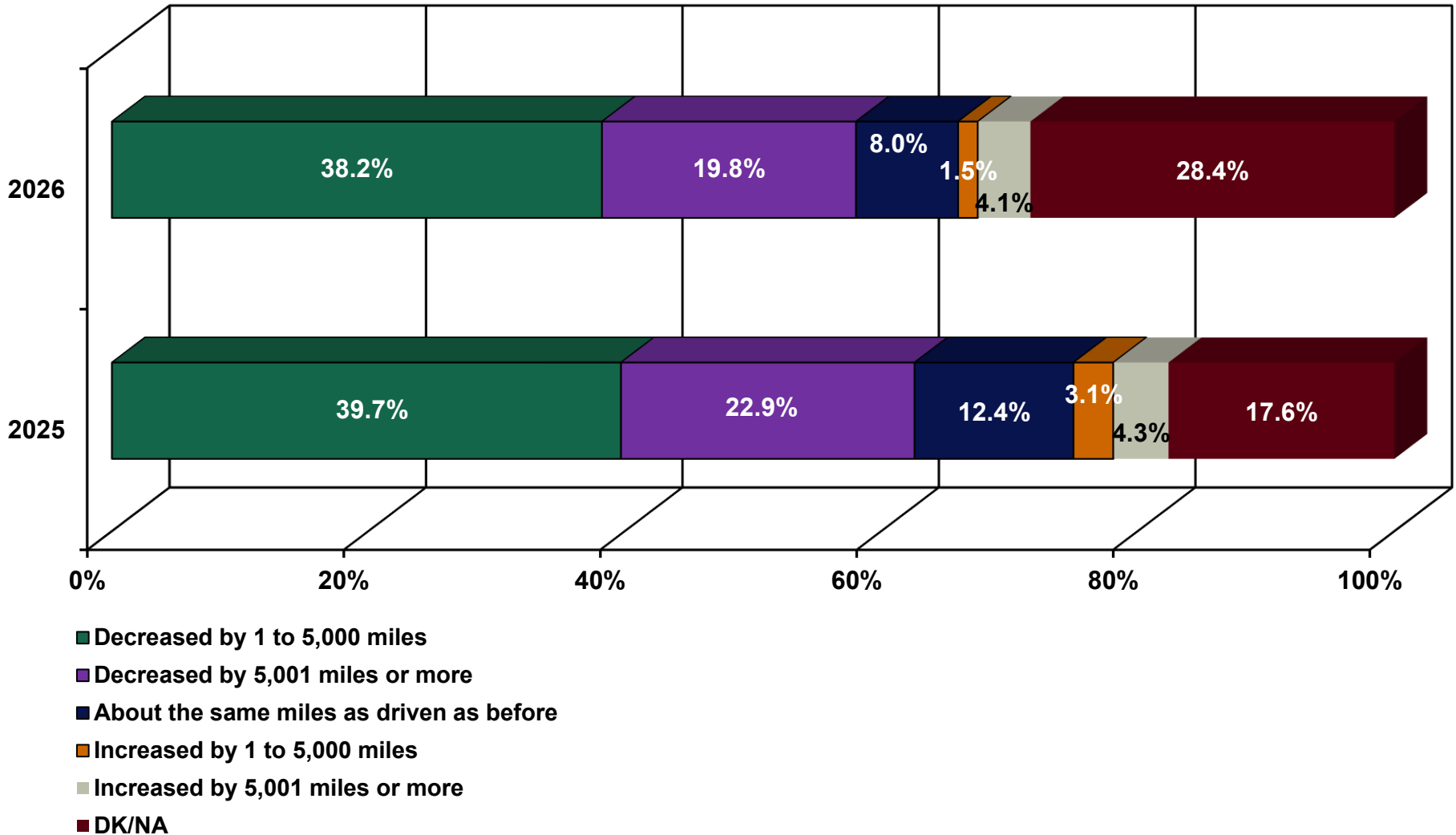
Q13. Most Important Reason to Begin Telecommuting or Working From Home (non-telecommuters from Q6 & Q9)



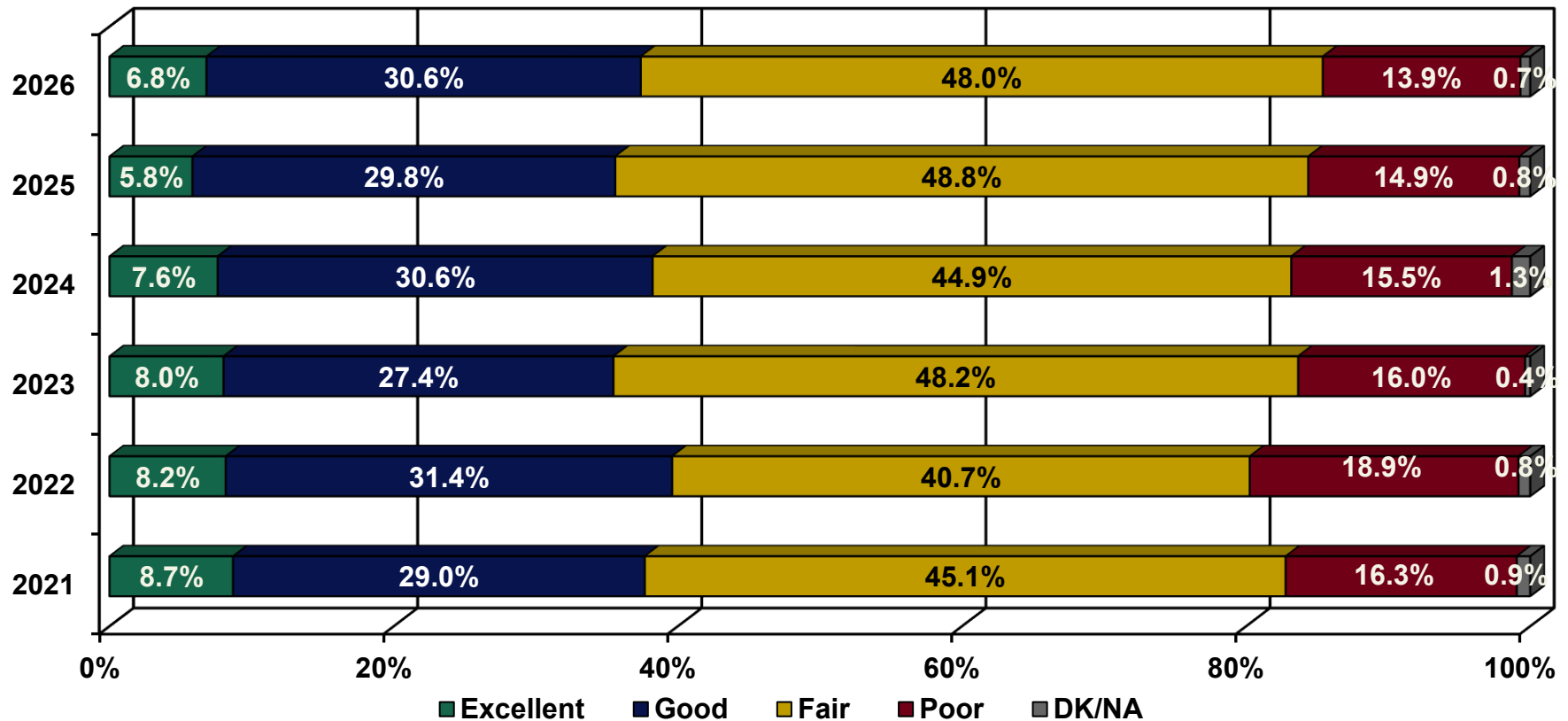
Q14. When Did You Start Telecommuting or Working From Home (telecommuters from Q6 & Q9)



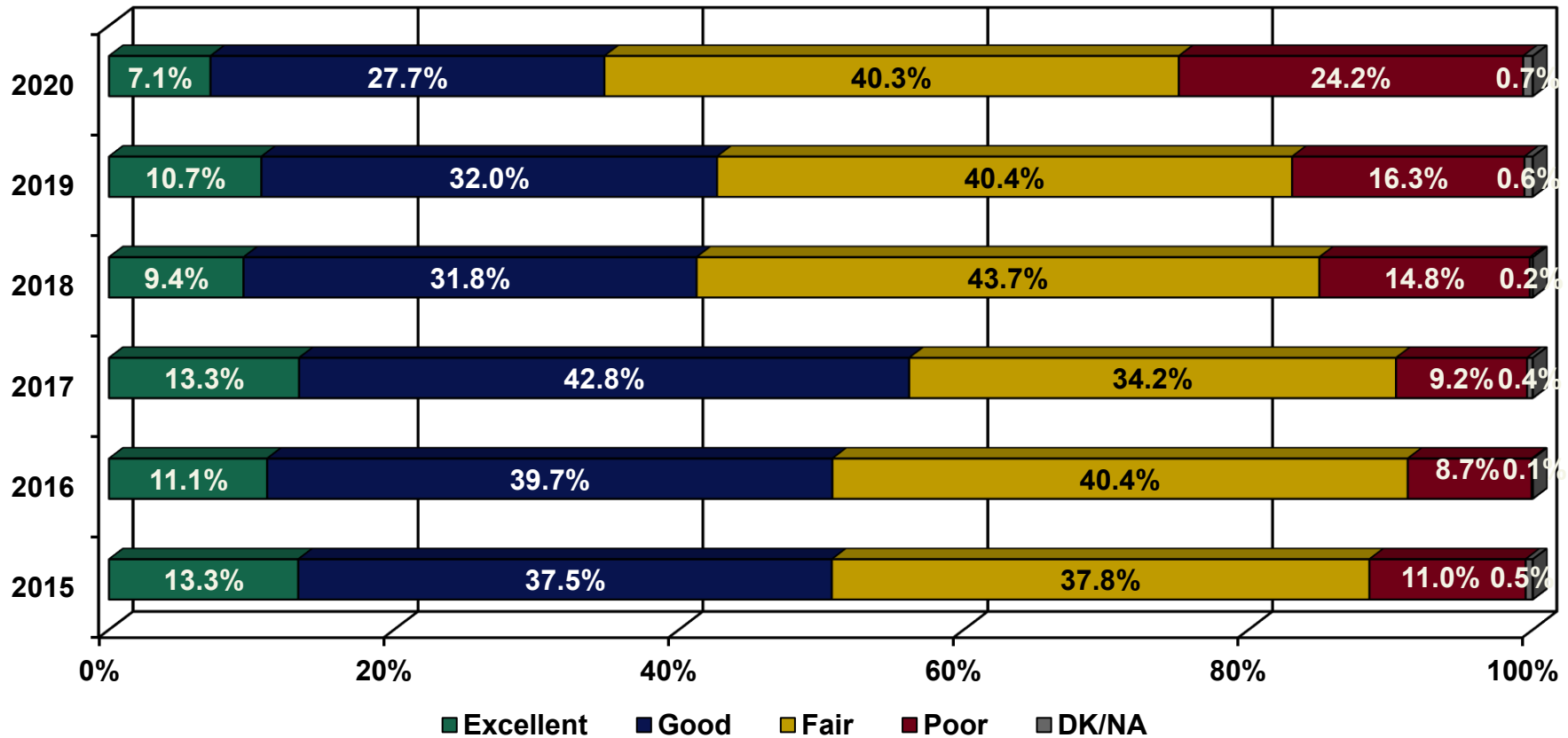
Q15. Change in Yearly Commute Miles Due to Telecommuting (Q6 or Q9 = telecommuters)



Q16. Rating of Traffic Flow in City or Town



Q16. Rating of Traffic Flow in City or Town



Q16. Rating of Traffic Flow in City or Town

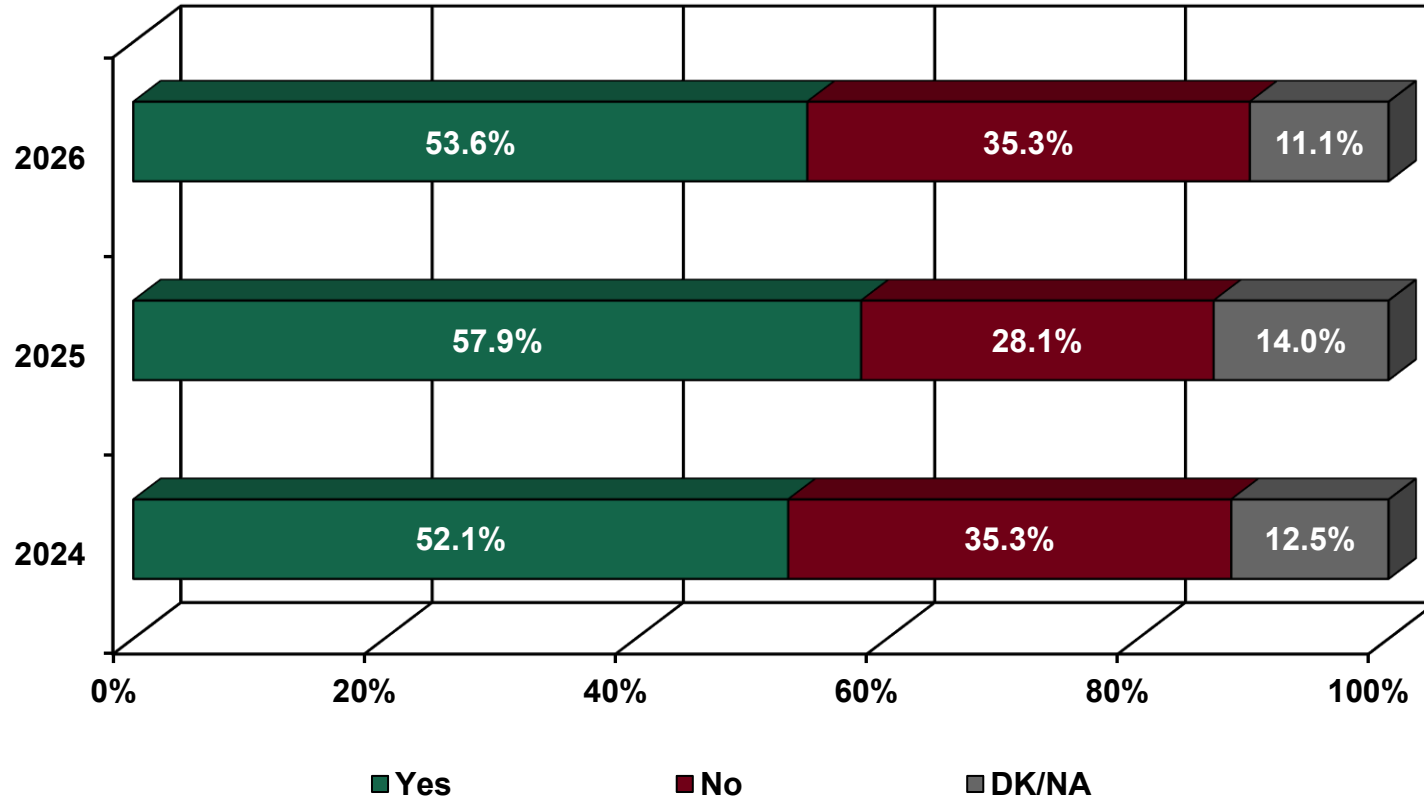
Regional Comparisons

		Zip Code Area				
		Total	West Kern	Central	Mountain	East
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?	Total	1182	35	952	82	112
	Excellent	81	5	35	16	25
		6.8%	14.8%	3.7%	18.9%	22.1%
	Good	361	6	271	46	38
		30.6%	17.9%	28.5%	56.2%	33.5%
	Fair	567	20	488	16	43
		48.0%	57.7%	51.3%	19.2%	38.4%
Poor	164	3	150	5	6	
	13.9%	9.5%	15.8%	5.7%	5.4%	
DK/NA	8	0	7	0	1	
	0.7%	0.0%	0.8%	0.0%	0.6%	

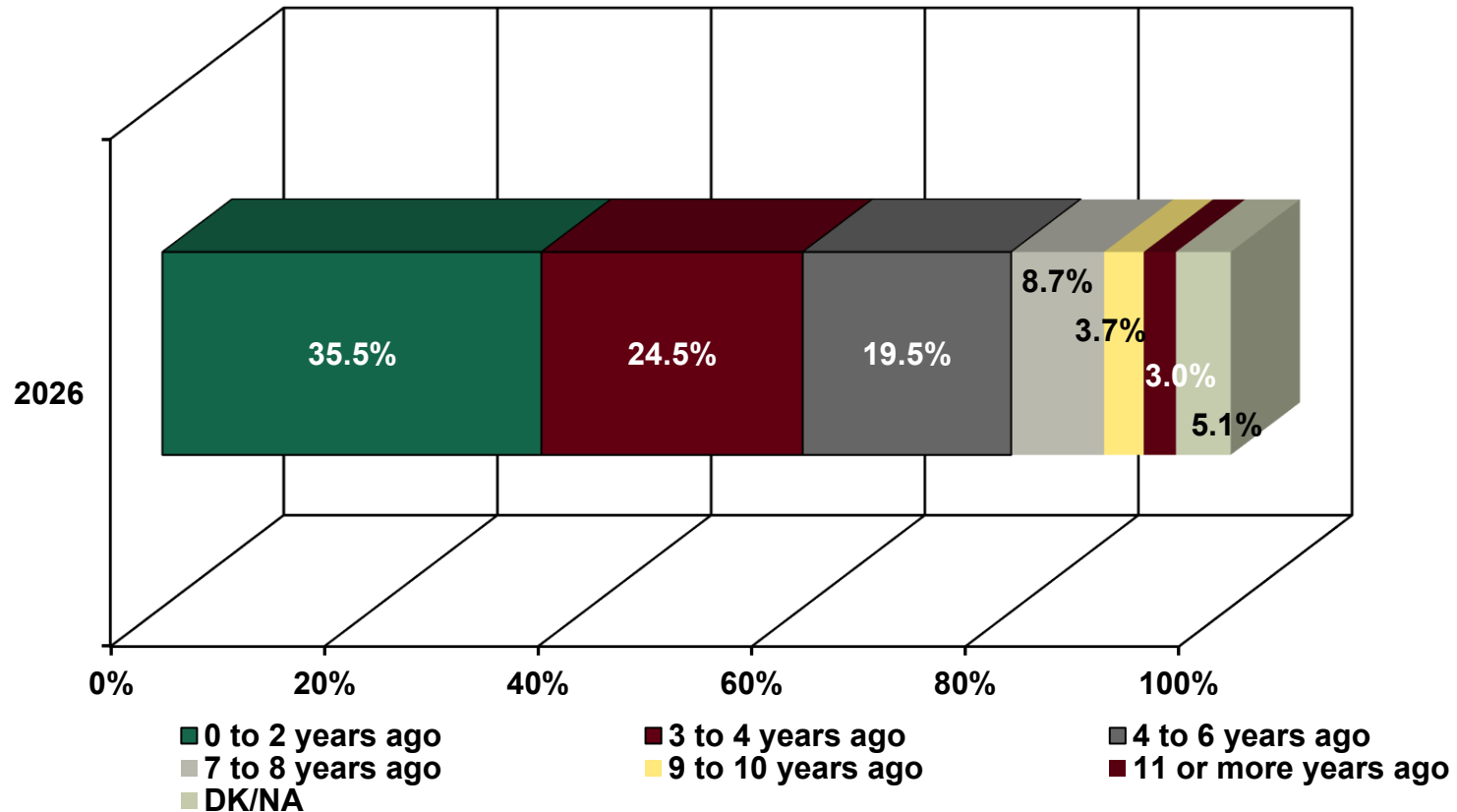
Comparisons of Column Proportions^{b,c}

		Zip Code Area			
		West Kern	Central	Mountain	East
		(A)	(B)	(C)	(D)
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	B		B	B
	Good			ABD	
	Fair	C	C		C
	Poor		D		
	DK/NA	a		a	

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



Q18. When Did You First Notice the Increase in Commercial Truck Traffic



Q18. When Did You First Notice the Increase in Commercial Truck Traffic

Gender Comparisons

	Respondents Gender		
	Total	Male	Female
Total	634	333	301
0 to 2 years ago	225 35.5%	100 30.1%	125 41.4%
3 to 4 years ago	155 24.5%	89 26.8%	66 21.8%
4 to 6 years ago	124 19.5%	69 20.7%	55 18.2%
7 to 8 years ago	55 8.7%	33 9.8%	22 7.5%
9 to 10 years ago	24 3.7%	17 5.1%	7 2.2%
11 or more years ago	19 3.0%	12 3.6%	7 2.4%
DK/NA	33 5.1%	13 3.9%	19 6.5%

Comparisons of Column Proportions^{a,b}

	Respondents Gender	
	Male	Female
	(A)	(B)
0 to 2 years ago		A
3 to 4 years ago		
4 to 6 years ago		
7 to 8 years ago		
9 to 10 years ago		
11 or more years ago		
DK/NA		

Q18. When Did You First Notice the Increase in Commercial Truck Traffic Age Comparisons

