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Investing in California's Transportation Future: 2022 Public Opinion on Critical Needs

Asha Weinstein Agrawal, PhD
Hilary Nixon, PhD

MINETA TRANSPORTATION INSTITUTE

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INVESTING IN CALIFORNIA'S TRANSPORTATION FUTURE: 2022 PUBLIC OPINION ON CRITICAL NEEDS

Asha Weinstein Agrawal, PhD
Hilary Nixon, PhD

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16. Abstract

This study surveyed 3,821 adults living in California about their general travel behaviors and resources, use of ride-hailing, performance ratings for the transportation system and agencies responsible for transportation, transportation system improvement priorities, and preference for how transportation funds are allocated. Key findings include the following:

- Californians are multi-modal: Although driving was the most common mode, respondents reported that in the previous 30 days 66% had made a walk trip, 28% had used ridehailing, 25% had used public transit, and 22% had bicycled.
- Although many respondents had at least once substituted ride-hailing for transit, walking, or bicycling and micromobility, the impact on those modes was nuanced. For example, although 64% of respondents who used ride-hailing had done so at least once when transit was available, only about a quarter of ride-hailers (27%) felt that they used transit less once they started ride-hailing. Another 16% of ride-hailers said they rode transit more after they started ride-hailing.
- Virtually all respondents—over 90%—wanted the state to work towards better safety and maintenance; reduced congestion, greenhouse gas emissions, and air pollution; and convenient multimodal travel options.
- Large majorities of respondents placed a medium or high priority on transportation spending options to support all modes.

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Mineta Transportation Institute
College of Business
San José State University
San José, CA 95192-0219

Tel: (408) 924-7560
Fax: (408) 924-7565
Email: mineta-institute@sjsu.edu

transweb.sjsu.edu

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1. INTRODUCTION

This report summarizes the results from an online survey asking a representative sample of 3,821 California adults their opinions about transportation infrastructure and services in the state. Respondents completed the survey between March 9 and July 26, 2022.

The survey questions covered four main topics: the travel modes respondents use and information about a primary vehicle (if used); reasons why they use ride-hailing services (if they do); their rating of current transportation systems; and their goals and spending priorities for future investments. In addition, the survey collected basic personal characteristics, including standard sociodemographic variables and home location.

The report is organized as follows. Chapter 2 presents details about the survey design and administration. Chapter 3 presents findings about the modes Californians use, their driving, and their use of ride-hailing. Chapter 4 presents findings on respondents' evaluation of the current transportation system and agencies, as well as goals and spending priorities for improving the system.

2. SURVEY DESIGN AND ADMINISTRATION

The online survey was completed by 3,821 California adults in the spring and summer of 2022. Respondents were recruited by Qualtrics through an online panel sample. This chapter describes the questionnaire design, survey sampling and administration, and socio-demographic characteristics of the respondents.

2.1 QUESTIONNAIRE DESIGN

The underlying research goal was to gather information on four topics:

1. Basic travel behavior choices and travel resources

2. Ride-hailing use and the extent to which the availability of ride-hailing services reduces use of walking, bicycling, and public transit

3. Evaluation of transportation system and agency performance

4. Preferences for how transportation funds are allocated

5. For each of these topics, we evaluated both statewide survey responses and how responses varied by personal characteristics such as socio-demographics and geography.

Travel Behavior and Resources

This section of the survey asked questions on the following topics:

- Modes used: Whether respondents had used any of six modes in the previous 30 days: drive yourself, ride as a vehicle passenger, public transit, taxi, ride-hail, walk, and ride a bicycle or small device like an electric scooter.

- Health or other physical limitations: Whether respondents had health conditions or other physical limitations that constrained their ability to walk, ride a bicycle, drive, and/or take public transit.

- Driving and vehicle ownership: Respondents indicated how many miles they drove for personal reasons in the past 12 months and the fuel economy of the vehicle they used most often (miles per gallon).

- Transit pass: Respondents were asked whether they had a weekly, monthly, or annual transit pass.

Ride-hailing

Respondents answered a series of questions about whether they had ever used ride-hailing, why they chose it, and whether it led them to change the frequency they used other modes:

- Ride-hailing experience: Respondents were asked if they had ever used ride-hailing any of three ways: booking a trip themselves, taking a trip someone else booked for them, or riding along with someone else who had booked the trip.

- Substituting ride-hailing for other modes: Respondents were asked if they had ever used ride-hailing at a time when they had the option to take transit, walk, or ride a bicycle or other small device such as an electric scooter or skateboard. In addition, for those who had done so, they estimated whether the availability of ride-hailing had led them to use the other modes either more or less often.