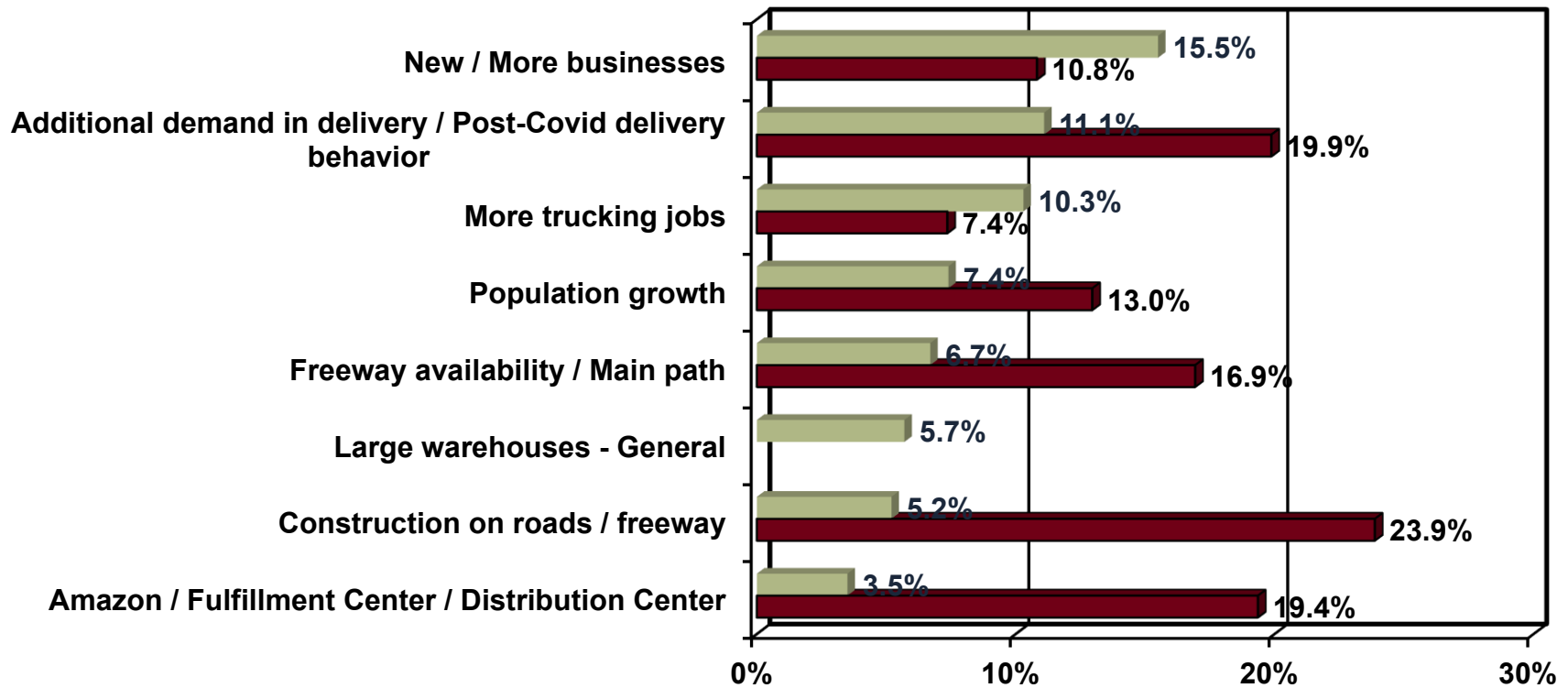
	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
Total	634	83	116	114	107	50	51	74	33	5	2
0 to 2 years ago	225	57	44	31	32	15	20	17	7	0	0
	35.5%	69.5%	38.4%	27.3%	29.9%	29.5%	39.8%	23.1%	22.6%	8.8%	0.0%
3 to 4 years ago	155	11	36	37	28	11	9	15	7	0	0
	24.5%	13.5%	31.3%	32.5%	25.9%	21.4%	18.6%	20.4%	22.1%	9.6%	0.0%
4 to 6 years ago	124	5	22	22	27	11	9	16	8	1	2
	19.5%	5.7%	19.3%	18.8%	25.3%	22.2%	18.5%	21.9%	25.2%	22.9%	85.7%
7 to 8 years ago	55	3	4	9	8	6	5	16	4	0	0
	8.7%	3.7%	3.2%	7.9%	7.1%	12.3%	10.7%	21.1%	13.2%	4.2%	0.0%
9 to 10 years ago	24	0	0	2	7	3	2	7	2	1	0
	3.7%	0.0%	0.0%	1.8%	6.7%	5.7%	4.1%	8.8%	6.2%	19.2%	0.0%
11 or more years ago	19	0	2	1	4	2	4	2	2	1	0
	3.0%	0.0%	2.0%	0.6%	4.0%	4.5%	8.3%	2.9%	6.1%	25.7%	0.0%
DK/NA	33	6	7	13	1	2	0	1	2	0	0
	5.1%	7.6%	5.8%	11.0%	1.1%	4.4%	0.0%	1.7%	4.7%	9.6%	14.3%

Comparisons of Column Proportions^{b,c}

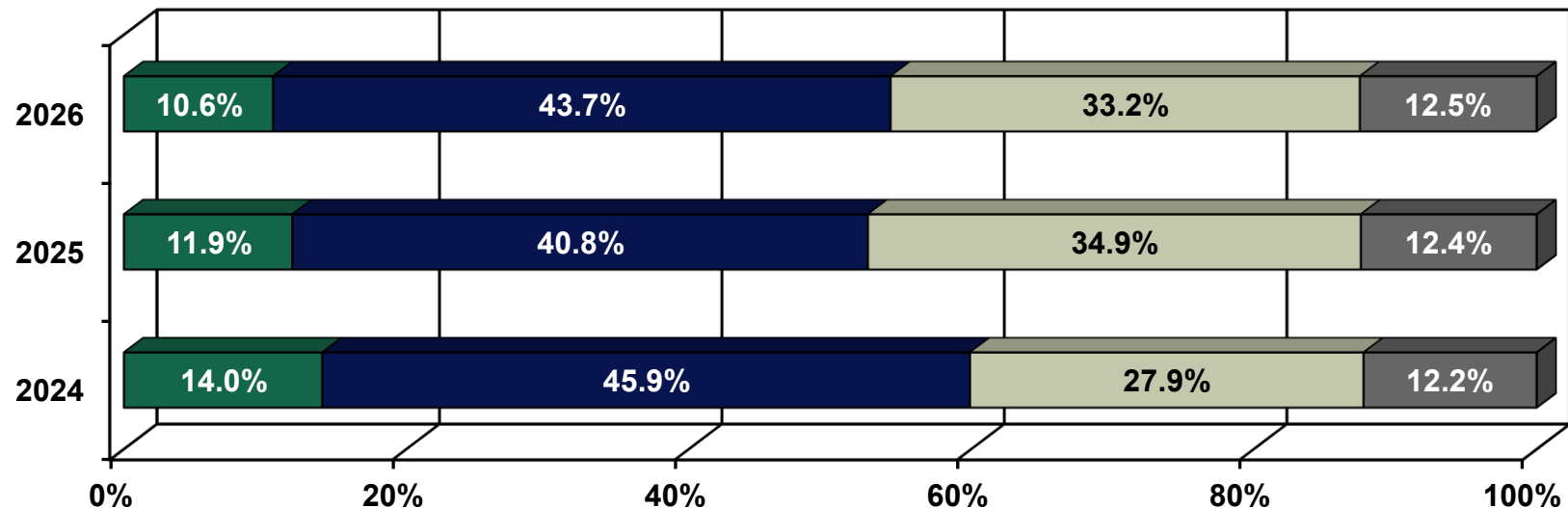
	Age									
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
0 to 2 years ago	BC	D	E	F	G	H				. ^a
3 to 4 years ago										. ^a
4 to 6 years ago				A						A
7 to 8 years ago							AB			. ^a
9 to 10 years ago	. ^a	. ^a								. ^a
11 or more years ago	. ^a							C		. ^a
DK/NA						. ^a				

Q19. Reasons for Increased Commercial Truck Traffic

(noticed commercial truck traffic increase only from Q18)



Q20. Opinion on New Local Warehouse Facilities' Built in Last 3 Years Impact



- The new warehouse facilities built in the last few years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs
- The new warehouse facilities built in the last few 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
- Mixed opinions
- DK/NA

Q20. Opinion on New Local Warehouse Facilities' Built in Last 3 Years Impact Gender Comparisons

	Respondents Gender		
	Total	Male	Female
Total	1182	591	591
Caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs	125	56	69
	10.6%	9.4%	11.7%
Created new construction and distribution jobs, and increased sales and property tax revenues in Kern County and are a benefit to the County	517	303	213
	43.7%	51.4%	36.1%
Mixed opinions	393	180	212
	33.2%	30.5%	35.9%
DK/NA	148	51	97
	12.5%	8.7%	16.3%

20. Now here are two opinions, which one is most like your opinion? (READ BOTH OPINIONS)

Comparisons of Column Proportions^{a,b}

	Respondents Gender	
	Male	Female
	(A)	(B)
The new warehouse facilities built in the last few years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs		
The new warehouse facilities built in the last few 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	B	
Mixed opinions		
DK/NA		A

20. Now here are two opinions, which one is most like your opinion? (READ BOTH OPINIONS)

Q20. Opinion on New Local Warehouse Facilities' Built in Last 3 Years Impact Regional Comparisons

	Zip Code Area				
	Total	West Kern	Central	Mountain	East
Total	1182	35	952	82	112
The new warehouse facilities built in the last few years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs	125	6	107	5	6
	10.6%	18.0%	11.2%	6.3%	5.8%
The new warehouse facilities built in the last few 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	517	19	440	26	32
	43.7%	54.7%	46.2%	31.0%	28.5%
Mixed opinions	393	9	317	33	33
	33.2%	24.9%	33.4%	40.3%	29.5%
DKNA	148	1	88	18	41
	12.5%	2.4%	9.2%	22.4%	36.2%

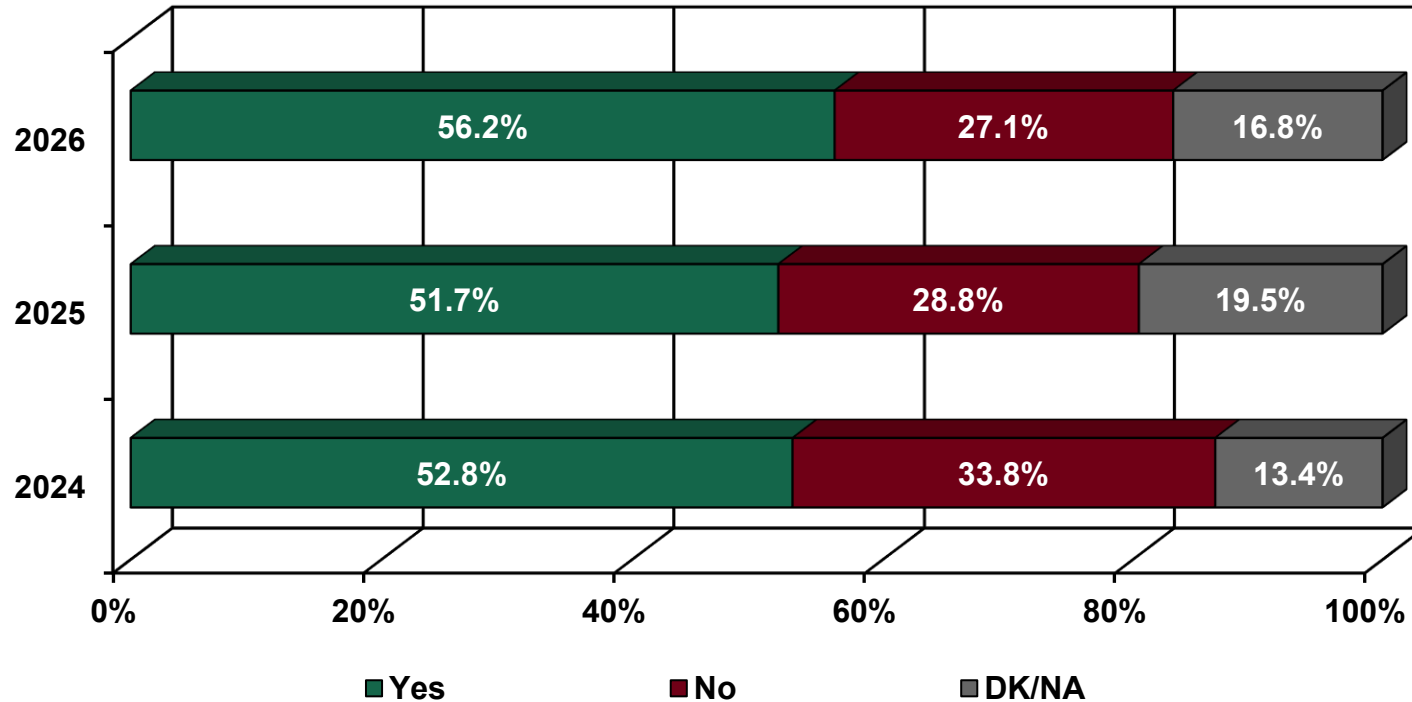
Comparisons of Column Proportions^{a,b}

	Zip Code Area			
	West Kern (A)	Central (B)	Mountain (C)	East (D)
The new warehouse facilities built in the last few years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs				
The new warehouse facilities built in the last few 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	D	C D		
Mixed opinions				
DKNA			AB	AB

20. Now here are two opinions, which one is most like your opinion? (READ BOTH OPINIONS)

20. Now here are two opinions, which one is most like your opinion? (READ BOTH OPINIONS)

Q21. Should Commercial Trucks Pay a Higher Vehicle Registration Fee to Offset Road Repair



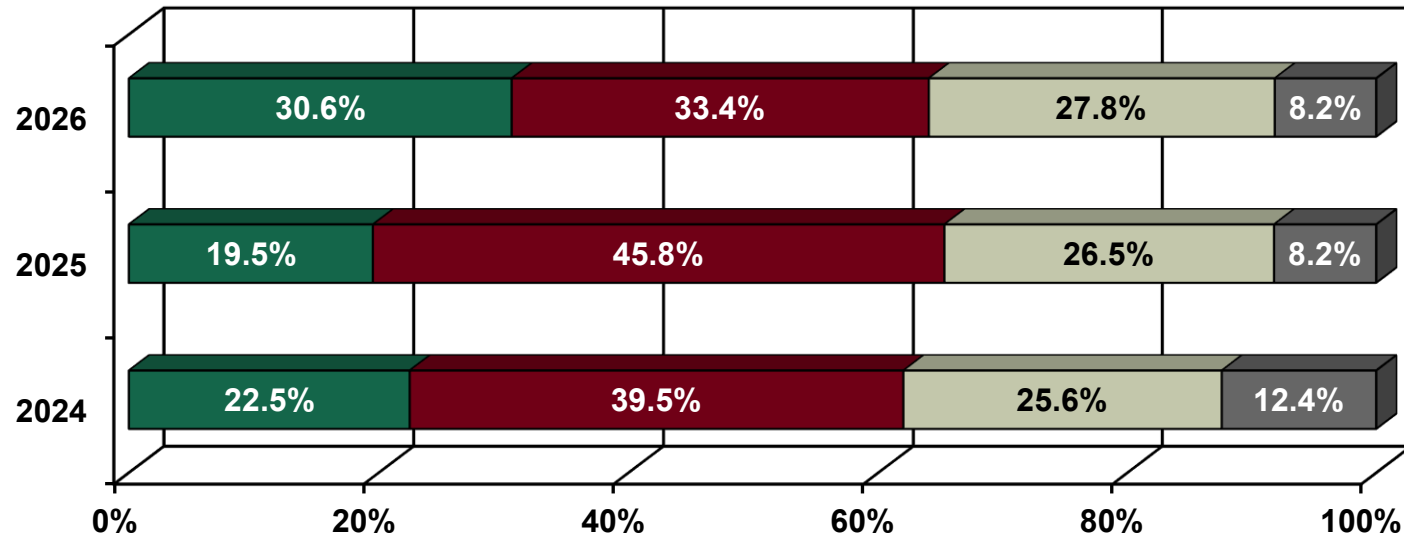
Q21. Should Commercial Trucks Pay a Higher Vehicle Registration Fee to Offset Road Repair Gender Comparisons

		Respondents Gender		
		Total	Male	Female
Total		1182	591	591
21. Should commercial trucks pay a higher vehicle registration fee in order to offset the additional road repairs required by heavy vehicles?	Yes	664 56.2%	299 50.6%	365 61.7%
	No	320 27.1%	218 36.8%	102 17.3%
	DK/NA	198 16.8%	74 12.5%	124 21.0%

Comparisons of Column Proportions^{a,b}

		Respondents Gender	
		Male	Female
		(A)	(B)
21. Should commercial trucks pay a higher vehicle registration fee in order to offset the additional road repairs required by heavy vehicles?	Yes		A
	No	B	
	DK/NA		A

Q22. Opinion on Registration Fees for Electric Vehicles



- Some people say that electric vehicles, plug-in hybrid vehicles and hybrid vehicles should receive a discounted registration fee in order to provide car buyers more incentive to purchase an electric vehicle
- Some people say that electric vehicles, plug-in hybrid vehicles and hybrid vehicles should pay higher registration fees
- Mixed opinions
- DK/NA

Note: The phrase “plug-in hybrid vehicles and hybrid vehicles” was added to the first opinion in 2026.

Q22. Opinion on Registration Fees for Electric Vehicles

Age Comparisons

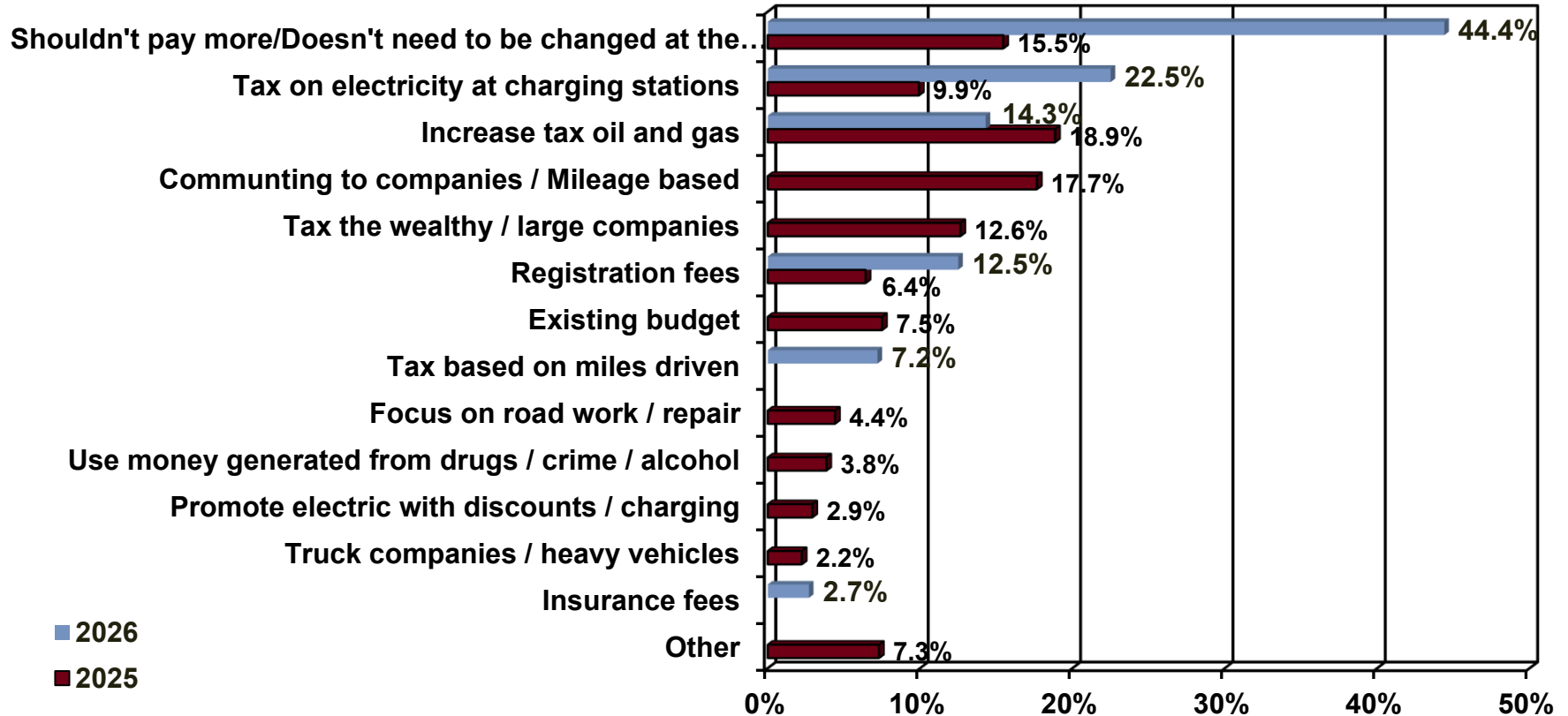
	Age										
	Total	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
Total	1182	163	240	226	177	83	84	132	64	10	3
Some people say that electric vehicles, plug-in hybrid vehicles and hybrid vehicles should receive a discounted registration fee in order to provide car buyers more incentive to purchase an electric vehicle	362	61	98	65	59	15	22	33	8	1	0
	30.6%	37.4%	41.0%	28.6%	33.3%	18.1%	26.0%	25.4%	12.0%	10.9%	0.0%
Some people say that electric vehicles, plug-in hybrid vehicles and hybrid vehicles should pay higher registration fees	395	63	53	75	50	34	29	48	35	6	2
	33.4%	38.7%	22.0%	33.2%	28.0%	40.5%	35.0%	36.8%	54.8%	55.7%	66.2%
Mixed opinions	329	31	69	64	55	27	29	33	17	3	0
	27.8%	18.9%	29.0%	28.3%	30.8%	32.6%	34.3%	25.1%	27.3%	26.9%	11.1%
DK/NA	96	8	19	22	14	7	4	17	4	1	1
	8.2%	4.9%	8.0%	9.8%	7.8%	8.9%	4.7%	12.6%	6.0%	6.4%	22.8%

Comparisons of Column Proportions^{b,c}

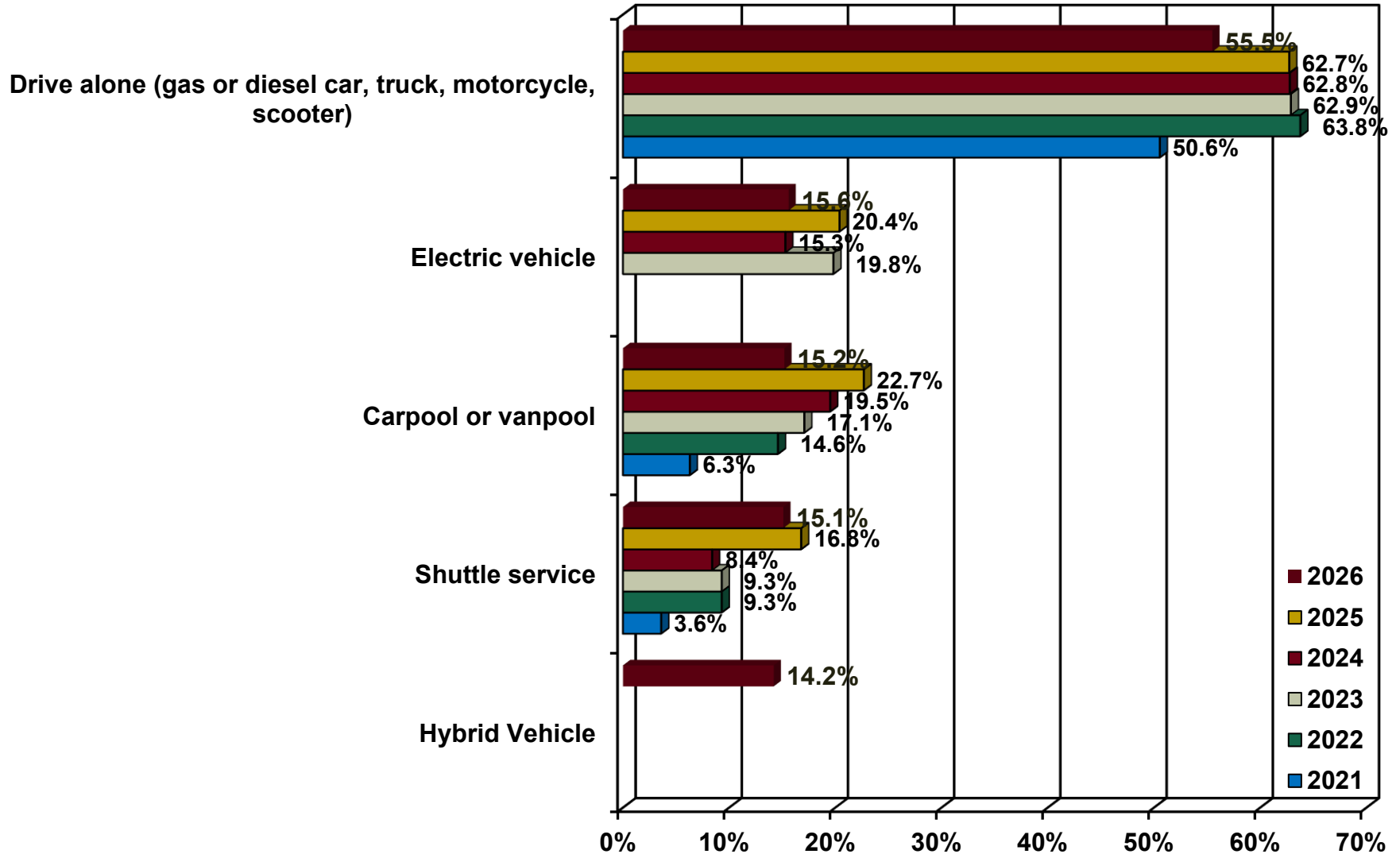
	Age									
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
Some people say that electric vehicles, plug-in hybrid vehicles and hybrid vehicles should receive a discounted registration fee in order to provide car buyers more incentive to purchase an electric vehicle	H	E H		H						a
Some people say that electric vehicles, plug-in hybrid vehicles and hybrid vehicles should pay higher registration fees	B				B			B D		
Mixed opinions										
DK/NA										

Q23. Preferences for Replacement of Gas Tax Revenue

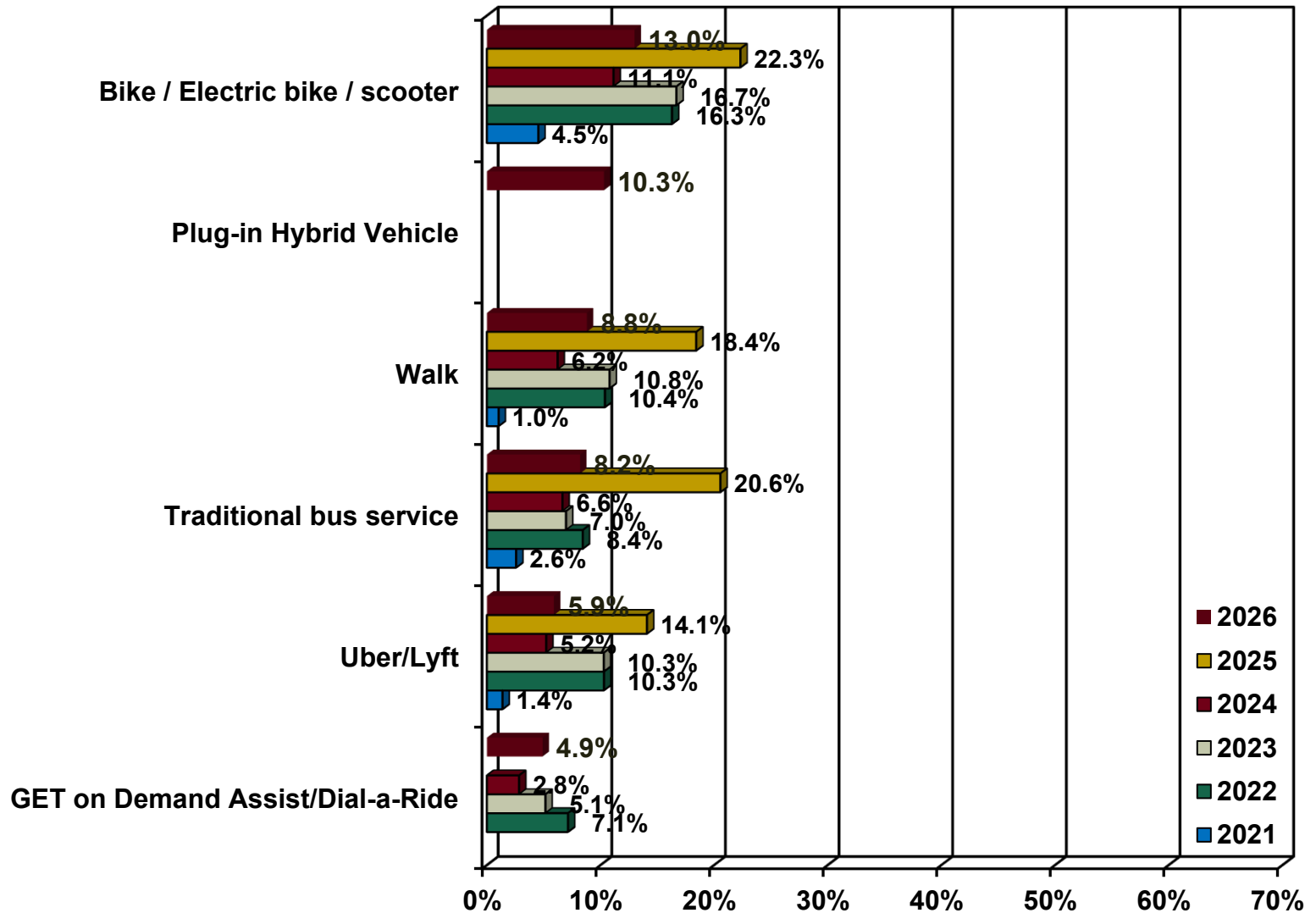
(support discounted fees for EVs from Q22)



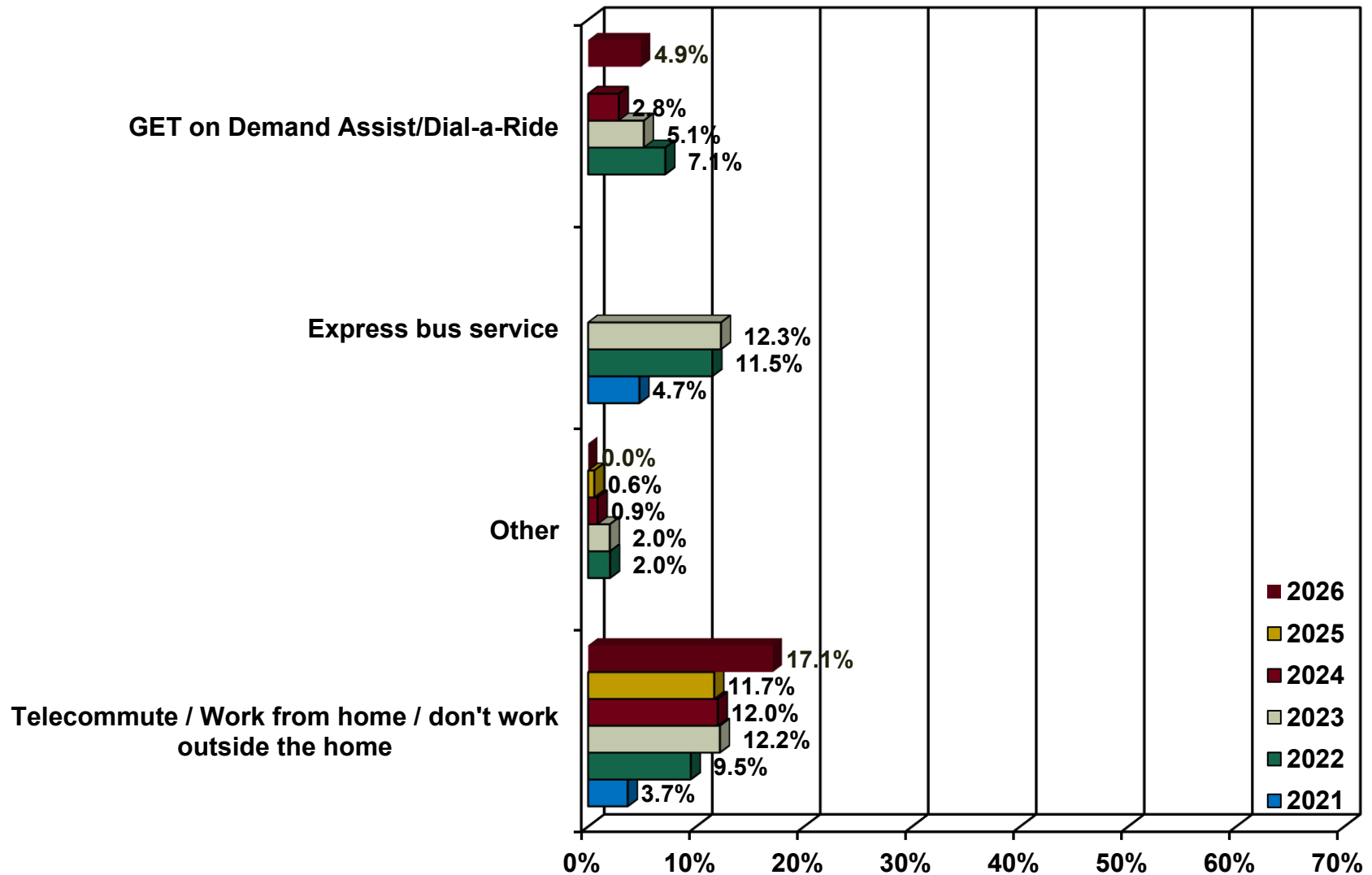
Q24. Most Likely Alternative Transportation (drive alone only from Q6)



Q24. Most Likely Alternative Transportation (drive alone only from Q6) (n= 1,066) Continued



Q24. Most Likely Alternative Transportation (drive alone only from Q6) (n= 1,066) Continued



Q24. Most Likely Alternative Transportation Gender Comparisons

	Respondents Gender		
	Total	Male	Female
Total	768	421	347
Bike / Electric bike / Scooter	100 13.0%	66 15.7%	34 9.8%
Carpool or vanpool	116 15.2%	67 15.9%	49 14.2%
Drive alone	426 55.5%	243 57.7%	183 52.8%
Electric vehicle	120 15.6%	79 18.8%	40 11.6%
Plug-Hybrid Vehicle	79 10.3%	48 11.5%	31 8.8%
Hybrid Vehicle	109 14.2%	59 13.9%	51 14.5%
Shuttle service	116 15.1%	54 12.8%	62 18.0%
Traditional bus service	63 8.2%	29 6.9%	34 9.7%
Uber/Lyft	45 5.9%	32 7.6%	13 3.8%
GET on Demand Assist / Dial-a-Ride	38 4.9%	15 3.5%	23 6.6%
Walk	68 8.8%	36 8.6%	32 9.1%
Telecommute / Work from home / don't work outside the home	131 17.1%	63 14.9%	68 19.7%
Not sure	46 6.0%	23 5.5%	23 6.6%

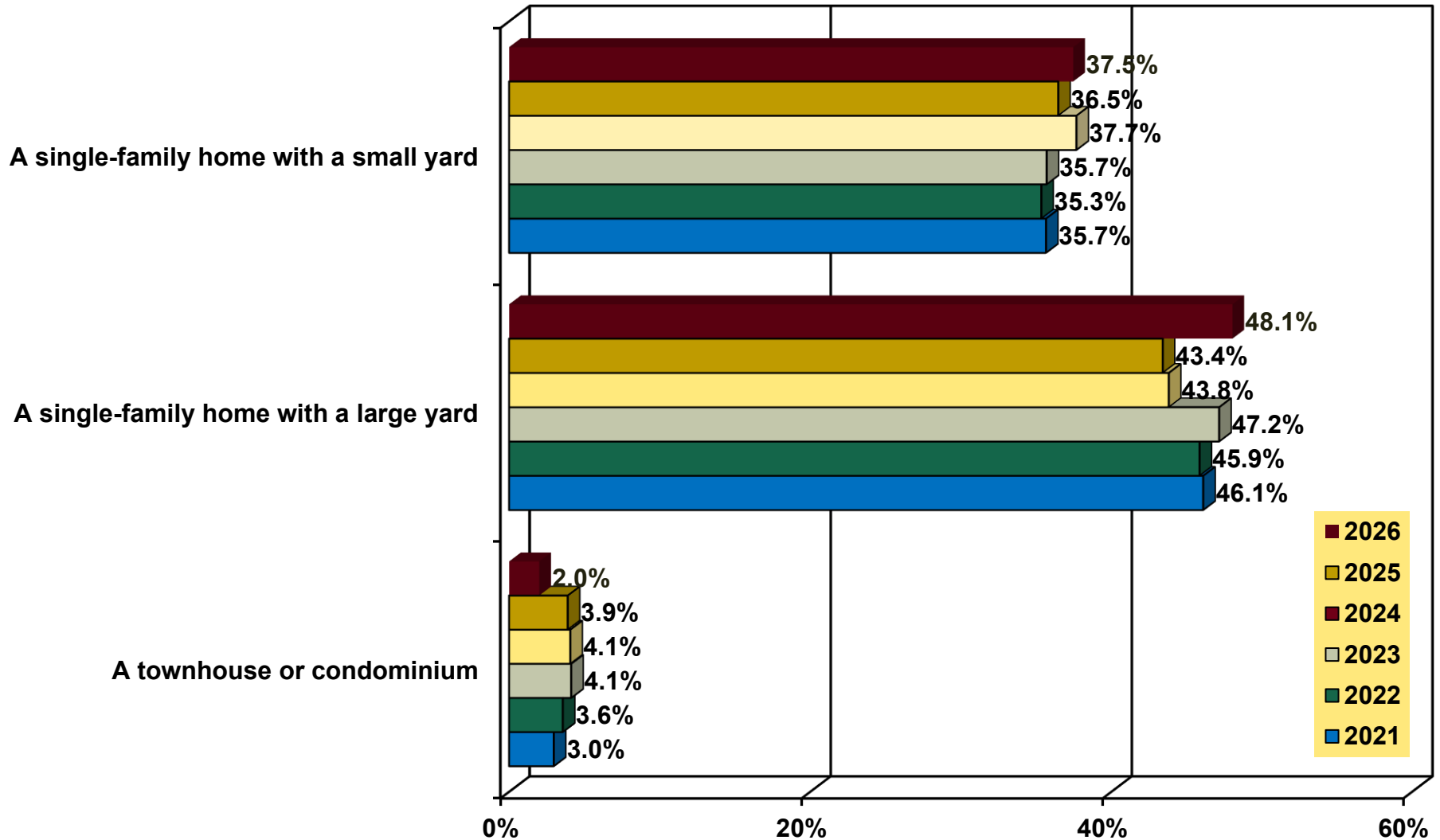
24. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?

Q24. Most Likely Alternative Transportation Gender Comparisons Continued

Comparisons of Column Proportions ^{a,b}

		Respondents Gender	
		Male	Female
		(A)	(B)
24. 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?	Bike / Electric bike / Scooter	B	
	Carpool or vanpool		
	Drive alone		
	Electric vehicle	B	
	Plug-Hybrid Vehicle		
	Hybrid Vehicle		
	Shuttle service		A
	Traditional bus service		
	Uber/Lyft	B	
	GET on Demand Assist / Dial-a-Ride		A
	Walk		
	Telecommute / Work from home / don't work outside the home		
	Not sure		

Q25. Current Housing Type

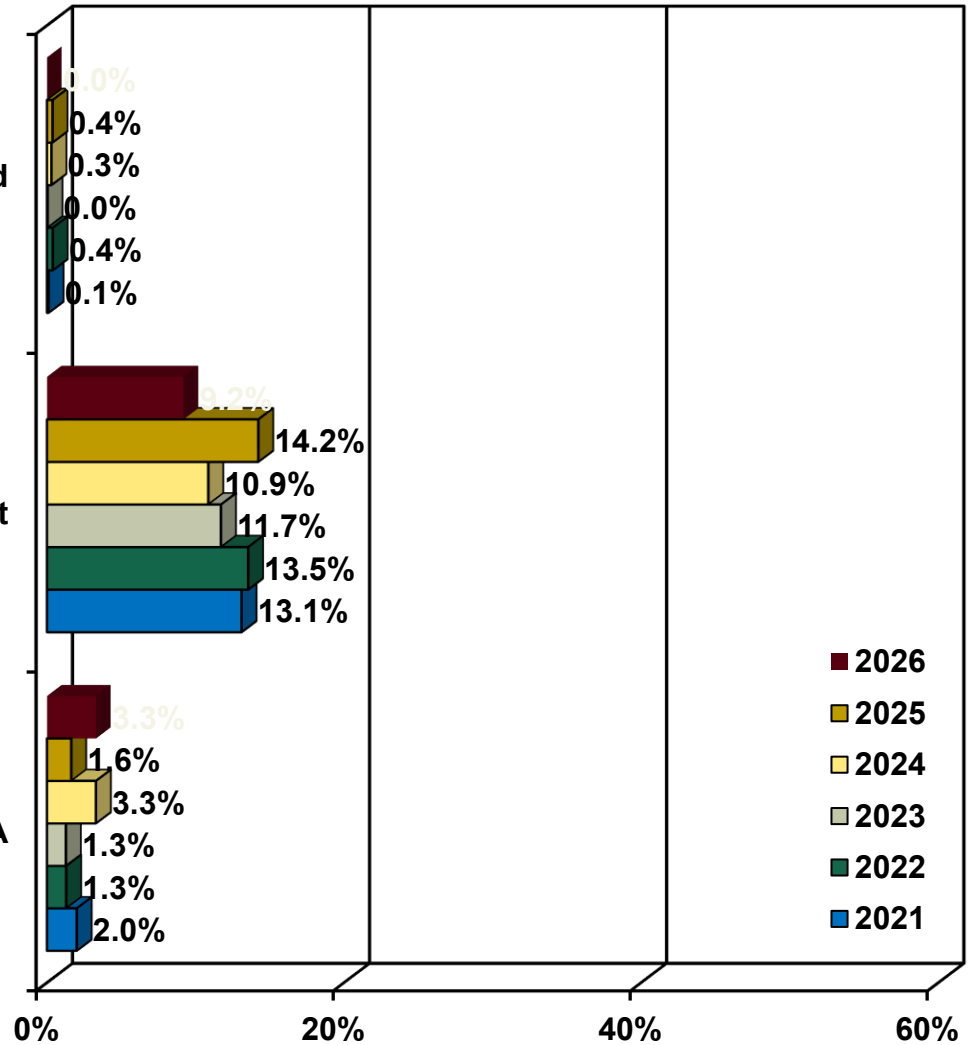


Q25. Current Housing Type (n=1,400) Continued

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

An apartment

DK/NA



Q25. Current Housing Type 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
Total	1182	163	240	226	177	83	84	132	64	10	3
A single-family home with a small yard	443	66	97	83	64	35	29	46	17	3	2
A single-family home with a large yard	568	54	95	109	98	42	49	72	44	6	0
A townhouse or condominium	24	2	5	8	4	3	0	2	0	0	0
An apartment	109	31	27	21	12	2	3	10	1	1	1
DK/NA	39	10	16	5	0	2	2	2	2	0	0
	3.3%	6.4%	6.5%	2.1%	0.1%	1.9%	2.9%	1.4%	3.1%	0.0%	0.0%

Comparisons of Column Proportions^{b,c}

	Age									
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
A single-family home with a small yard										
A single-family home with a large yard				A		A	A	AB		. ^a
A townhouse or condominium								. ^a	. ^a	. ^a
An apartment	DEFH									
DK/NA	D	D						. ^a	. ^a	. ^a

Q25. Current Housing Type Regional Comparisons

		Zip Code Area				
		Total	West Kern	Central	Mountain	East
25. Next, please consider a variety of housing issues. Do you currently live in	Total	1182	35	952	82	112
	A single-family home with a small yard	443 37.5%	16 46.1%	352 37.0%	27 32.3%	48 42.4%
	A single-family home with a large yard	568 48.1%	14 38.9%	448 47.1%	52 62.9%	54 48.5%
	A townhouse or condominium	24 2.0%	2 4.8%	22 2.3%	0 0.0%	0 0.3%
	An apartment	109 9.2%	2 4.7%	98 10.3%	4 4.7%	5 4.8%
	DK/NA	39 3.3%	2 5.4%	32 3.4%	0 0.1%	4 4.0%

Comparisons of Column Proportions^{b,c}

		Zip Code Area			
		West Kern	Central	Mountain	East
		(A)	(B)	(C)	(D)
25. 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			B	
	A townhouse or condominium			. ^a	
	An apartment				
	DK/NA				

Q25. Current Housing Type Length of Residence Comparisons

		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
25. Next, please consider a variety of housing issues. Do you currently live in _____	Total	1182	14	101	141	926
	A single-family home with a small yard	443 37.5%	7 52.2%	33 33.1%	67 47.6%	335 36.2%
	A single-family home with a large yard	568 48.1%	4 29.3%	44 43.4%	52 36.9%	468 50.6%
	A townhouse or condominium	24 2.0%	0 0.0%	0 0.0%	6 4.6%	17 1.9%
	An apartment	109 9.2%	3 18.5%	21 21.2%	12 8.2%	73 7.9%
	DK/NA	39 3.3%	0 0.0%	2 2.3%	4 2.8%	33 3.5%

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One to less than five years	Five to less than ten years	Ten years or more
		(A)	(B)	(C)	(D)
25. 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				C
	A townhouse or condominium	. ^a	. ^a	D	
	An apartment		C D		
	DK/NA	. ^a			