- Reasons to prefer ride-hailing: Respondents were presented with potential reasons they might use ride-hailing instead of taking transit, walking, or riding a bicycle or other small mobility device. The reasons offered included safety from traffic and crime, trip time and reliability, avoiding unpleasant weather, cost, and the needs of fellow travelers.

Evaluation of Transportation System and Agency Performance

Two questions explored opinions about transportation system and agency performance:

- System evaluation: Respondents were asked to rate the performance of state highways, local streets and roads, bicycle and pedestrian facilities, and public transit. The rating scale was very good, somewhat good, somewhat bad, and very bad.

- Agency evaluation: Respondents rated the performance of Caltrans, public transit agencies, and city/county governments as very good, somewhat good, somewhat bad, or very bad.

Goals and Priorities for Improving Transportation

Another section of questions asked respondents for their ideas about how to improve the transportation system:

- System improvement goals: Respondents were presented with a list of six overarching goals for improving the transportation system and asked to rate the importance of each (very, somewhat, or not at all important) as well as to state what percentage of transportation funding should be spent on each goal. The goals presented were: maintain/improve roads, streets, highways, and bridges; reduce crashes and improve safety; reduce traffic delay; reduce health impacts caused by air pollution from cars and trucks; reduce greenhouse gas emissions from transportation sources that contribute to climate change; and make it more convenient to go places without driving (bus, walk, bike, etc.).

- Spending priorities: Respondents were presented with a list of 14 spending options and asked to rate how much of a priority each should be, as well as to select their top three priorities. The priorities listed covered improvements to road infrastructure and transit services, cleaning up litter along roads and highways, improving system resiliency to natural hazards like fires and floods, and support for electric vehicle charging stations and electric vehicle purchase incentives.

- Options to reduce transportation disparities: Respondents were asked what priority Caltrans should place on three approaches for reducing disparities in the benefits and negative impacts experienced in communities with many residents who are low income and/or people of color. The options presented were to make it easier for the public to provide input to Caltrans on projects and plans, projects to improve access to jobs, services, etc., for underserved communities; and more opportunities for minority-owned and disadvantaged businesses to do work with Caltrans.

Personal Characteristics and Geography

Respondents provided information about personal characteristics and the community where they lived:

- Socio-demographics: Respondents answered questions about their gender, age, race, ethnicity, employment status, educational attainment, and household income.

- Home location: Respondents provided the city and zip code where they lived. This information was used to identify the region of the state, based on Caltrans districts. The regions were defined as Bay Area (District 4), Greater Los Angeles (Districts 7, 8, and 12), San Diego (District 11), Rural Northern California (Districts 1, 2, and 3), and Central California (Districts 5, 6, 9, and 10).

- Community type: Respondents were asked if they characterized their home community as urban, suburban, small town, or rural.

- Political affiliation: Respondents were asked if they were affiliated with or "leaned towards" the Republican or Democratic parties.

2.2 SURVEY ADMINISTRATION

The survey was administered online, using a survey platform and panel of respondents managed by Qualtrics. Online surveys are increasingly popular, in part due to their low cost, speed at which they can be administered, convenience for respondents, and ability to include question design options that are difficult or impossible to implement via telephone or mail.[1] A 2021 analysis from the Pew Research Center found that 93% of Americans are online,[2] which suggests that online surveys are currently a reasonable method to reach a

1 Valerie M. Sue and Lois A. Ritter, *Conducting Online Surveys*, 2nd edition (Sage Publications, 2012), https://dx.doi.org/10.4135/9781506335186.

2 Andrew Perrin and Sara Atske, "7% of Americans Don't Use the Internet; Who Are They?" Pew Research Center, April 2, 2021, https://www.pewresearch.org/fact-tank/2021/04/02/7-of-americans-dont-use-the-internet-who-are-they/.

representative sample of U.S. adults, despite evidence that some population subgroups are often underrepresented in online surveys. Groups that are less well-represented include people who are older, have low income, have less formal education, live in rural communities, and do not have high-speed internet access at home.[3]

Quota sampling was used to ensure a sample that closely represented the California adult population. The authors requested a sample that would be representative of California adults as defined by U.S. American Community Survey (ACS) data on gender, race and ethnicity, annual household income, age, and geographic regions of California. Table 1 shows the quotas that Qualtrics used to recruit survey respondents.

Interviews were conducted from March 9 to July 26, 2022. The median time to complete each survey was 10 minutes, and the mean time was 14 minutes. A total of 3,821 adults responded with usable data. We did not calculate response or frequency rates because the Qualtrics sampling method does not track how many people received the survey invitation.

3 Pew Research Center, *Collecting Survey Data* (no date), https://www.pewresearch.org/methods/u-s-survey-research/collecting-survey-data/.