Q25. Current Housing Type Income Comparisons

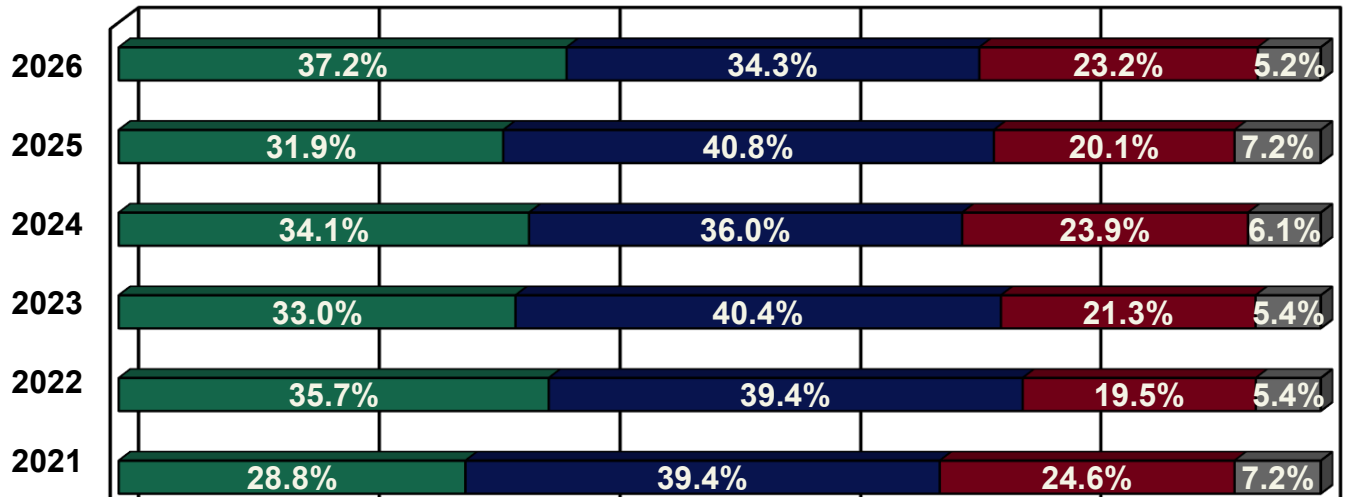
	Income (from demographics)													
	Total	\$1,000-\$14,999	\$15,000-\$24,999	\$25,000-\$34,999	\$35,000-\$49,999	\$50,000-\$74,999	\$75,000-\$99,999	\$100,000-\$124,999	\$125,000-\$149,999	\$150,000-\$174,999	\$175,000-\$199,999	\$200,000-\$249,999	\$250,000 and up	Unknown
Total	1127	40	39	97	142	202	160	48	250	29	32	27	19	43
A single-family home with a small yard	425	11	12	42	54	77	64	16	95	11	8	11	6	18
	37.7%	27.5%	30.8%	43.0%	38.4%	38.4%	39.7%	33.8%	38.0%	39.9%	26.3%	39.6%	29.0%	41.8%
A single-family home with a large yard	539	20	20	25	60	90	79	27	134	17	23	16	13	13
	47.8%	50.2%	52.0%	25.9%	42.3%	44.6%	49.5%	56.0%	53.4%	60.1%	73.7%	60.4%	71.0%	30.6%
A townhouse or condominium	23	1	0	0	2	3	3	1	9	0	0	0	0	2
	2.0%	3.4%	0.0%	0.0%	1.7%	1.6%	2.1%	2.6%	3.8%	0.0%	0.0%	0.0%	0.0%	4.0%
An apartment	104	6	5	24	17	27	8	4	9	0	0	0	0	5
	9.2%	14.2%	11.7%	25.3%	11.9%	13.2%	5.0%	7.6%	3.5%	0.0%	0.0%	0.0%	0.0%	12.7%
DK/NA	36	2	2	6	8	5	6	0	3	0	0	0	0	5
	3.2%	4.7%	5.6%	5.8%	5.7%	2.3%	3.7%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	10.9%

Comparisons of Column Proportions^{b,c}

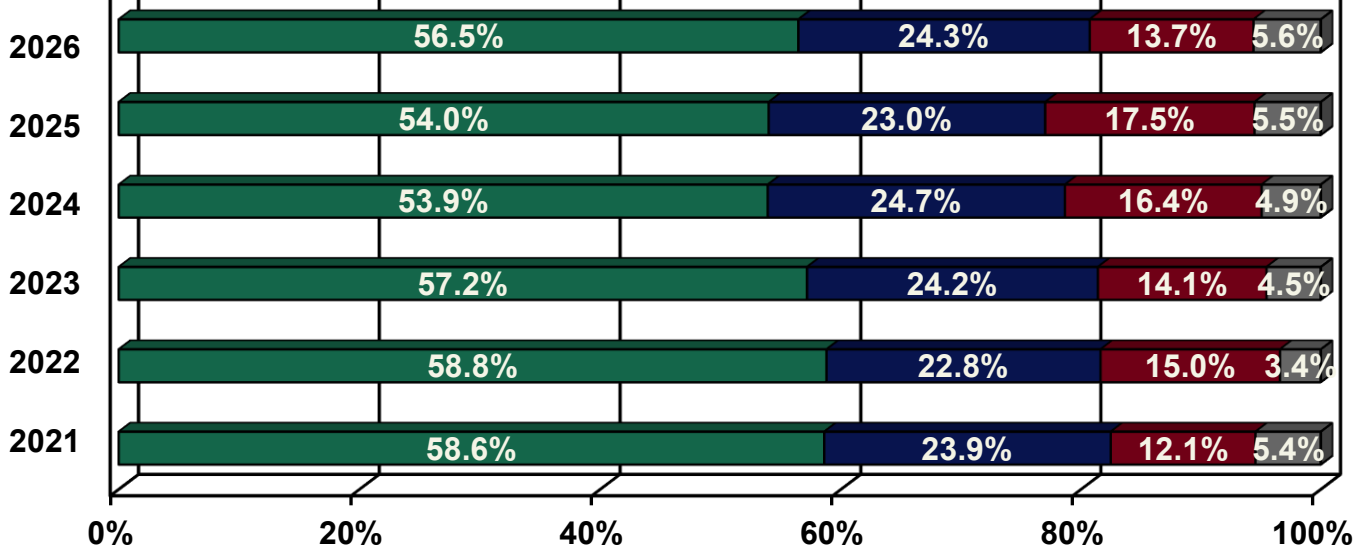
	Income (from demographics)												
	\$1,000-\$14,999	\$15,000-\$24,999	\$25,000-\$34,999	\$35,000-\$49,999	\$50,000-\$74,999	\$75,000-\$99,999	\$100,000-\$124,999	\$125,000-\$149,999	\$150,000-\$174,999	\$175,000-\$199,999	\$200,000-\$249,999	\$250,000 and up	Unknown
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
A single-family home with a small yard													
A single-family home with a large yard						C	C	C		C M		C	
A townhouse or condominium		a	a						a	a	a	a	
An apartment			F H	H	H				a	a	a	a	
DK/NA							a		a	a	a	a	H

Q26. Housing Option Preferences

Single-family home with small yard



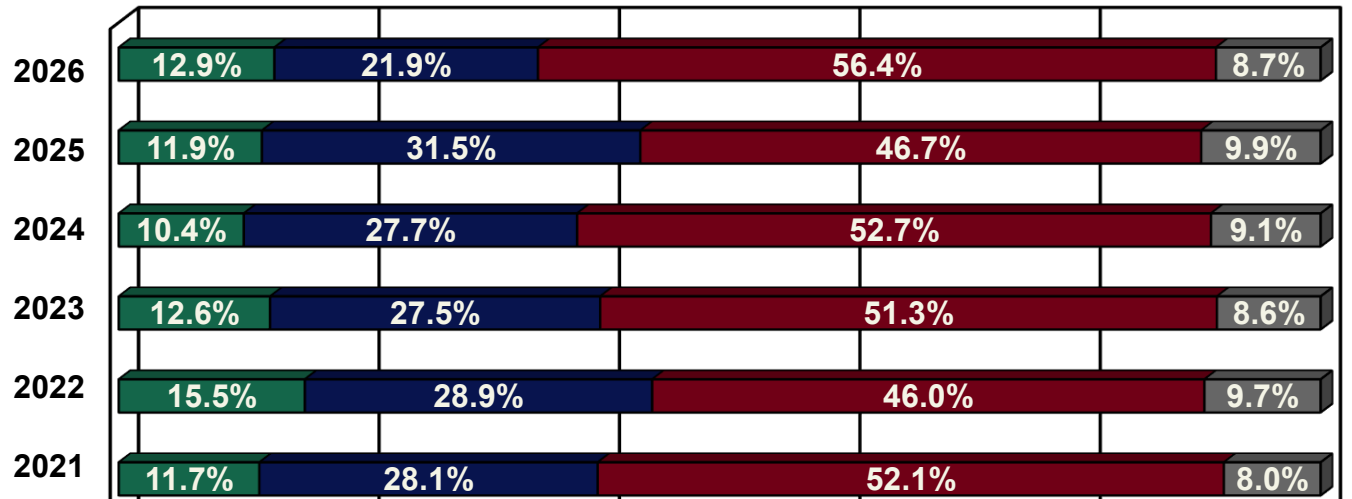
Single-family home with large yard



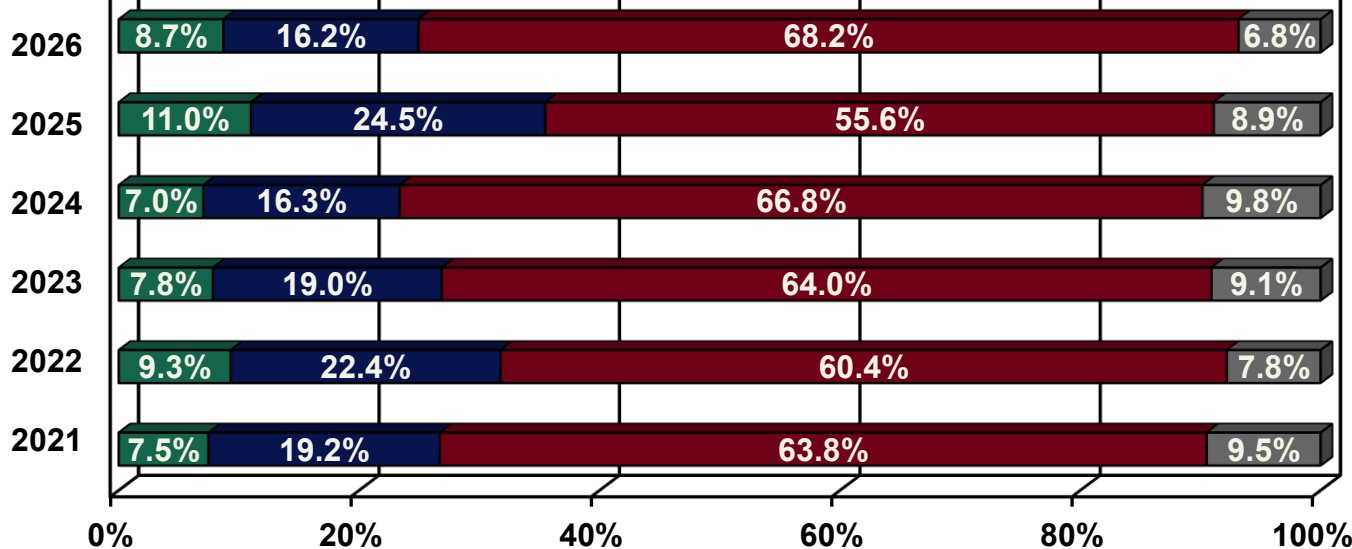
■ Definitely Yes
■ Probably Yes
■ No
■ DK/NA

Q26. Housing Option Preferences

Townhouse or
condominium

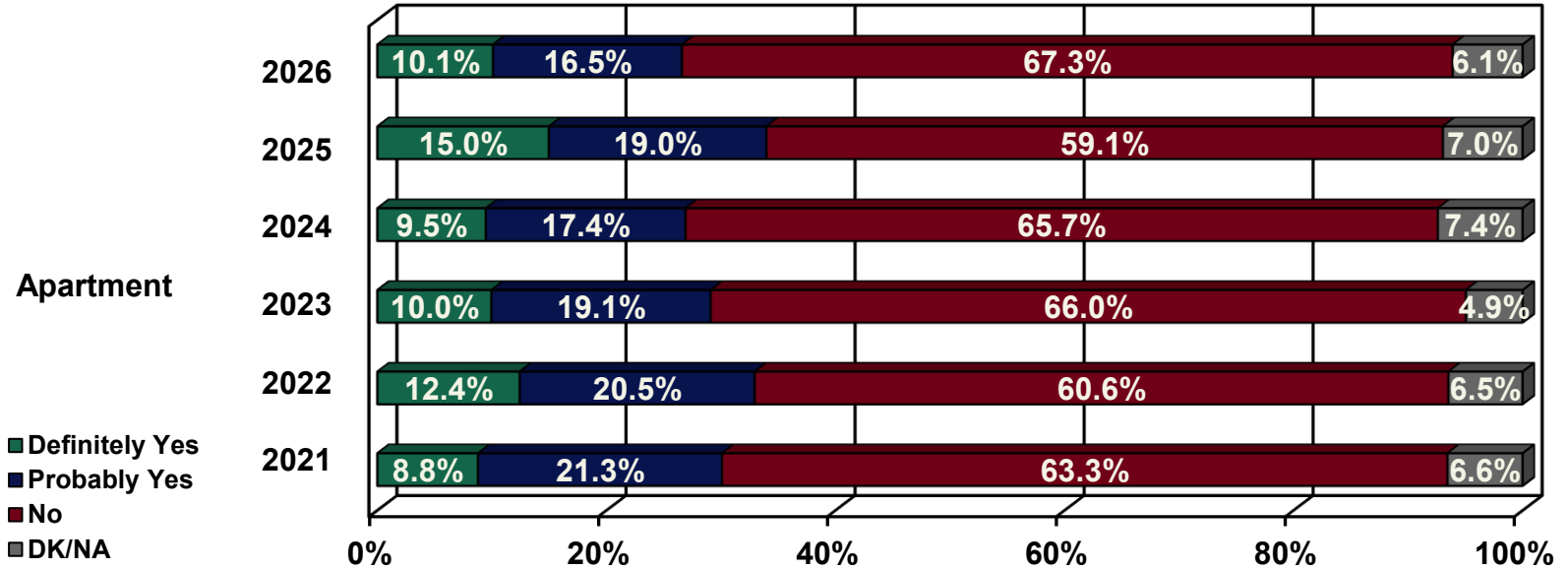


Bldg. with offices/
stores and
condominiums



■ Definitely Yes
■ Probably Yes
■ No
■ DK/NA

Q26. Housing Option Preferences



Q26. Housing Option Preferences

Detailed Comparisons

		Definitely Yes	Probably Yes	No	DK/NA
A single-family home with a small yard	2026	37.2%	34.3%	23.2%	5.2%
	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	2026	56.5%	24.3%	13.7%	5.6%
	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%	

Q26. Housing Option Preferences

Detailed Comparisons Continued

		Definitely Yes	Probably Yes	No	DK/NA
A townhouse or condominium	2026	12.9%	21.9%	56.4%	8.7%
	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	2026	8.7%	16.2%	68.2%	6.8%
	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%	

Q26. Housing Option Preferences

Detailed Comparisons Continued

		Definitely Yes	Probably Yes	No	DK/NA
An apartment	2026	10.1%	16.5%	67.3%	6.1%
	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%	

Q26. Housing Option Preferences 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
26a. A single-family home with a small yard	Total	1182	163	240	226	177	83	84	132	64	10	3
	Definitely Yes	440	88	79	97	62	30	32	34	12	4	2
	Probably Yes	406	42	97	66	56	26	25	56	33	3	0
	No	275	26	50	53	51	22	21	35	14	3	1
	DK/NA	62	6	14	9	8	5	6	7	5	0	0
			5.2%	3.9%	5.8%	4.1%	4.7%	6.5%	7.5%	5.2%	8.5%	0.0%
26b. A single-family home with a large yard	Total	1182	163	240	226	177	83	84	132	64	10	3
	Definitely Yes	667	102	130	152	130	36	46	53	17	1	0
	Probably Yes	287	39	65	50	24	30	13	41	21	0	2
	No	162	18	26	17	16	12	15	30	19	8	1
	DK/NA	66	5	19	7	7	5	9	8	7	1	0
			5.6%	2.8%	7.8%	3.1%	3.8%	5.8%	10.5%	6.0%	11.2%	5.3%

Comparisons of Column Proportions^{b,c}

		Age									
		18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
26a. A single-family home with a small yard	Definitely Yes	BDGH		GH							
	Probably Yes							AC		.a	
	No									.a	
	DK/NA									.a	
26b. A single-family home with a large yard	Definitely Yes	GH	H	EGHI	BEGHI		H				
	Probably Yes					D		D	D		
	No							CD	ABCD	ABCDEFG	
	DK/NA									.a	

Q26. 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
26c. A townhouse or condominium	Total	1182	163	240	226	177	83	84	132	64	10	3
	Definitely Yes	153	26	37	32	22	7	9	16	4	1	0
		12.9%	16.1%	15.5%	13.9%	12.5%	7.9%	10.7%	12.0%	6.1%	8.7%	0.0%
	Probably Yes	259	43	65	52	24	19	19	20	15	3	0
		21.9%	26.5%	27.0%	22.8%	13.4%	22.5%	22.1%	15.4%	23.6%	34.2%	0.0%
	No	667	77	119	127	121	50	48	79	38	5	3
	56.4%	47.4%	49.5%	56.1%	68.3%	60.4%	57.4%	59.8%	59.6%	50.2%	88.9%	
DK/NA	103	16	19	16	10	8	8	17	7	1	0	
	8.7%	10.1%	8.1%	7.2%	5.8%	9.2%	9.7%	12.8%	10.7%	6.9%	11.1%	
26d. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1182	163	240	226	177	83	84	132	64	10	3
	Definitely Yes	103	22	27	21	12	8	7	4	2	0	0
		8.7%	13.6%	11.2%	9.2%	7.0%	9.2%	8.9%	3.1%	2.6%	0.0%	0.0%
	Probably Yes	192	28	44	44	22	19	9	20	4	3	0
		16.2%	16.9%	18.6%	19.3%	12.4%	22.6%	10.5%	15.0%	5.9%	27.7%	0.0%
	No	807	104	145	151	132	52	62	99	56	7	0
	68.2%	63.7%	60.4%	66.6%	74.3%	62.8%	74.0%	75.0%	87.4%	67.0%	0.0%	
DK/NA	81	9	24	11	11	5	6	9	3	1	3	
	6.8%	5.7%	9.9%	4.9%	6.3%	5.5%	6.7%	6.9%	4.2%	5.3%	100.0%	

Comparisons of Column Proportions^{b,c}

		Age									
		18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
26c. A townhouse or condominium	Definitely Yes										. ^a
	Probably Yes		D								. ^a
	No				AB						
	DK/NA										
26d. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely Yes	G									. ^a
	Probably Yes										. ^a
	No							ABCE			. ^a
	DK/NA										. ^a

Q26. 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
Total	1182	163	240	226	177	83	84	132	64	10	3
Definitely Yes	119	36	32	22	15	5	4	4	1	0	0
	10.1%	22.4%	13.2%	9.9%	8.6%	6.4%	4.4%	2.7%	1.8%	0.0%	0.0%
Probably Yes	195	56	55	24	15	12	13	16	4	0	0
	16.5%	34.6%	22.8%	10.8%	8.5%	13.8%	15.6%	11.9%	6.6%	0.0%	0.0%
No	795	60	134	166	145	59	62	105	52	9	3
	67.3%	37.2%	55.9%	73.4%	81.7%	71.3%	73.8%	79.5%	80.5%	92.7%	100.0%
DK/NA	72	10	19	13	2	7	5	8	7	1	0
	6.1%	5.9%	8.1%	5.9%	1.2%	8.5%	6.1%	5.9%	11.1%	7.3%	0.0%

Comparisons of Column Proportions^{b,c}

	Age									
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	Not sure / DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
Definitely Yes	C D E F G H	G							a	a
Probably Yes	C D E G H	C D								a
No		A	AB	AB	A	A	AB	AB	A	a
DK/NA								D		a

Q26. Housing Option Preferences

Regional Comparisons

		Zip Code Area				
		Total	West Kern	Central	Mountain	East
26a. A single-family home with a small yard	Total	1182	35	952	82	112
	Definitely Yes	440	13	370	29	28
		37.2%	37.1%	38.9%	34.6%	25.0%
	Probably Yes	406	14	326	26	39
		34.3%	39.2%	34.3%	31.9%	34.8%
	No	275	8	206	21	39
	23.2%	22.4%	21.7%	25.5%	35.0%	
	DK/NA	62	0	49	7	6
		5.2%	1.3%	5.2%	8.0%	5.3%
26b. A single-family home with a large yard	Total	1182	35	952	82	112
	Definitely Yes	667	24	537	46	61
		56.5%	67.1%	56.4%	56.1%	54.0%
	Probably Yes	287	4	236	25	22
		24.3%	11.7%	24.8%	30.3%	19.6%
	No	162	5	129	8	21
	13.7%	12.8%	13.5%	9.7%	18.3%	
	DK/NA	66	3	51	3	9
		5.6%	8.4%	5.4%	3.9%	8.1%
26c. A townhouse or condominium	Total	1182	35	952	82	112
	Definitely Yes	153	1	134	6	11
		12.9%	3.6%	14.1%	7.4%	10.0%
	Probably Yes	259	10	220	11	18
		21.9%	28.6%	23.1%	13.7%	15.8%
	No	667	22	514	55	76
	56.4%	62.2%	54.0%	67.0%	67.4%	
	DK/NA	103	2	83	10	8
		8.7%	5.7%	8.8%	11.9%	6.8%

Q26. Housing Option Preferences

Regional Comparisons Continued

		Zip Code Area			
		West Kern	Central	Mountain	East
		(A)	(B)	(C)	(D)
26a. A single-family home with a small yard	Definitely Yes		D		
	Probably Yes				
	No				B
	DK/NA				
26b. A single-family home with a large yard	Definitely Yes				
	Probably Yes				
	No				
	DK/NA				
26c. A townhouse or condominium	Definitely Yes				
	Probably Yes				
	No				B
	DK/NA				

Q26. Housing Option Preferences

Regional Comparisons Continued

		Zip Code Area				
		Total	West Kern	Central	Mountain	East
26d. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1182	35	952	82	112
	Definitely Yes	103	1	91	7	4
		8.7%	1.6%	9.6%	8.2%	3.9%
	Probably Yes	192	7	159	8	17
		16.2%	20.5%	16.7%	9.7%	15.3%
	No	807	26	640	60	81
	68.2%	72.5%	67.3%	72.7%	72.0%	
DK/NA	81	2	61	8	10	
	6.8%	5.4%	6.4%	9.4%	8.8%	
26e. An apartment	Total	1182	35	952	82	112
	Definitely Yes	119	4	104	3	8
		10.1%	12.6%	11.0%	3.7%	6.8%
	Probably Yes	195	10	167	8	10
		16.5%	28.5%	17.6%	9.9%	8.6%
	No	795	19	624	65	88
	67.3%	53.2%	65.5%	78.3%	78.2%	
DK/NA	72	2	56	7	7	
	6.1%	5.7%	5.9%	8.1%	6.4%	