Table 1. Quotas Used for Sampling

Characteristics		California adults[a] (%)
Gender	Male	45
	Female	45
	Natural fallout[b]	10
Age	18-24	10
	25-44	30
	45-64	30
	65-74	10
	75+	8
	Natural fallout[b]	12
Race/ethnicity	Asian	12
	Black/African-American	6
	Hispanic	30
	White, Non-Hispanic	30
	Natural fallout[b]	22
Household income	$0-24,999	12
	$25,000-49,999	14
	$50,000-99,999	20
	$100,000-199,999	20
	$200,000+	10
	Natural fallout[b]	24
Geographic regions	District 1: North Coast & District 2: Redding and NorCal	7
	District 3: Sacramento (and North of Sac)	7
	District 4: Bay Area	14
	District 5: Central Coast (SLO)	7
	District 6: Fresno/Central Valley (South) & District 9: Bishop	7
	District 7: Los Angeles	17
	District 8: San Bernardino	9
	District 10: Stockton (north Central Valley)	7
	District 11: San Diego	8
	District 12: Orange County	7
	Natural fallout[b]	10

[a] Quotas are based on data for adults 18 years and older, except that household income is for all California households. Source: Stephen Ruggles, et al., "IPUMS USA: Version 11.0 American Community Survey 5-Year Estimates, 2015-2019" (Minneapolis, MN: IPUMS, 2022), https://doi.org/10.18128/D010.V11.0

[b] Respondents of any subgroup for the characteristic (e.g., respondents could be of any gender).

2.3 SURVEY RESPONDENTS

The 3,821 adult survey respondents with usable data were generally representative of the California population in terms of geographic region and sociodemographic characteristics (Table 2). For the survey findings and analysis presented in this report, we lightly weighted the data using a raking method to match the Census Bureau's 2015-2019 American

Community Survey five-year estimates with respect to gender, race, Hispanic ethnicity, education level, household income, and age.[4]

Table 2. Survey Respondents Compared to the California Adult Population

Characteristics		Sample (%)	California adults[a] (%)
Gender	Male	48	49
	Female	52	51
Of Hispanic, Latino/a, or Spanish origin		37	35
Race	White only	56	61
	Black or African-American only	9	6
	Asian or Asian-American only	12	16
	Other or multi-race	23	17
Education	Less than high school graduate	3	13
	High school graduate	19	31
	Some college	35	25
	College graduate	26	19
	Graduate degree	17	11
Income	0 – $24,999	19	16
(annual household)	$25,000 – $49,999	20	18
	$50,000 – $74,999	16	15
	$75,000 – $99,999	11	12
	$100,000 – $149,999	14	16
	$150,000 – $199,999	9	9
	$200,000 +	12	15
Age (years)	18 – 24	14	13
	25 – 34	19	20
	35 – 44	17	17
	45 – 54	14	17
	55 – 64	16	16
	65 – 74	11	11
	75 – 84	9	5
	85+	1	2

[a] U.S. data are for adults 18 years and older, except that household income is for all U.S. households. *Source*: Stephen Ruggles, et al., "IPUMS USA: Version 11.0 American Community Survey 5-Year Estimates, 2015-2019" (Minneapolis, MN: IPUMS, 2022), https://doi.org/10.18128/D010.V11.0.

4 Stephen Ruggles, et al., "IPUMS USA: Version 11.0 American Community Survey 5-Year Estimates, 2015-2019" (Minneapolis, MN: IPUMS, 2022), https://doi.org/10.18128/D010.V11.0.

2.4 STATISTICAL ANALYSIS PROCEDURE

For many of the question, the research team looked at how responses differed by socio-demographic factors, the place the respondent lives (geography), political affiliation, and travel behavior. This analysis used the statistical test of two proportions to check whether differences among subgroups (e.g., men versus women) are statistically significant at the 95% and 99% confidence levels. Appendix B presents the results from this statistical testing. For each set of population categories (i.e., male vs. female or different household income levels), the first subgroup listed is the reference case against which the other subgroups are compared.

Readers should note that the statistically significant differences among subgroups identified in the tables are not necessarily the only important differences that exist. Rather, the highlighted differences are those that were statistically significant according to the specific statistical tests used. It is also important to keep in mind that statistical significance is not an automatic indicator of scientific or policy importance, as discussed in a 2016 statement from the American Statistical Association.[5]

The following chapters highlight variations by subgroups that were not only statistically significant but also of large enough magnitude to suggest meaningful differences. As a cut-off to identify differences large enough for potential importance to policymakers, we chose a cut-off of statistically significant differences of at least ten percentage points.

5 For more information about the use of p-values in scientific research, see: American Statistical Association, “Statement on Statistical Significance and P-values,” March 7, 2016, https://www.amstat.org/newsroom/pressreleases/P-ValueStatement.pdf.