Q26. Housing Option Preferences

Regional Comparisons Continued

		Zip Code Area			
		West Kern	Central	Mountain	East
		(A)	(B)	(C)	(D)
26d. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely Yes				
	Probably Yes				
	No				
	DK/NA				
26e. An apartment	Definitely Yes				
	Probably Yes	D			
	No			A	AB
	DK/NA				

Q26. Housing Option Preferences

Income Comparisons

		Income (from demographics)													
		Total	\$1,000-\$14,999	\$15,000-\$24,999	\$25,000-\$34,999	\$35,000-\$49,999	\$50,000-\$74,999	\$75,000-\$99,999	\$100,000-\$124,999	\$125,000-\$149,999	\$150,000-\$174,999	\$175,000-\$199,999	\$200,000-\$249,999	\$250,000 and up	Unknown
26a. A single-family home with a small yard	Total	1127	40	39	97	142	202	160	48	250	29	32	27	19	43
	Definitely Yes	426	15	16	46	57	81	60	13	81	13	5	8	8	24
		37.8%	36.0%	39.9%	48.0%	40.0%	40.4%	37.5%	27.5%	32.4%	45.9%	15.0%	28.6%	39.7%	56.6%
	Probably Yes	378	14	15	28	46	68	53	21	90	9	14	10	3	7
		33.6%	34.8%	38.3%	28.8%	32.7%	33.6%	32.9%	43.5%	36.2%	31.4%	42.8%	38.2%	16.1%	16.3%
	No	264	10	9	21	33	38	41	13	58	6	13	9	8	5
	23.4%	24.0%	21.7%	21.9%	23.4%	18.9%	25.8%	27.9%	23.1%	21.2%	40.6%	31.2%	44.2%	12.2%	
DK/NA	59	2	0	1	5	14	6	0	21	0	1	1	0	6	
	5.2%	5.2%	0.0%	1.4%	3.8%	7.1%	3.9%	1.0%	8.4%	1.4%	1.6%	1.9%	0.0%	15.0%	
26b. A single-family home with a large yard	Total	1127	40	39	97	142	202	160	48	250	29	32	27	19	43
	Definitely Yes	645	25	22	65	82	101	93	33	145	18	15	9	14	23
		57.2%	62.5%	55.9%	67.1%	57.7%	50.0%	57.9%	68.6%	57.9%	63.3%	48.4%	34.9%	71.6%	54.4%
	Probably Yes	273	7	12	10	34	58	36	14	69	9	6	9	4	7
		24.3%	18.1%	29.6%	10.2%	24.0%	28.5%	22.3%	28.6%	27.7%	32.6%	18.8%	32.2%	19.1%	15.4%
	No	148	8	4	18	17	31	24	1	21	0	9	7	2	8
	13.1%	18.8%	9.6%	18.3%	11.8%	15.4%	14.7%	2.8%	8.3%	0.0%	27.8%	25.7%	8.0%	18.5%	
DK/NA	61	0	2	4	9	12	8	0	15	1	2	2	0	5	
	5.4%	0.7%	4.9%	4.4%	6.5%	6.1%	5.1%	0.0%	6.1%	4.1%	5.0%	7.2%	1.3%	11.7%	
26c. A townhouse or condominium	Total	1127	40	39	97	142	202	160	48	250	29	32	27	19	43
	Definitely Yes	146	13	8	24	22	19	16	6	27	0	0	6	2	2
		13.0%	32.7%	19.4%	25.1%	15.8%	9.3%	10.2%	13.2%	10.9%	0.0%	0.9%	22.1%	8.0%	5.4%
	Probably Yes	249	7	11	24	35	48	36	11	56	3	6	2	1	8
		22.1%	17.6%	28.8%	24.8%	24.8%	23.7%	22.8%	23.2%	22.4%	11.4%	18.8%	7.1%	2.7%	18.5%
	No	635	16	18	41	70	117	82	30	154	25	25	14	14	29
	56.4%	40.5%	45.3%	42.4%	49.1%	58.0%	51.0%	62.6%	61.8%	88.4%	78.8%	51.8%	71.9%	68.7%	
DK/NA	97	4	3	7	15	18	26	0	12	0	0	5	3	3	
	8.6%	9.2%	6.5%	7.7%	10.3%	9.0%	16.0%	1.0%	4.8%	0.2%	1.5%	19.0%	17.4%	7.4%	
26d. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1127	40	39	97	142	202	160	48	250	29	32	27	19	43
	Definitely Yes	95	8	3	13	21	13	8	3	18	0	0	0	4	5
		8.5%	20.7%	7.5%	13.0%	14.8%	6.2%	5.0%	5.7%	7.1%	0.0%	0.9%	1.2%	19.7%	12.3%
	Probably Yes	186	5	3	13	24	34	25	8	58	2	6	2	3	3
		16.5%	11.8%	8.0%	13.4%	17.2%	16.7%	15.8%	17.3%	23.1%	7.0%	19.2%	6.0%	17.2%	6.1%
	No	771	25	31	64	86	142	114	35	162	25	24	21	12	30
	68.4%	62.4%	79.7%	66.6%	60.6%	70.1%	71.1%	72.8%	64.8%	88.8%	75.0%	78.6%	61.4%	69.3%	
DK/NA	75	2	2	7	10	14	13	2	13	1	2	4	0	5	
	6.6%	5.2%	4.9%	7.1%	7.4%	6.9%	8.1%	4.2%	5.0%	4.2%	4.9%	14.2%	1.7%	12.3%	
26e. An apartment	Total	1127	40	39	97	142	202	160	48	250	29	32	27	19	43
	Definitely Yes	115	8	2	16	17	20	24	5	13	0	0	2	0	8
		10.2%	20.1%	4.8%	16.5%	11.8%	10.0%	14.9%	9.6%	5.4%	0.0%	0.0%	7.8%	0.0%	18.9%
	Probably Yes	178	7	7	27	30	37	18	5	39	0	2	0	0	6
		15.8%	16.4%	18.7%	28.3%	21.5%	18.3%	11.3%	10.3%	15.6%	0.0%	5.8%	0.2%	0.0%	13.2%
	No	763	21	28	47	81	130	109	37	185	29	30	23	17	26
	67.7%	53.1%	71.6%	48.7%	57.1%	64.2%	68.0%	76.2%	74.1%	100.0%	94.2%	84.0%	89.8%	61.3%	
DK/NA	71	4	2	6	13	15	9	2	12	0	0	2	2	3	
	6.3%	10.3%	4.9%	6.5%	9.5%	7.4%	5.8%	4.0%	4.9%	0.0%	0.0%	8.0%	10.2%	6.6%	

Q26. Housing Option Preferences Income Comparisons Continued

Comparisons of Column Proportions^{b,c}

		Income (from demographics)											Unknown (M)	
		\$1,000-\$14,999 (A)	\$15,000-\$24,999 (B)	\$25,000-\$34,999 (C)	\$35,000-\$49,999 (D)	\$50,000-\$74,999 (E)	\$75,000-\$99,999 (F)	\$100,000-\$124,999 (G)	\$125,000-\$149,999 (H)	\$150,000-\$174,999 (I)	\$175,000-\$199,999 (J)	\$200,000-\$249,999 (K)		\$250,000 and up (L)
26a. A single-family home with a small yard	Definitely Yes													J
	Probably Yes													
	No													
	DK/NA		a											
26b. A single-family home with a large yard	Definitely Yes					C								
	Probably Yes							C						
	No								a	H				
	DK/NA													
26c. A townhouse or condominium	Definitely Yes	E F H J		E										
	Probably Yes													
	No													
	DK/NA						H			A B C D F	C			
26d. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely Yes									a				
	Probably Yes													
	No													
	DK/NA													
26e. An apartment	Definitely Yes	H		H						a	a		a	
	Probably Yes			F			H							
	No													
	DK/NA							C D		a	a	A C D E		

Q26. Housing Option Preferences

Length of Residence Comparisons

		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
26a. A single-family home with a small yard	Total	1182	14	101	141	926
	Definitely Yes	440	4	37	55	343
		37.2%	29.9%	37.1%	39.0%	37.1%
	Probably Yes	406	4	33	61	308
		34.3%	26.7%	32.7%	43.3%	33.2%
	No	275	6	30	21	217
	23.2%	43.4%	29.6%	15.0%	23.5%	
	DK/NA	62	0	1	4	58
		5.2%	0.0%	0.6%	2.7%	6.2%
26b. A single-family home with a large yard	Total	1182	14	101	141	926
	Definitely Yes	667	12	62	83	510
		56.5%	86.1%	61.6%	58.9%	55.1%
	Probably Yes	287	1	23	40	224
		24.3%	4.1%	22.5%	28.0%	24.2%
	No	162	1	16	14	130
	13.7%	9.7%	15.9%	9.7%	14.1%	
	DK/NA	66	0	0	5	61
		5.6%	0.0%	0.1%	3.3%	6.6%
26c. A townhouse or condominium	Total	1182	14	101	141	926
	Definitely Yes	153	3	27	10	113
		12.9%	23.9%	27.1%	6.7%	12.2%
	Probably Yes	259	1	17	33	208
		21.9%	9.3%	16.9%	23.4%	22.4%
	No	667	9	48	89	521
	56.4%	66.8%	47.5%	62.7%	56.3%	
	DK/NA	103	0	9	10	84
		8.7%	0.0%	8.4%	7.1%	9.1%

Q26. Housing Option Preferences

Length of Residence Comparisons

		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
26d. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1182	14	101	141	926
	Definitely Yes	103	2	16	3	82
		8.7%	11.4%	16.3%	2.2%	8.8%
	Probably Yes	192	3	19	28	142
		16.2%	18.5%	18.9%	19.9%	15.3%
	No	807	7	61	102	637
	68.2%	52.1%	60.0%	72.4%	68.7%	
DK/NA	81	3	5	8	65	
	6.8%	18.0%	4.8%	5.5%	7.1%	
26e. An apartment	Total	1182	14	101	141	926
	Definitely Yes	119	4	22	16	77
		10.1%	29.9%	21.8%	11.5%	8.3%
	Probably Yes	195	0	12	14	169
		16.5%	0.0%	11.9%	9.7%	18.3%
	No	795	9	63	107	616
	67.3%	64.5%	62.8%	75.5%	66.5%	
DK/NA	72	1	4	5	63	
	6.1%	5.6%	3.5%	3.3%	6.8%	

Q26. Housing Option Preferences

Length of Residence Comparisons Continued

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One to less than five years	Five to less than ten years	Ten years or more
		(A)	(B)	(C)	(D)
26a. A single-family home with a small yard	Definitely Yes				
	Probably Yes				
	No	C	C		
	DK/NA				
26b. A single-family home with a large yard	Definitely Yes				
	Probably Yes				
	No				
	DK/NA	.a			B
26c. A townhouse or condominium	Definitely Yes		C D		
	Probably Yes				
	No				
	DK/NA	.a			
26d. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely Yes		C		C
	Probably Yes				
	No				
	DK/NA				
26e. An apartment	Definitely Yes	D	D		
	Probably Yes	.a			C
	No				
	DK/NA				

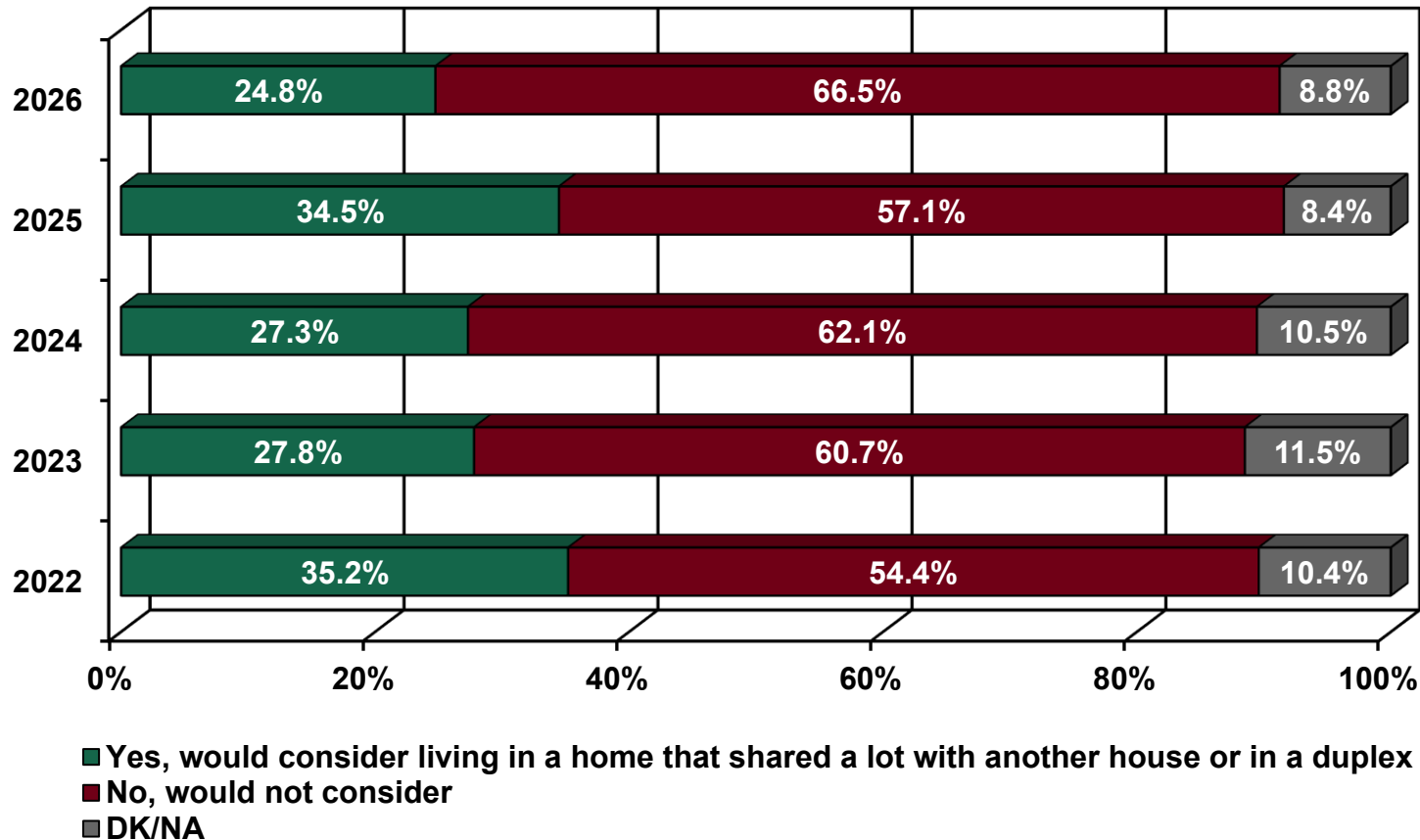
Q25 & Q26. Housing Option Preferences

Current Housing Comparisons

		25. 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		DK/NA		
		Column N %	Count	Column N %	Count	Column N %	Count	Column N %	Count	Column N %	Count	Column N %	Count	
26. Given your household income, would you consider living in _____ if you were to relocate within Kern County?	26a. A single-family home with a small yard	Definitely Yes	51.4%	228	22.6%	128	43.4%	10	0.0%	0	57.3%	62	29.6%	11
		Probably Yes	31.2%	138	37.2%	211	51.3%	12	0.0%	0	29.6%	32	29.6%	11
		No	11.5%	51	35.8%	203	5.2%	1	0.0%	0	9.5%	10	23.0%	9
		DK/NA	5.9%	26	4.4%	25	0.0%	0	0.0%	0	3.6%	4	17.8%	7
		Total Yes	82.6%		59.8%		94.8%		0.0%		86.9%		59.2%	
	26b. A single-family home with a large yard	Definitely Yes	50.7%	224	61.6%	350	67.5%	16	0.0%	0	57.9%	63	36.0%	14
		Probably Yes	24.6%	109	24.5%	139	18.6%	4	0.0%	0	20.5%	22	30.4%	12
		No	17.1%	76	10.2%	58	9.8%	2	0.0%	0	18.7%	20	13.5%	5
		DK/NA	7.6%	34	3.6%	21	4.1%	1	0.0%	0	2.9%	3	20.0%	8
		Total Yes	75.3%		86.2%		86.1%		0.0%		78.4%		66.4%	
	26c. A townhouse or condominium	Definitely Yes	9.6%	42	8.3%	47	47.6%	11	0.0%	0	43.1%	47	14.2%	5
		Probably Yes	20.0%	89	22.5%	128	19.6%	5	0.0%	0	25.9%	28	26.0%	10
		No	60.4%	268	63.0%	358	27.1%	6	0.0%	0	21.5%	23	29.3%	11
		DK/NA	10.0%	44	6.2%	35	5.8%	1	0.0%	0	9.5%	10	30.6%	12
		Total Yes	29.6%		30.8%		67.1%		0.0%		69.0%		40.1%	
	26d. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely Yes	7.7%	34	6.8%	39	11.2%	3	0.0%	0	20.0%	22	14.2%	5
		Probably Yes	15.4%	68	16.2%	92	22.2%	5	0.0%	0	21.2%	23	8.8%	3
		No	70.0%	310	71.6%	407	56.1%	13	0.0%	0	52.8%	57	49.1%	19
		DK/NA	6.9%	30	5.3%	30	10.5%	2	0.0%	0	6.1%	7	27.9%	11
		Total Yes	23.1%		23.0%		33.5%		0.0%		41.1%		23.0%	
26e. An apartment	Definitely Yes	8.3%	37	4.3%	24	17.1%	4	0.0%	0	42.9%	47	20.1%	8	
	Probably Yes	18.1%	80	11.3%	64	21.8%	5	0.0%	0	36.1%	39	16.5%	6	
	No	68.3%	302	80.2%	455	37.6%	9	0.0%	0	12.9%	14	37.6%	15	
	DK/NA	5.3%	24	4.3%	24	23.5%	6	0.0%	0	8.0%	9	25.9%	10	
	Total Yes	26.4%		15.5%		38.9%		0.0%		79.1%		36.5%		

Note Q27 is shown in the demographic section

Q28. Consider Living in a Home That Shares a Lot With Another House or Living in a Duplex



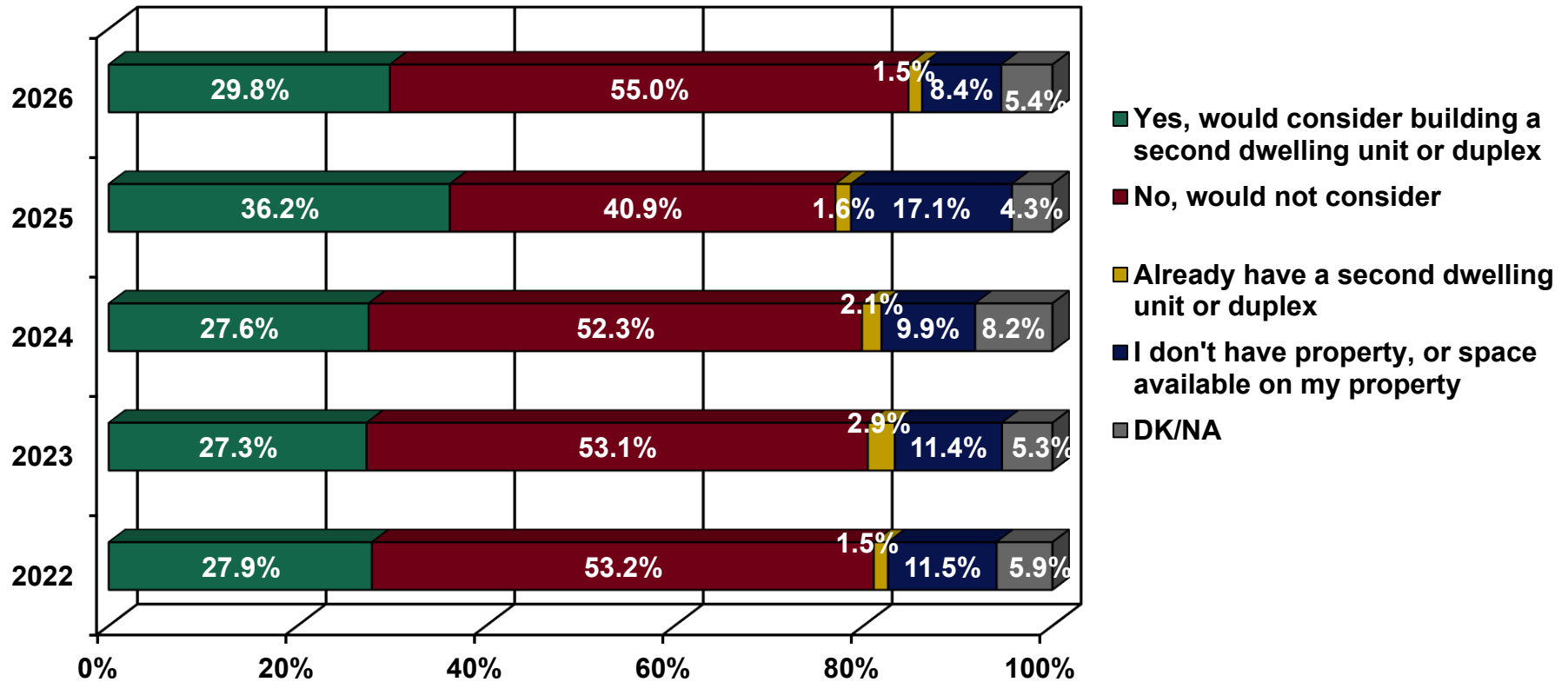
Q27. Consider Living in a Home That Shares a Lot With Another House or Living in a Duplex Age Comparisons

		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
28. Would you consider living in a home that shared a lot with another house or living in a duplex?	Total	1182	163	240	226	177	83	84	132	64	10	3
	Yes, would consider living in a home that shared a lot with another house or in a duplex	293	62	74	59	28	15	16	25	11	1	0
		24.8%	38.0%	30.9%	26.2%	16.1%	18.5%	19.4%	18.9%	16.9%	13.4%	0.0%
	No, would not consider	786	83	137	153	142	60	62	94	45	8	3
		66.5%	51.2%	57.1%	67.4%	79.9%	71.6%	73.6%	71.2%	70.8%	82.7%	88.9%
	DK/NA	104	18	29	14	7	8	6	13	8	0	0
		8.8%	10.8%	12.0%	6.3%	4.0%	10.0%	6.9%	9.9%	12.3%	3.9%	11.1%

Comparisons of Column Proportions^{b,c}

		Age									Not sure / DK/NA
		18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85 and over	
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
28. 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	D G	D								. ^a
	No, would not consider				AB		A	A			
	DK/NA										

Q29. Consider Building Second Dwelling Unit or Converting Home to Duplex (homeowners only)



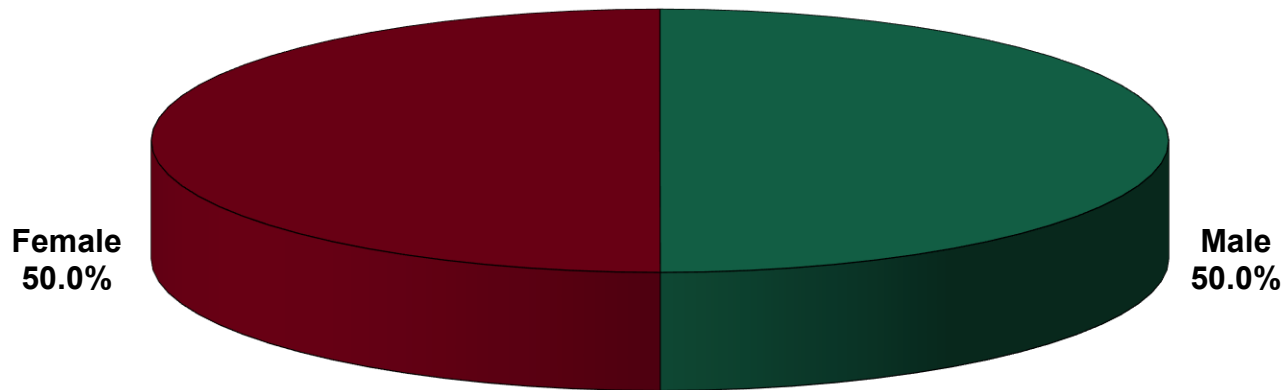


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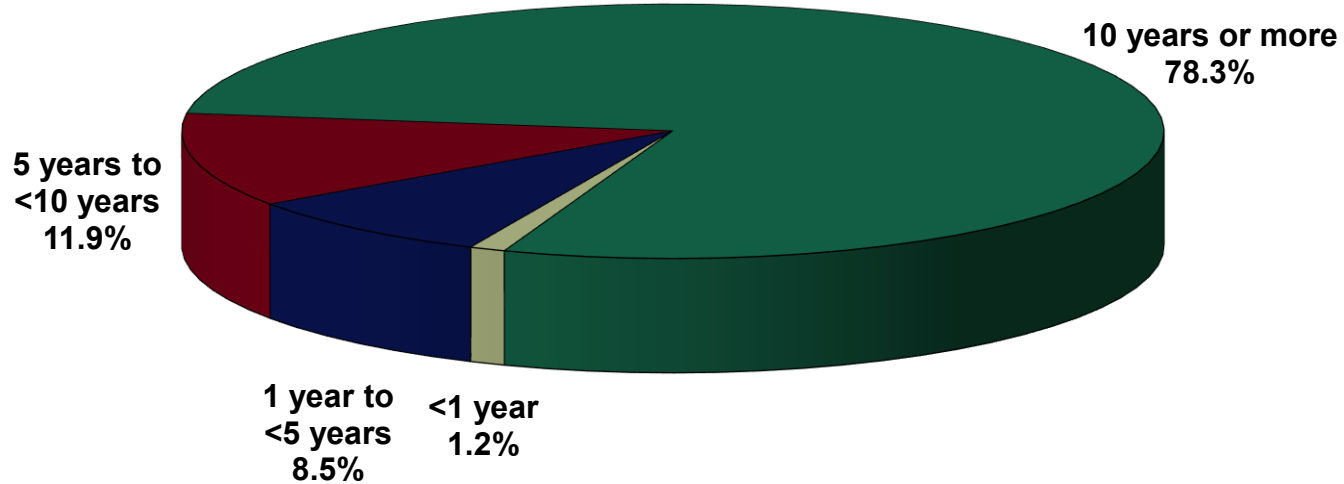


Appendix A: Additional Demographic Information

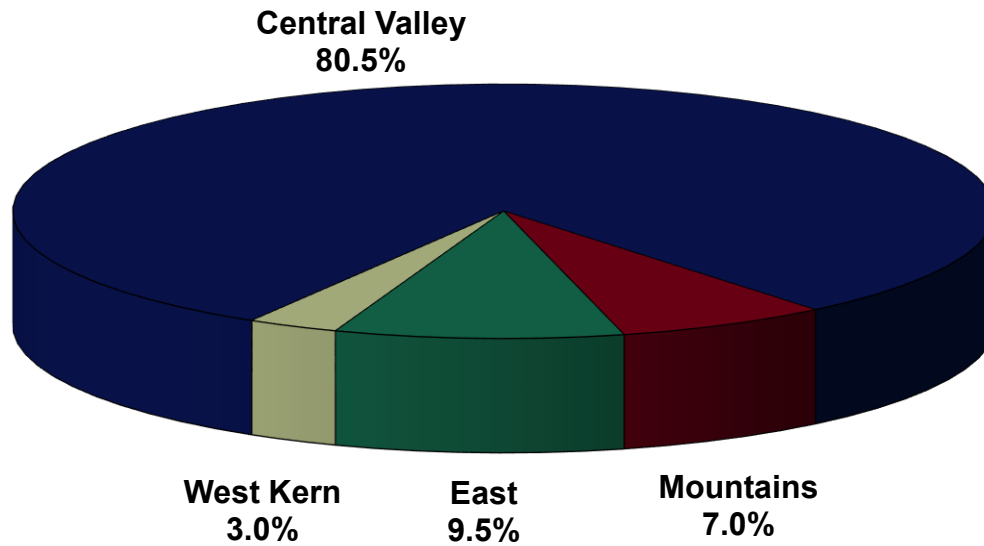
QA. Respondent's Gender



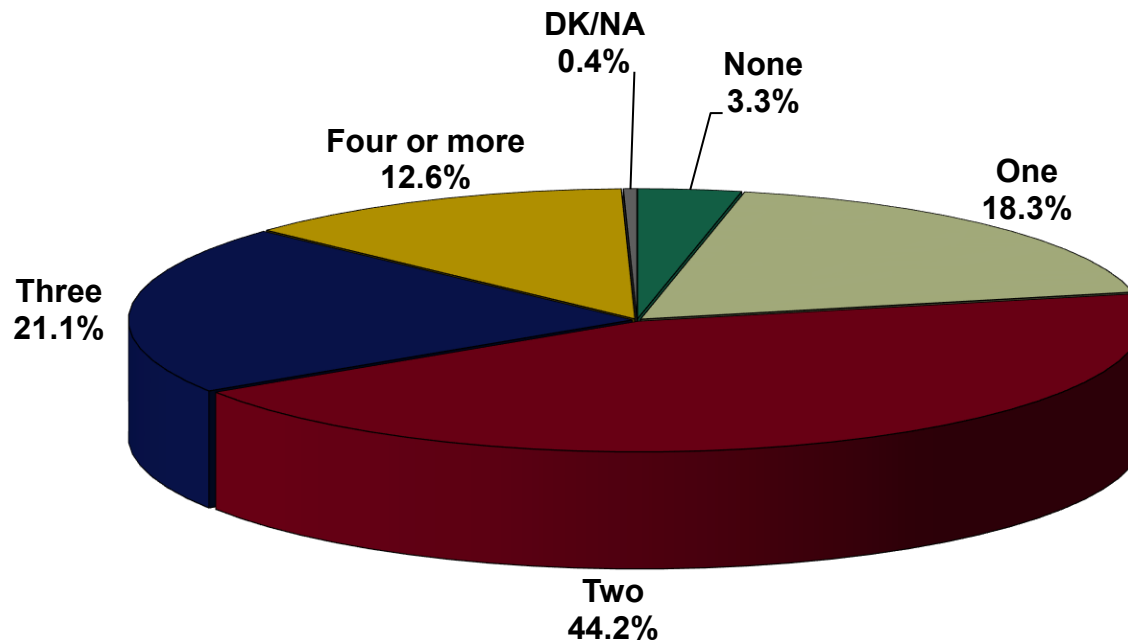
QB. Length of Residency in Kern County



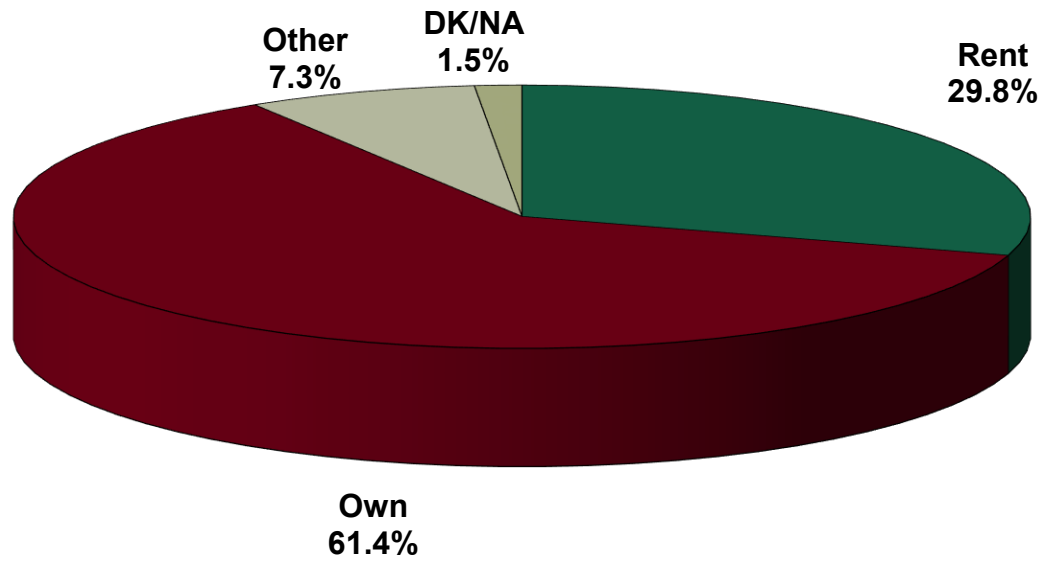
QC. Home Zip Code Area



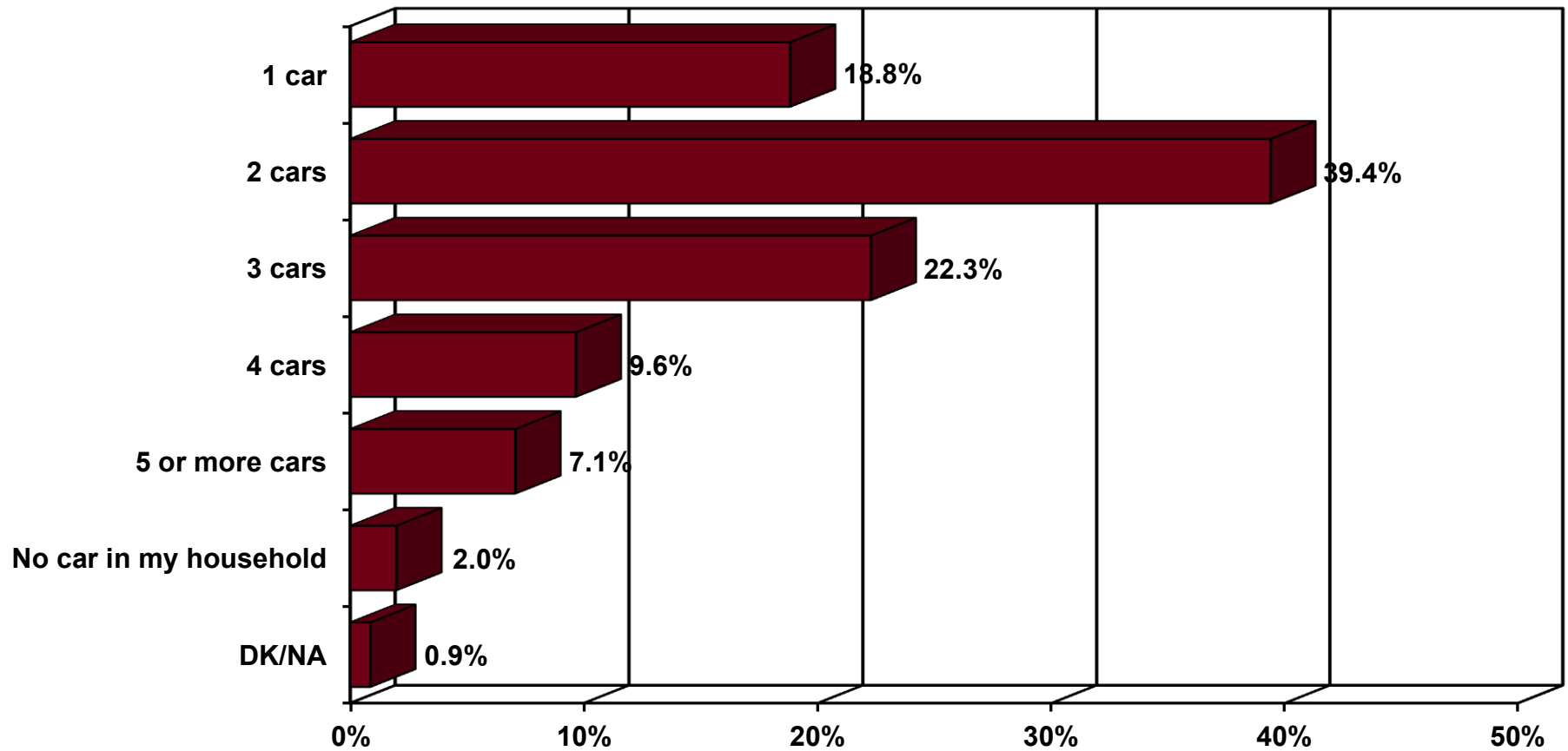
QD. Drivers in Household



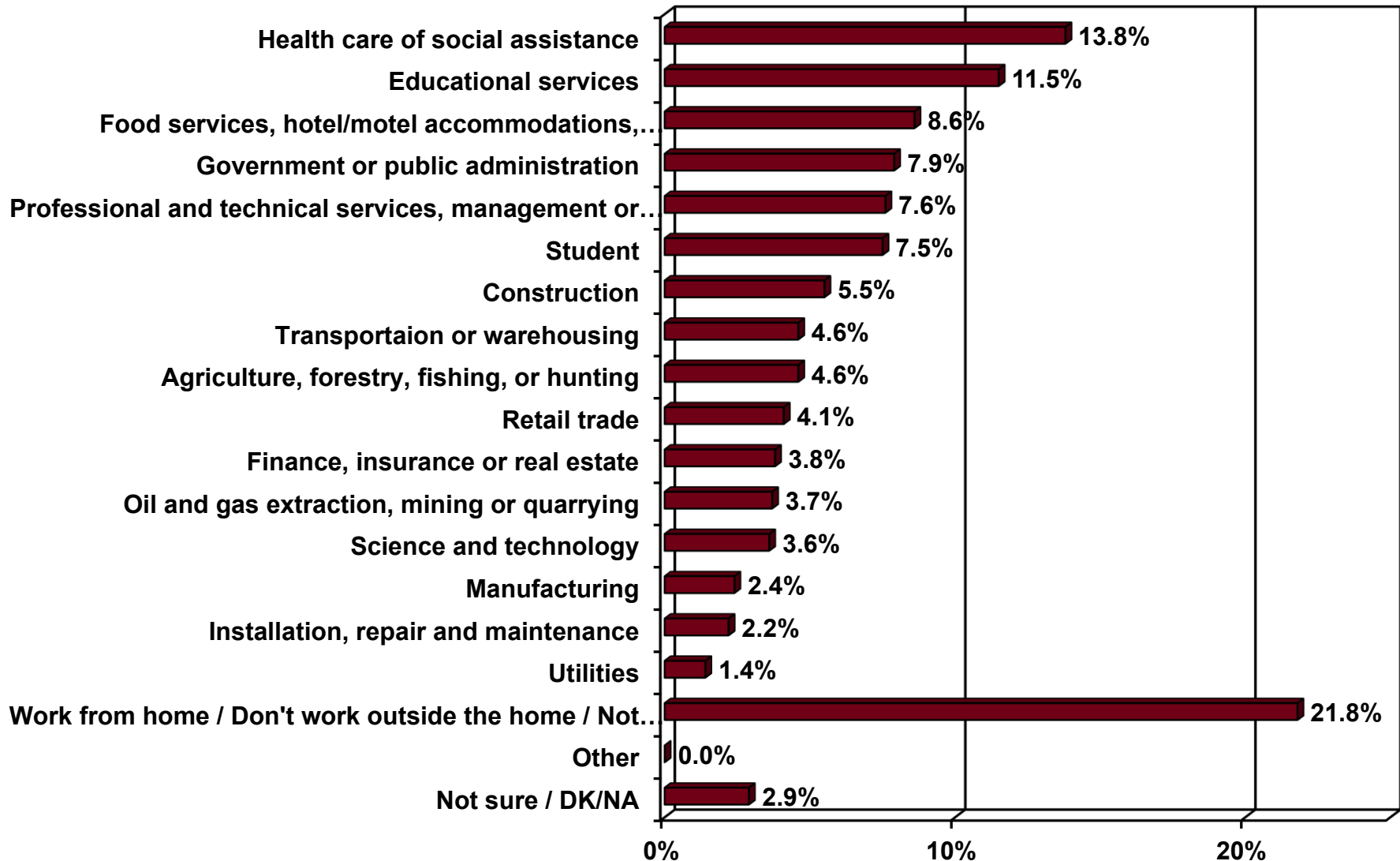
Q27. Own or Rent Residence



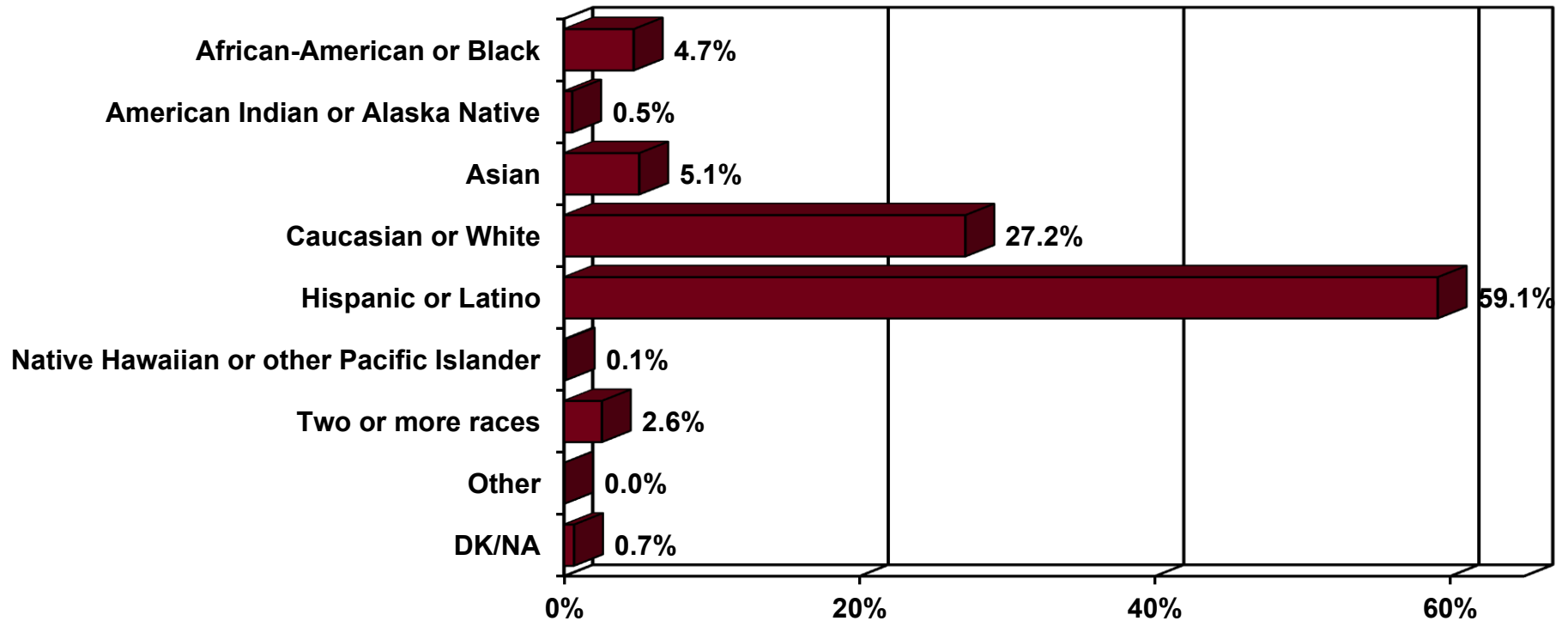
QE. Motor Vehicles in Household



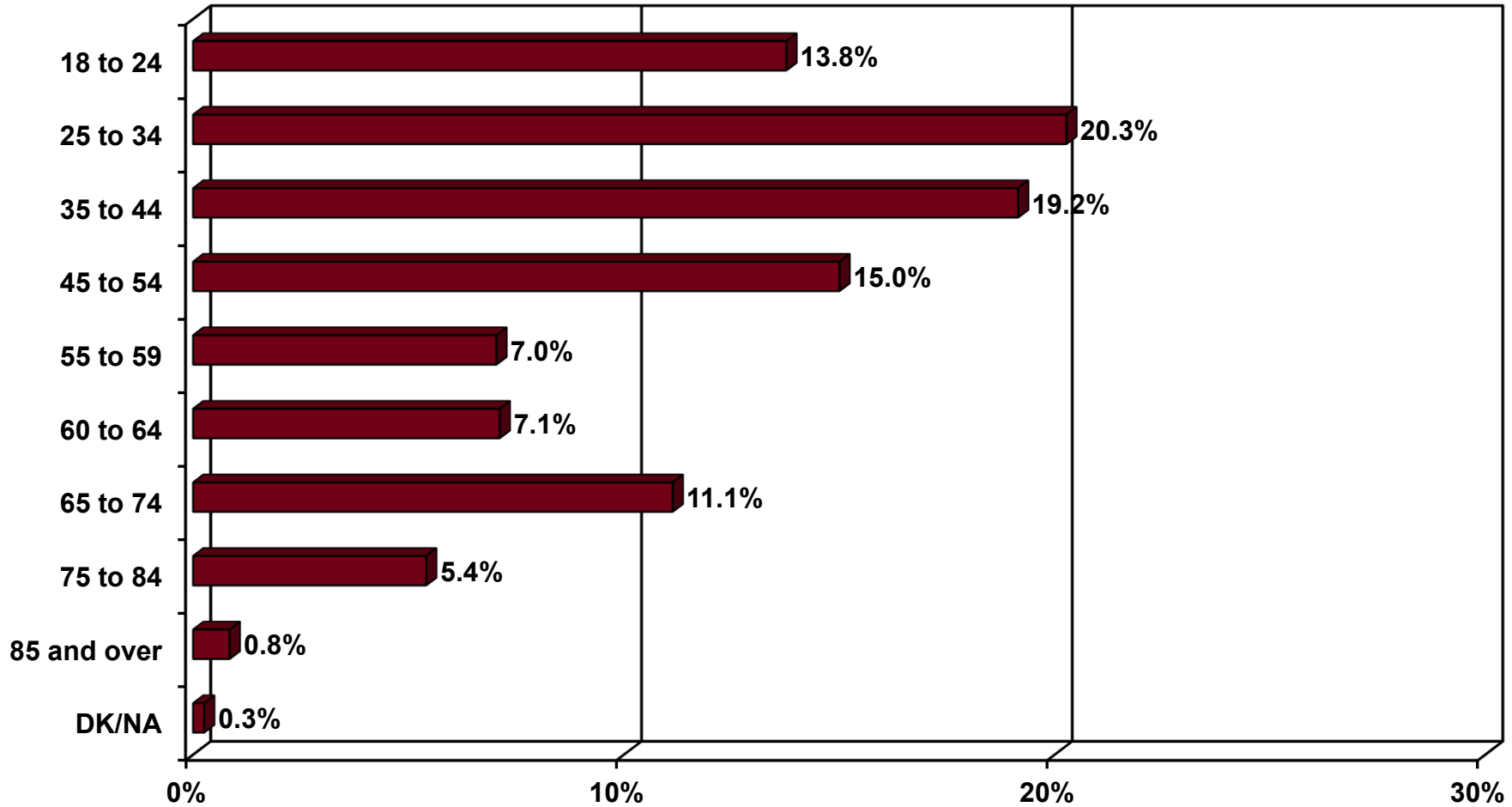
QF. Industry Employed In



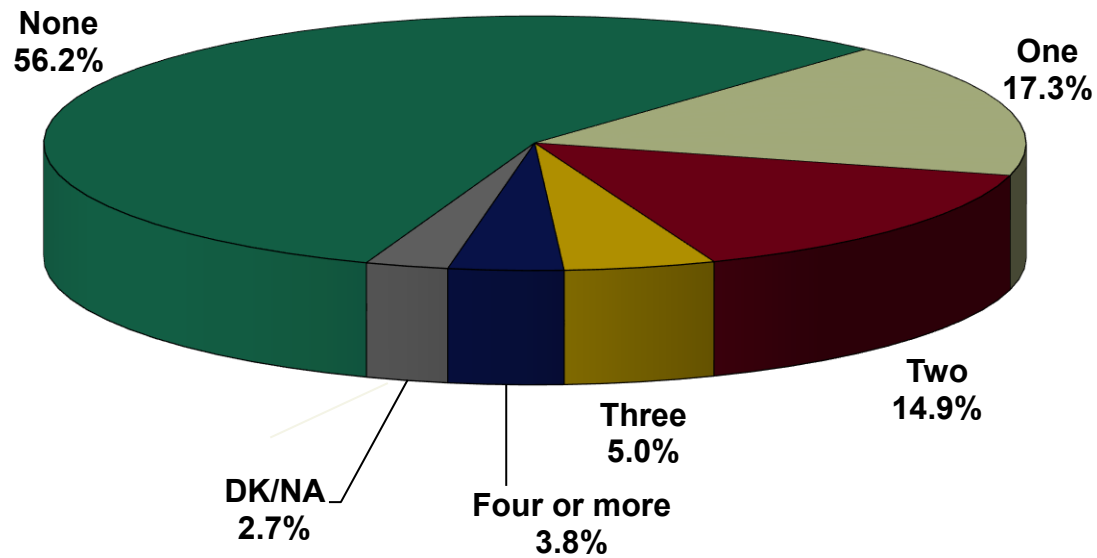
QG. Ethnicity



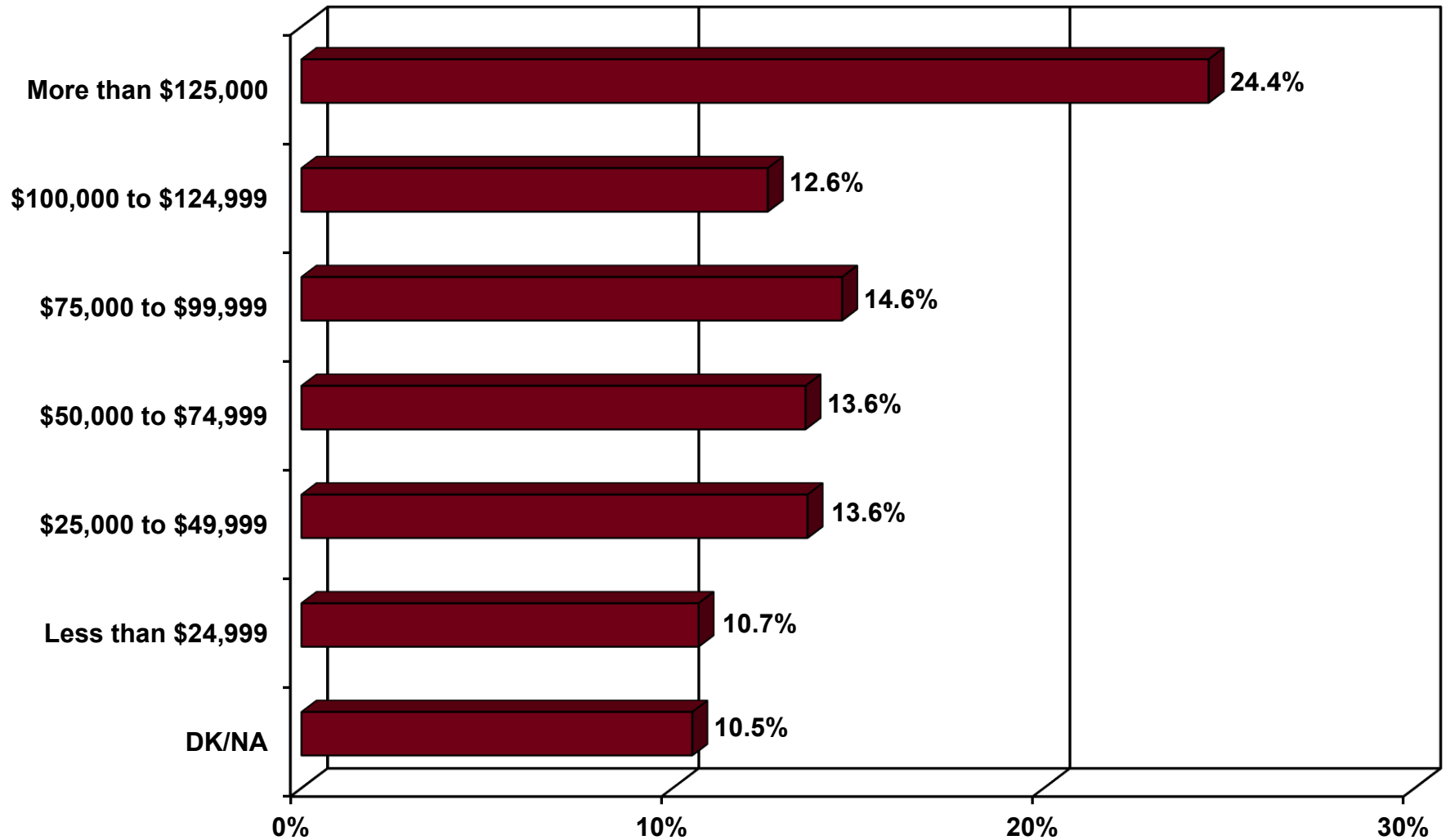
QH. Age



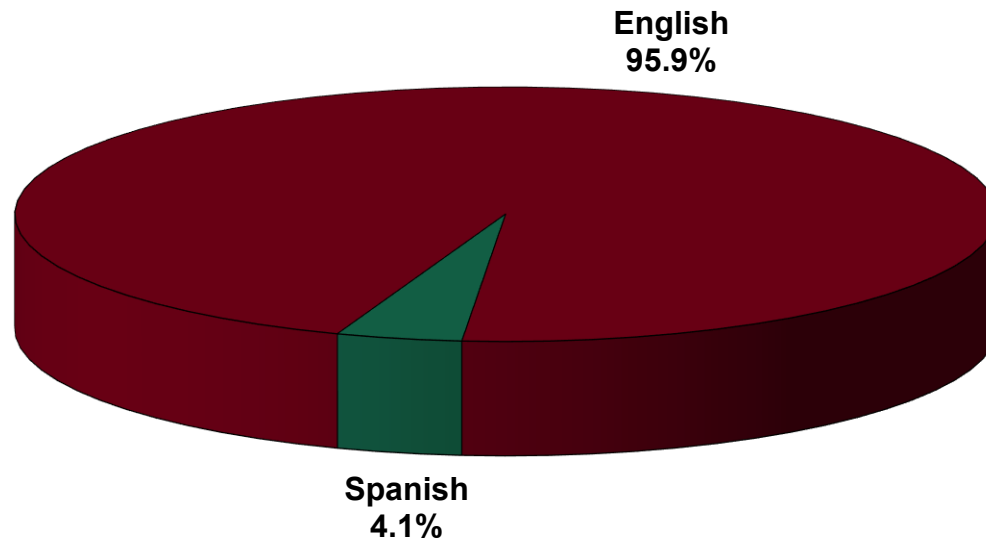
Q1. Number of Children Living in Household



QJ. Household Income



QK. Survey Language





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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, 49 interviews were conducted in Spanish.

Overall, 1,182 residents in Kern County completed the survey, representing the population of approximately 665,552 adult residents. The study parameters resulted in a margin of error of plus or minus 2.85 percent. Interviews were conducted from January 26 to February 23, 2026, and the average interview time was 25 minutes. Interviews were conducted in either Spanish (n = 49) or English (n = 1,133), 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=34), Mountains (n=251), and East Kern (n=236), and the remaining interviews were completed in the Central region (n=661). 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 2024 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, 23, and 24 were randomized to avoid such position bias.

Questions 3, 4, 6, 18, 23, 24 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 1,182 adult residents aged 18 or older was drawn from the estimated population of Kern County of approximately 665,552 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 1.77 and 2.85% for the survey.

This means that, for a given question with dichotomous response options (e.g., Yes/No) answered by 1,182 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 2.85%. 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 2.85) and 53% (50 plus 2.85).

The margin of error for a given question also depends on the distribution of responses to the question. The 2.85% 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 1.77%. 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

<i>n</i> =	Sampling Error by Distribution of Responses					665,552
	90% / 10%	80% / 20%	70% / 30%	60% / 40%	50% / 50%	
1,182	1.71%	2.28%	2.61%	2.79%	2.85%	665,552
1,000	1.86%	2.48%	2.84%	3.03%	3.10%	665,552
1,000	1.86%	2.48%	2.84%	3.03%	3.10%	665,552
800	2.08%	2.77%	3.17%	3.39%	3.46%	665,552
600	2.40%	3.20%	3.67%	3.92%	4.00%	665,552

Reading Crosstabulation Tables

The questions discussed and analyzed in this report comprise a subset of various crosstabulation tables available for each question. Generally, we have included gender, age, region in the report, however in this report we have defaulted to our current best practices of only showing these particular demographic tables when they are statistically significant (see next page). 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 women, 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		



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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

May 4, 2026

www.godberesearch.com

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 1220 Howard Avenue, Suite 250
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 c/o Agnes Alagueuzian
 Crisafi, Pryor & Farquhar
 1650 Borel Place, Suite 120
 San Mateo, CA 94402

METHODOLOGY

Sample Universe:
 - 665,552 Adults 18 years or older
 Sample Size:
 n=1,182
 Data Collection Methodology:
 n=27 Landline
 n=185 Cell
 n=970 Online from text invitation
 Margin of Error:
 - Adults 18 years or older ± 2.85%
 Interview Dates: January 26 to February 23, 2026
 Language:
 - English=1,133
 - Spanish=49
 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	16.0%	189	
	Somewhat satisfied	45.5%	537	
	Somewhat dissatisfied	23.7%	281	
	Very dissatisfied	13.9%	165	
	DK/NA	0.9%	10	
	Total Satisfaction	61.5%		
	Total Dissatisfaction	37.7%		
	Ratio Sat to Dissat	1.63		
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	8.0%	95	
	Somewhat better	24.5%	289	
	Stay about the same	23.1%	273	
	Somewhat worse	23.7%	280	
	Much worse	14.2%	168	
	DK/NA	6.6%	78	
	Total Better	32.5%		
Total Worse	37.8%			
	Ratio Better to Worse	0.86		
3. What do you like most about your city or town?	Small-town atmosphere	43.9%	519	
	Location	32.3%	382	
	Cost of living	28.2%	334	
	Sense of community	26.1%	309	
	Natural resources	25.4%	300	
	Cost of housing	23.8%	281	
	Weather and climate	20.2%	239	
	Cultural diversity	18.8%	223	
	Safe neighborhoods/Communities	17.4%	206	
	Farming and agriculture	16.3%	193	
	Quality of roads and infrastructure	7.7%	91	
	Quality of education	7.6%	89	
	Youth programs	5.3%	63	
	Well-planned growth	4.7%	56	
Other	0.4%	5		
	Not sure	6.6%	78	

	Total			
	Column N %	Count	Σ or Mean	
4. What do you like least about your city or town?	Homelessness	49.5%	585	
	Air quality	40.4%	478	
	Crime rate	37.5%	443	
	Job opportunities	32.2%	381	
	Lack of community resources	27.3%	323	
	Gang violence	26.4%	313	
	Cost of living	26.1%	309	
	Housing affordability	25.3%	299	
	Growth and planning	22.3%	263	
	Traffic congestion	18.5%	219	
	Public transportation	14.0%	166	
	Youth programs	14.0%	165	
	Farm land	10.9%	129	
	Other	21.6%	255	
	Not sure	1.8%	21	

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	2.1%	25	
	1	1.5%	17	
	2	8.3%	98	
	3	21.6%	255	
	4 EXTREMELY IMPORTANT	65.2%	771	86.8%
	DK/NA	1.3%	16	
5b. Encouraging new businesses to relocate to the County in order to diversify the local economy	0 NOT IMPORTANT	4.1%	49	
	1	4.7%	55	
	2	12.3%	146	
	3	24.4%	289	
	4 EXTREMELY IMPORTANT	52.0%	615	76.4%
	DK/NA	2.4%	29	
5c. Revitalizing older neighborhoods and business districts that are becoming rundown	0 NOT IMPORTANT	2.4%	29	
	1	3.8%	45	
	2	13.2%	156	
	3	24.7%	292	
	4 EXTREMELY IMPORTANT	55.5%	656	80.2%
	DK/NA	0.4%	4	
5d. Creating more affordable housing	0 NOT IMPORTANT	5.5%	65	
	1	5.2%	62	
	2	11.1%	131	
	3	15.0%	177	
	4 EXTREMELY IMPORTANT	63.0%	745	78.0%
	DK/NA	0.1%	2	
5e. Expanding highways	0 NOT IMPORTANT	8.6%	101	
	1	8.8%	104	
	2	23.0%	272	
	3	24.8%	294	
	4 EXTREMELY IMPORTANT	33.9%	401	58.8%
	DK/NA	0.9%	10	
5f. Reducing traffic congestion	0 NOT IMPORTANT	6.5%	77	
	1	7.1%	84	
	2	23.9%	283	
	3	22.0%	260	
	4 EXTREMELY IMPORTANT	39.9%	471	61.9%
	DK/NA	0.6%	7	
5g. Maintaining local streets and roads	0 NOT IMPORTANT	0.4%	4	
	1	1.9%	22	
	2	8.9%	106	
	3	20.8%	246	
	4 EXTREMELY IMPORTANT	68.0%	804	88.8%
	DK/NA	0.1%	1	
5h. Expanding local bus services	0 NOT IMPORTANT	10.2%	120	
	1	9.4%	111	
	2	21.9%	259	
	3	21.8%	258	
	4 EXTREMELY IMPORTANT	34.4%	407	56.2%
	DK/NA	2.4%	28	
5i. Improving public transportation to other cities	0 NOT IMPORTANT	10.2%	120	
	1	8.4%	99	
	2	18.4%	218	
	3	20.9%	247	
	4 EXTREMELY IMPORTANT	41.1%	486	62.0%
	DK/NA	1.0%	11	

		Total		
		Column N %	Count	Σ or Mean
5j. Maintaining and improving sidewalks and bike lanes	0 NOT IMPORTANT	5.6%	66	
	1	8.0%	95	
	2	18.0%	213	
	3	23.2%	274	
	4 EXTREMELY IMPORTANT	44.9%	531	68.1%
	DK/NA	0.4%	4	
5k. Providing public transportation, carpooling, and other alternatives to driving alone	0 NOT IMPORTANT	11.1%	131	
	1	9.6%	114	
	2	24.5%	289	
	3	19.9%	235	
	4 EXTREMELY IMPORTANT	33.6%	398	53.5%
	DK/NA	1.3%	16	
5l. Increasing telecommuting job opportunities	0 NOT IMPORTANT	8.6%	102	
	1	6.7%	79	
	2	22.2%	263	
	3	20.8%	245	
	4 EXTREMELY IMPORTANT	37.9%	448	58.7%
	DK/NA	3.8%	45	
5m. Improving air quality	0 NOT IMPORTANT	3.4%	41	
	1	4.3%	50	
	2	8.9%	106	
	3	15.0%	177	
	4 EXTREMELY IMPORTANT	67.8%	801	82.8%
	DK/NA	0.6%	7	
5n. Preserving water supply	0 NOT IMPORTANT	1.0%	11	
	1	1.3%	15	
	2	6.4%	76	
	3	16.8%	199	
	4 EXTREMELY IMPORTANT	73.4%	868	90.3%
	DK/NA	1.1%	13	
5o. Improving water quality	0 NOT IMPORTANT	1.7%	20	
	1	3.7%	44	
	2	8.5%	100	
	3	14.0%	166	
	4 EXTREMELY IMPORTANT	71.8%	848	85.8%
	DK/NA	0.3%	4	
5p. Preserving open spaces and native animal habitats	0 NOT IMPORTANT	3.2%	38	
	1	6.1%	72	
	2	15.4%	182	
	3	22.7%	268	
	4 EXTREMELY IMPORTANT	51.9%	614	74.6%
	DK/NA	0.6%	8	
5q. Developing a variety of housing options, including apartments, townhomes and condominiums	0 NOT IMPORTANT	9.5%	112	
	1	9.1%	107	
	2	16.1%	190	
	3	20.5%	242	
	4 EXTREMELY IMPORTANT	43.5%	514	64.0%
	DK/NA	1.3%	16	
5r. Improving fire and emergency medical services	0 NOT IMPORTANT	1.1%	14	
	1	3.0%	35	
	2	12.4%	147	
	3	23.5%	278	
	4 EXTREMELY IMPORTANT	59.1%	698	82.6%
	DK/NA	0.8%	9	

		Total		
		Column N %	Count	Σ or Mean
5s. Improving local health care and social services	0 NOT IMPORTANT	2.3%	27	
	1	2.5%	29	
	2	10.6%	125	
	3	18.6%	219	
	4 EXTREMELY IMPORTANT	65.5%	774	84.0%
	DK/NA	0.7%	8	
5t. Improving crime prevention and gang prevention programs	0 NOT IMPORTANT	2.5%	30	
	1	2.7%	31	
	2	8.8%	104	
	3	17.4%	205	
	4 EXTREMELY IMPORTANT	68.2%	806	85.5%
	DK/NA	0.5%	6	
5u. Improving the quality of public education	0 NOT IMPORTANT	1.4%	17	
	1	0.7%	8	
	2	6.0%	71	
	3	14.5%	171	
	4 EXTREMELY IMPORTANT	76.5%	905	91.0%
	DK/NA	1.0%	11	

IMPORTANCE OF SPECIFIC ISSUES – RANKED BY INTENSITY

	Total		
	Column N %	Count	Σ or Mean
5u. Improving the quality of public education			3.66
5n. Preserving water supply			3.62
5g. Maintaining local streets and roads			3.54
5o. Improving water quality			3.51
5a. Creating more high paying jobs			3.48
5t. Improving crime prevention & gang prevention programs			3.47
5s. Improving local health care and social services			3.43
5m. Improving air quality			3.40
5r. Improving fire and emergency medical services			3.38
5c. Revitalizing older neighborhoods and business districts that are becoming rundown			3.28
5d. Creating more affordable housing			3.25
5b. Encouraging new businesses to relocate to the County in order to diversify the local economy			3.18
5p. Preserving open spaces and native animal habitats			3.15
5j. Maintaining and improving sidewalks and bike lanes			2.94
5f. Reducing traffic congestion			2.82
5q. Developing a variety of housing options, including apartments, townhomes and condominiums			2.81
5i. Increasing telecommuting job opportunities			2.75
5l. Improving public transportation to other cities			2.75
5e. Expanding highways			2.67
5h. Expanding local bus services			2.62
5k. Providing public transportation, carpooling, and other alternatives to driving alone			2.56

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	67.3%	796
	Carpool or vanpool	9.0%	107
	Telecommute / Work from home / don't work outside the home	5.9%	69
	Hybrid Vehicle	4.8%	57
	Walk	4.5%	53
	Electric vehicle	4.0%	48
	Uber/Lyft	4.0%	47
	Traditional bus service	2.6%	30
	Bike / Electric bike	1.7%	20
	GET on Demand Assist/Dial-a-Ride	1.0%	12
	Plug-Hybrid Vehicle	0.4%	5
	Shuttle service	0.3%	4
	Not employed	4.1%	49
	Retired	15.5%	184
Other	0.3%	3	
Not sure	0.5%	5	
7. Do you work full time or part time, specifically do you work	Full time, 5 day work week	58.0%	551
	Full time, 4 day work week or compressed week	7.5%	72
	Flex schedule / hybrid work week	9.2%	87
	Part time	13.1%	124
	DK/NA	12.2%	116
8. How many miles do you commute a week	0-100	54.6%	483
	101-200	10.7%	95
	201-300	4.4%	39
	301-400	2.5%	22
	401-500	2.4%	21
	501+	2.5%	22
	Other	0.5%	4
	DK/NA	22.5%	199
8. How many miles do you commute a week (percent of those not "Retired" or "Not Employed")	0 to 20	18.0%	159
	21 to 40	8.8%	78
	41 to 60	12.5%	111
	61 to 80	5.2%	46
	81 to 100	10.0%	89
	101 to 200	11.2%	99
	201 to 300	4.4%	39
	301 to 400	2.5%	22
	401 to 500	2.4%	21
	501 +	2.5%	22
DK/NA	22.5%	199	
9. Do you telecommute or work from home at least one day a week?	Yes	17.1%	151
	No	79.4%	703
	DK/NA	3.6%	31
10. How many days a week do you telecommute to and from work or school?	1 day a week	15.0%	33
	2 days a week	15.5%	34
	3 days a week	10.6%	23
	4 days a week	7.4%	16
	5 days a week	25.7%	57
	6 days a week	1.7%	4
	7 days a week	7.0%	16
	None	10.6%	23
	DK/NA	6.4%	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?	More productive / Less wasted time commuting	29.4%	65		
	My company is requiring working from home	19.5%	43		
	Saving money	11.8%	26		
	Saving time	9.5%	21		
	Driving less / Putting fewer miles on my car	7.9%	17		
	Saving gas	4.8%	11		
	Saving the environment / Helping to prevent climate change	3.7%	8		
	Other (Please specify: _____)	6.7%	15		
	DK/NA	6.8%	15		
	12. How many days a week could you telecommute to and from work or school?	1 day a week	3.4%	25	
		2 days a week	3.7%	28	
3 days a week		3.9%	28		
4 days a week		3.9%	28		
5 days a week		11.6%	85		
6 days a week		1.3%	10		
7 days a week		4.1%	30		
None		60.6%	446		
13. What could be the most important reason for you to telecommute or work from home?	DK/NA	7.4%	55		
	Saving money	19.1%	141		
	More productive / Less wasted time commuting	11.8%	87		
	Saving gas	10.0%	74		
	Driving less / Putting fewer miles on my car	8.0%	59		
	Saving the environment / Helping to prevent climate change	8.0%	59		
	Saving time	7.4%	54		
	My company is requiring working from home	6.7%	50		
	Other (Please specify: _____)	2.6%	19		
	DK/NA	26.4%	194		
14. When did you start telecommuting?	More than 10 years ago	17.4%	38		
	5 to 10 years ago	17.5%	39		
	Less than 5 years ago	55.5%	122		
	DK/NA	9.7%	21		
15. How much has telecommuting decreased or increased the number of miles you drive a year?	Decreased by 1 to 5,000 miles	38.2%	84		
	Decreased by 5,001 miles or more	19.8%	44		
	About the same miles as driven as before	8.0%	18		
	Increased by 1 to 5,000 miles	1.5%	3		
	Increased by 5,001 miles or more	4.1%	9		
	DK/NA	28.4%	63		
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	6.8%	81		
	Good	30.6%	361		
	Fair	48.0%	567		
	Poor	13.9%	164		
	DK/NA	0.7%	8		
17. Have you noticed an increase in commercial truck traffic in Kern County?	Yes	53.6%	634		
	No	35.3%	417		
	DK/NA	11.1%	131		

		Total			
		Column N %	Count	Σ or Mean	
18. When did you first notice the increase?	0 to 2 years ago	35.5%	225		
	3 to 4 years ago	24.5%	155		
	4 to 6 years ago	19.5%	124		
	7 to 8 years ago	8.7%	55		
	9 to 10 years ago	3.7%	24		
	11 or more years ago	3.0%	19		
	DK/NA	5.1%	33		
	19. What do you think is the reason for the increased commercial truck traffic? [IF Q17 = Yes]	New / More businesses	15.5%	96	
		Additional demand in delivery / Post-Covid delivery behavior	11.1%	69	
		More trucking jobs	10.3%	64	
Population growth		7.4%	46		
Freeway availability / Main path		6.7%	41		
Large warehouses - General		5.7%	36		
Construction on roads / freeway		5.2%	32		
Amazon / Fulfillment Center / Distribution Center		3.5%	22		
Bakersfield		2.2%	14		
Highway 58		2.0%	12		
Walmart		1.4%	9		
Agricultural		1.4%	9		
West Parkway		0.9%	6		
Easier to get licenses		0.8%	5		
Trucking stops		0.7%	4		
Tariffs		0.3%	2		
Solar panels / Solar related		0.1%	1		
Port changes		0.1%	1		
Pipeline related issues		0.1%	0		
Improved economy		0.1%	0		
Fires / Natural disasters	0.0%	0			
Positive - General mention	0.0%	0			
Negative - General mention	0.3%	2			
Other	0.0%	0			
None	0.0%	0			
Not sure	39.7%	247			
20. Now here are two opinions, which one is most like your opinion? (READ BOTH OPINIONS)	The new warehouse facilities built in the last few years have caused more commercial truck traffic and are not worth the	10.6%	125		
	The new warehouse facilities built in the last few years have created new construction and distribution jobs, and increa	43.7%	517		
	Mixed opinions	33.2%	393		
	DK/NA	12.5%	148		
21. Should commercial trucks pay a higher vehicle registration fee in order to offset the additional road repairs required by heavy vehicles?	Yes	56.2%	664		
	No	27.1%	320		
	DK/NA	16.8%	198		

		Total		
		Column N %	Count	Σ or Mean
22. Now here are two more opinions. Which one is most like your opinion? [READ BOTH OPINIONS]	Some people say that electric vehicles, plug-in hybrid vehicles and hybrid vehicles should receive a discounted registration fee in order to provide car buyers more incentive to purchase an electric vehicle	30.6%	362	
	Some people say that electric vehicles, plug-in hybrid vehicles and hybrid vehicles should pay higher registration fees	33.4%	395	
	Mixed opinions	27.8%	329	
	DK/NA	8.2%	96	
23. As car buyers purchase more electric vehicles, how should gas tax revenue that helps repair our roads be replaced? [IF 22 = 1, discounted fee]	Should not pay any more	44.4%	161	
	Tax on electricity at charging stations	22.5%	81	
	Increase tax on oil and gas	14.3%	52	
	Registration fees	12.5%	45	
	Tax based on miles driven	7.2%	26	
	Insurance fees	2.7%	10	
	Other	5.0%	18	
	Not sure	8.0%	29	
24. 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, 13, 14, 98 OR 99]	Drive alone	55.5%	426	
	Electric vehicle	15.6%	120	
	Carpool or vanpool	15.2%	116	
	Shuttle service	15.1%	116	
	Hybrid Vehicle	14.2%	109	
	Bike / Electric bike / Scooter	13.0%	100	
	Plug-Hybrid Vehicle	10.3%	79	
	Walk	8.8%	68	
	Traditional bus service	8.2%	63	
	Uber/Lyft	5.9%	45	
	GET on Demand Assist/Dial-a-Ride	4.9%	38	
	Telecommute / Work from home / don't work outside the home	17.1%	131	
	Retired	0.0%	0	
	Not employed	0.0%	0	
	Other	0.0%	0	
	Not sure	6.0%	46	

HOUSING PREFERENCES

		Total		
		Column N %	Count	Σ or Mean
25. Next, please consider a variety of housing issues. Do you currently live in _____	A single-family home with a small yard	37.5%	443	
	A single-family home with a large yard	48.1%	568	
	A townhouse or condominium	2.0%	24	
	A building with offices and stores on the first floor and condominiums on the upper floors	0.0%	0	
	An apartment	9.2%	109	
26a. A single-family home with a small yard	DK/NA	3.3%	39	
	Definitely Yes	37.2%	440	
	Probably Yes	34.3%	406	
26b. A single-family home with a large yard	No	23.2%	275	
	DK/NA	5.2%	62	
	Definitely Yes	56.5%	667	
	Probably Yes	24.3%	287	
	No	13.7%	162	
26c. A townhouse or condominium	DK/NA	5.6%	66	
	Definitely Yes	12.9%	153	
	Probably Yes	21.9%	259	
	No	56.4%	667	
	DK/NA	8.7%	103	
26d. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely Yes	8.7%	103	
	Probably Yes	16.2%	192	
	No	68.2%	807	
	DK/NA	6.8%	81	
26e. An apartment	Definitely Yes	10.1%	119	
	Probably Yes	16.5%	195	
	No	67.3%	795	
	DK/NA	6.1%	72	
26b. A single-family home with a large yard			1.45	
26a. A single-family home with a small yard			1.15	
26c. A townhouse or condominium			0.52	
26e. An apartment			0.39	
26d. A building with offices and stores on the first floor and condominiums on the upper floors			0.36	
27. Do you currently rent or own your place of residence?	Rent	29.8%	352	
	Own	61.4%	726	
	Other	7.3%	87	
	DK/NA	1.5%	18	
28. 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	24.8%	293	
	No, would not consider	66.5%	786	
	DK/NA	8.8%	104	
29. 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	29.8%	216	
	No, would not consider	55.0%	399	
	Already have a second dwelling unit or duplex	1.5%	11	
	I don't have property, or space available on my property	8.4%	61	
	DK/NA	5.4%	39	

DEMOGRAPHICS

		Total		
		Column N %	Count	Σ or Mean
A. Respondent's Gender	Male	50.0%	591	
	Female	50.0%	591	
B. How many years have you lived in Kern County?	Less than one year	1.2%	14	
	One year to less than five years	8.5%	101	
	Five years to less than ten years	11.9%	141	
	10 years or more	78.3%	926	
	Do not live in Kern County	0.0%	0	
	DK/NA	0.0%	0	
C. Area	West Kern	3.0%	35	
	Central Region	80.5%	952	
	Mountains	7.0%	82	
	East Kern	9.5%	112	
D. Including yourself, how many drivers live in your household?	None	3.3%	39	
	One	18.3%	217	
	Two	44.2%	522	
	Three	21.1%	249	
	Four or more	12.6%	149	
	DK/NA	0.4%	5	
E. How many motor vehicles does your household have?	1 motor vehicle / car	18.8%	222	
	2 motor vehicles / cars	39.4%	465	
	3 motor vehicles / cars	22.3%	263	
	4 motor vehicles / cars	9.6%	114	
	5 or more motor vehicles / cars	7.1%	83	
	No car in my household	2.0%	23	
F. What industry do you work in?	DK/NA	0.9%	10	
	Health care of social assistance	13.8%	163	
	Educational services	11.5%	136	
	Food services, hotel/motel accommodations, Entertainment or recreation	8.6%	102	
	Government of public administration	7.9%	93	
	Professional and technical services, management or administrative	7.6%	90	
	Student	7.5%	89	
	Construction	5.5%	65	
	Transportation or warehousing	4.6%	55	
	Agriculture, forestry, fishing, or hunting	4.6%	54	
	Retail trade	4.1%	48	
	Finance, insurance, or real estate	3.8%	45	
	Oil and gas extraction, mining or quarrying	3.7%	44	
	Science and technology	3.6%	42	
	Manufacturing	2.4%	28	
	Installation, repair and maintenance	2.2%	26	
	Utilities	1.4%	16	
	Wholesale trade	0.7%	8	
	Work from home / Don't work outside the home / Not employed	21.8%	258	
	Other	0.0%	0	
Not sure / DK/NA	2.9%	34		

		Total		
		Column N %	Count	Σ or Mean
G. What ethnic group or groups do you consider yourself a part of?	African-American or Black	4.7%	56	
	American Indian or Alaska Native	0.5%	6	
	Asian	5.1%	60	
	Caucasian or White	27.2%	321	
	Hispanic or Latino	59.1%	699	
	Native Hawaiian or other Pacific Islander	0.1%	1	
	Two or more races	2.6%	30	
	Other (Please specify: _____)	0.0%	0	
	DK/NA	0.7%	8	
	H. What is your age?	18 to 24	13.8%	163
25 to 34		20.3%	240	
35 to 44		19.2%	226	
45 to 54		15.0%	177	
55 to 59		7.0%	83	
60 to 64		7.1%	84	
65 to 74		11.1%	132	
75 to 84		5.4%	64	
85 and over		0.8%	10	
DK/NA		0.3%	3	
I. How many children under the age of 18 live in your household?	None	56.2%	665	
	One	17.3%	205	
	Two	14.9%	177	
	Three	5.0%	59	
	Four or more	3.8%	45	
	DK/NA	2.7%	32	
J. To wrap things up, what is your total annual household income?	Less than \$24,999	10.7%	126	
	\$25,000 to \$49,999	13.6%	161	
	\$50,000 to \$74,999	13.6%	160	
	\$75,000 to \$99,999	14.6%	172	
	\$100,000 to \$124,999	12.6%	148	
	More than \$125,000	24.4%	289	
	DK/NA	10.5%	124	
K. Language	English	95.9%	1133	
	Spanish	4.1%	49	
L. Gender	Male	46.9%	554	
	Female	50.3%	595	
M. Age	Unknown	2.8%	33	
	18-29	22.1%	262	
	30-39	19.6%	231	
	40-49	16.3%	192	
	50-64	20.3%	240	
	65+	21.1%	250	
	Not coded	0.6%	7	
	East and South Asian	1.9%	23	
	European	29.9%	353	
	Hispanic and Portuguese	60.3%	712	
N. Broad Ethnic Groupings	Likely African-American	0.8%	9	
	Other	1.3%	15	
	Unknown	5.9%	69	
	Inferred Married	18.0%	213	
O. Marital Status	Inferred Single	6.4%	75	
	Married	22.2%	263	
	Single	13.4%	159	
	Unknown	39.9%	472	

		Total		
		Column N %	Count	Σ or Mean
P. Education	Did not complete high school likely	2.4%	27	
	Completed high school likely	11.9%	134	
	Attended but did not complete college likely	4.7%	53	
	Completed college likely	23.6%	266	
	Attended vocational/technical school likely	0.2%	2	
	Completed graduate school likely	5.8%	65	
	Unknown	51.5%	580	
	Homeowner	47.5%	562	
Q. Homeownership Status	Probable Home Owner	0.0%	0	
	Renter	25.8%	305	
	Unknown	26.6%	315	
R. Presence of Children	Yes	29.1%	344	
	No	45.7%	540	
	Unknown	25.2%	298	
S. Veteran	Yes	2.6%	30	
	No	97.4%	1097	
T. Estimated Income Range	\$1,000-\$14,999	3.6%	40	
	\$15,000-\$24,999	3.5%	39	
	\$25,000-\$34,999	8.6%	97	
	\$35,000-\$49,999	12.6%	142	
	\$50,000-\$74,999	17.9%	202	
	\$75,000-\$99,999	14.2%	160	
	\$100,000-\$124,999	4.3%	48	
	\$125,000-\$149,999	22.2%	250	
	\$150,000-\$174,999	2.5%	29	
	\$175,000-\$199,999	2.8%	32	
	\$200,000-\$249,999	2.4%	27	
	\$250,000 and up	1.7%	19	
	Unknown	3.8%	43	
U. Home Estimated Current Value Range	\$1000 - \$24999	0.1%	1	
	\$25000 - \$49999	0.0%	0	
	\$50000 - \$74999	0.7%	8	
	\$75000 - \$99999	0.7%	8	
	\$100000 - \$124999	1.9%	21	
	\$125000 - \$149999	2.3%	25	
	\$150000 - \$174999	2.9%	32	
	\$175000 - \$199999	3.3%	36	
	\$200000 - \$224999	5.5%	60	
	\$225000 - \$249999	4.1%	45	
	\$250000 - \$274999	6.4%	70	
	\$275000 - \$299999	5.4%	59	
	\$300000 - \$349999	10.1%	110	
	\$350000 - \$399999	15.0%	164	
	\$400000 - \$449999	12.4%	135	
	\$450000 - \$499999	9.5%	104	
	\$500000 - \$749999	14.5%	159	
	\$750000 - \$999999	3.7%	40	
	\$1000000 Plus	1.4%	15	
	Unknown	0.0%	0	

		Total		
		Column N %	Count	Σ or Mean
V. Social Ranking Index	1	3.9%	44	
	2	18.9%	213	
	3	13.0%	146	
	4	10.3%	116	
	5	17.0%	191	
	6	10.8%	122	
	7	16.7%	188	
	8	4.6%	52	
	10	0.1%	1	
	Unknown	4.8%	54	
W. Individual Party	American Independent	4.4%	50	
	Democratic	33.3%	375	
	Green	0.7%	8	
	Libertarian	1.0%	11	
	Natural Law	0.0%	0	
	Non-Partisan	20.8%	234	
	Other	1.1%	13	
	Peace and Freedom	1.1%	13	
	Reform	0.0%	0	
	Republican	37.4%	421	
X. Household Party Type	Unknown	0.2%	2	
	No data	0.0%	0	
	Dem	25.2%	283	
	Dem&Ind	12.4%	139	
	Dem&Rep	5.3%	59	
	Dem&Rep&Ind	1.0%	12	
	Ind	17.9%	202	
	Rep	28.8%	324	
	Rep&Ind	9.5%	107	
	No data	0.0%	0	
Y. Household Gender Composition	Mixed Gender Household	53.8%	606	
	Female Only Household	23.2%	261	
	Male Only Household	20.1%	226	
	Cannot Determine	2.9%	33	
	No data	0.0%	0	
Z. Registration Date	2025 to present	33.1%	373	
	2021-2024	47.8%	538	
	2017-2020	12.2%	138	
	2013-2016	2.2%	25	
	2009-2012	1.1%	12	
	2005-2008	1.2%	14	
	2001-2004	0.8%	9	
	1997-2000	0.4%	5	
	1993-1996	0.6%	6	
	1981-1992	0.5%	6	
AA. Voting Frequency	1980 or before	0.0%	0	
	Not coded	0.0%	0	
	0	16.7%	188	
	1	14.3%	161	
	2	10.8%	122	
	3	8.1%	91	
	4	7.5%	85	
	5	7.6%	86	
	6	7.2%	82	
	7	9.5%	107	
8	18.2%	205		

		Total		
		Column N %	Count	Σ or Mean
CC. Household Voter Count	1	41.0%	462	
	2	40.8%	460	
	3	14.5%	164	
	4	3.0%	33	
	5	0.5%	6	
	6	0.1%	1	
	7	0.1%	1	
	No data	0.0%	0	
DD. Supervisorial District	District 1	24.7%	291	
	District 2	21.3%	252	
	District 3	20.6%	243	
	District 4	17.5%	207	
	District 5	15.9%	188	
	Other	0.0%	0	
	Arvin	1.7%	20	
EE. City	Bakersfield	62.8%	743	
	California City	1.8%	21	
	Delano	4.9%	58	
	Maricopa	0.0%	0	
	McFarland	0.6%	8	
	Ridgecrest	4.2%	50	
	Shafter	1.1%	13	
	Taft	1.8%	21	
	Tehachapi	5.7%	68	
	Wasco	1.9%	22	
	Unincorporated	13.3%	157	



GODBE RESEARCH
Gain Insight



Appendix D: Questionnaire



KERN COUNCIL OF GOVERNMENTS

2026 Community Survey

Questionnaire
n=1,200
Current: 25 minutes
Hybrid: Phone & Online
Spanish Translation
Universe: Residents of Kern County, 18 years or older
Data collection: January 20 to 31, 2025

May 4, 2026

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
2026 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 (Jay Schlosser, 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

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

May 4, 2026

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,

Jay Schlosser
Executive Director
Kern Council of Governments

CLIENT EMAIL SETUP INFORMATION

Step 1

As we have discussed in the past, providing resident lists to update the voter file is helpful, but not required. Because of the changing survey environment, we are looking for resident lists that would include a cell phone number to match and update the voter file as well as help identify non-voters. 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	lgodbe@godberesearch.com	650-533-2320	650-288-3041	1575 Old Bayshore Highway	Burlingame	CA	94010

Step 2

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

Client Check List

- 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 resident 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-----

93461-----

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-----
93504-----
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

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
 Carpool or vanpool ----- 2
 Drive alone (gas or diesel car, truck, motorcycle) - 3
 Electric vehicle (EV) ----- 4
 Plug-Hybrid Vehicle ----- 5
 Hybrid Vehicle ----- 6
 Shuttle service ----- 7
 Traditional bus service ----- 8
 Uber / Lyft ----- 9
 GET on Demand Assist / Dial-a-Ride-----10
 Walk -----11
 Telecommute / Work from home / Don't work outside the home / -----12
 Retired -----13
 Not employed-----14
 Other [SPECIFY] -----98
 [ONLINE] Not sure /
 [PHONE DON'T READ] DK/NA -----99

7. [IF Q6 ≠ 13 or 14, 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 ≠ 12 or 13 or 14, 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 ≠ 12 or 13 or 14, 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 = 12 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 = 12 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 ≠ 12 AND 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 ≠ 12 AND 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 = 12 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 = 12 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 Kern County?

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

18. [IF Q 17 = 1, ASK:] When did you first notice the increase?

- 0 to 2 years ago ----- 1
- 3 to 4 years ago ----- 2
- 4 to 6 years ago ----- 3
- 7 to 8 years ago ----- 4
- 9 to 10 years ago ----- 5

11 or more years ago----- 6
 [ONLINE] Not sure /
 [PHONE DON'T READ] DK/NA -----99

19. [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

20. 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 few 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 few 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

21. 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

22. 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, plug-in hybrid vehicles and hybrid vehicles should receive a discounted registration fee in order to provide car buyers more incentive to purchase an electric vehicle ----- 1
 Opinion D: Some people say that electric vehicles, plug-in hybrid vehicles and hybrid 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

23. [IF 22 = 1, ASK:] As car buyers purchase more electric and hybrid vehicles, that do not pay gas taxes, how should gas tax revenue that helps repair our roads be replaced?[MULTIPLE RESPONSE OK; READ RANDOMIZE; ONLINE: SHOW LIST RANDOMIZE]

Increase tax on oil and gas ----- 1
 Tax on electricity at charging stations ----- 2
 Tax based on miles driven ----- 3
 Registration fees ----- 4
 Insurance fees ----- 5
 Should not pay any more ----- 6
 (Please specify:) -----98
 [ONLINE] Not sure /
 [PHONE DON'T READ] DK/NA -----99

24. [ASK ONLY IF Q6 = 3, DRIVE ALONE; SKIP IF Q6 =1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 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
 Plug-Hybrid Vehicle ----- 5
 Hybrid Vehicle ----- 6
 Shuttle service ----- 7
 Traditional bus service ----- 8
 Uber / Lyft ----- 9
 GET on Demand Assist / Dial-a-Ride ----- 10
 Walk ----- 11
 Telecommute / Work from home / Don't work outside the home / ----- 12
 Retired ----- 13
 Not employed ----- 14
 Other [SPECIFY] ----- 98
 [ONLINE] Not sure /
 [PHONE DON'T READ] DK/NA -----99

HOUSING PREFERENCES

25. 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

26. 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]

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

27. 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

28. 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

29. [IF Q27 = 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 RANDOMIZE, 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

2025 General Election	1
2024 General Election	2
2024 Primary Election	3
2022 Primary Election	4
2022 General Election	5
2020 Primary Election	6
2020 General Election	7
2018 Primary Election	8

2018 General Election----- 9
2016 Primary Election-----10
2016 General Election-----11
2014 Primary Election-----12
2014 General Election-----13
2012 Primary Election-----14
2012 General Election-----15
2010 Primary Election-----16
2010 General Election-----17
2008 Primary Election-----18
2008 General Election-----19

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: _____



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