3. FINDINGS: HOW CALIFORNIANS TRAVEL

The survey asked simple travel behavior questions in order to identify the travel modes respondents used, their level of driving, and the type of vehicle they drove. Appendix A presents the exact questionnaire language and complete top-line results, and Appendix B presents tables showing how different population subgroups responded to key questions in the survey.

3.1 TRAVEL MODES USED

The survey found that most respondents relied on a range of modes (Figure 1). When asked what modes they had used in the previous month, driving in a personal vehicle was the most common—85% of respondents had driven at least once. However, walking was the mode used by the second largest percentage of respondents—66% had walked in the past 30 days. This was higher even than the number who had at some point in the last month ridden as a passenger in a private vehicle (61%). Roughly a quarter of respondents had used ride-hailing (28%), public transit (25%), or bicycling (22%). Least popular were small devices (skateboards, electric scooters, etc.) and taxis, but even these were used by 1 out of 10 people (11% and 10%, respectively).

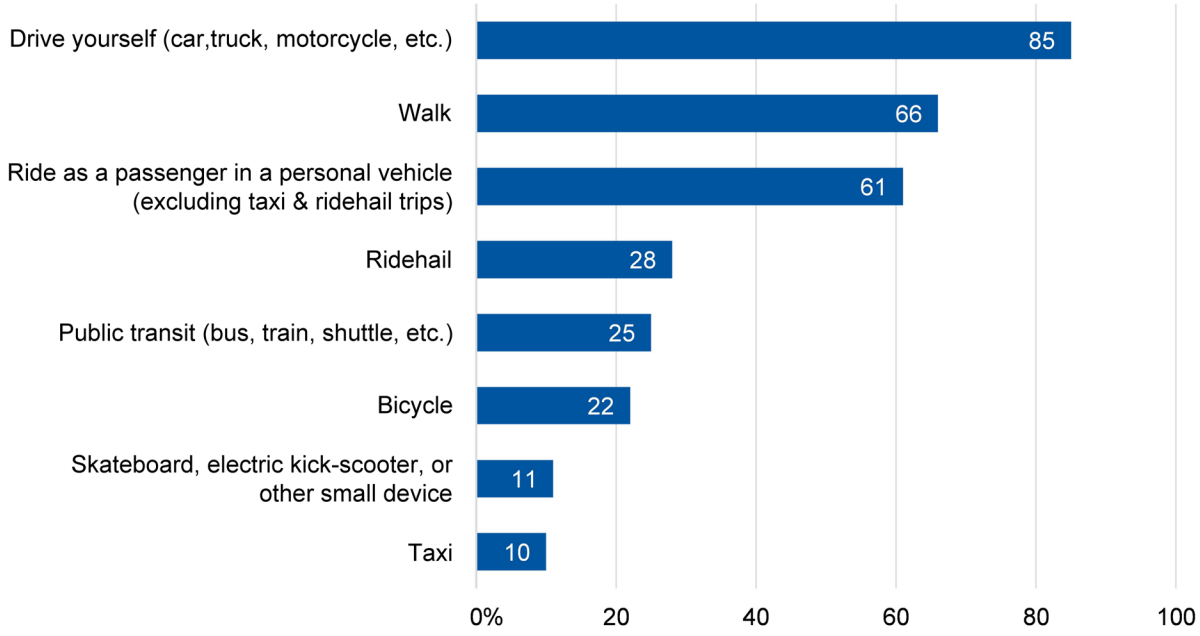

Figure 1. Travel Modes that Respondents Used Within the Last 30 Days

Table B1 (Appendix B) shows how mode use varied according to demographic characteristics as well as community type. Notable variations (defined as statistically significant variations of ten or more percentage points) include the following:

- Driving was notably higher among respondents who were Asian-Americans (as compared to people who were Black/African-American or of "other" race), working for pay, earning at least $50,000 annually in household income, or living in suburban communities (as compared to both small town and rural respondents).

- Transit ridership was notably higher among respondents who were men (as compared to women), Black/African-American or of "other race" (especially compared to White), Hispanic, employed (compared with not working by choice), and living in an urban community. In addition, age was strongly correlated with transit ridership: 38% of the youngest respondents, 28% of respondents aged 25 to 54, and 12% respondents aged 55 or older had used transit in the previous 30 days. With respect to geography, transit ridership was notably higher in urban areas, and in the Bay Area as compared to Northern and Central California.

- Use of either taxis or ride-hailing was notably higher for respondents who were Black/African-American (compared to white and Asian/Asian-Americans), employed, or 18 to 24 years old (compared to 55 and older). Use of these modes did not vary notably by region, although respondents in urban communities were notably more likely to either use taxis or ride-hail.

- Getting a ride was notably higher for just two groups: white (compared to Asian/Asian-American) respondents and the youngest respondents (compared to those 55 and older).

- Use of active travel modes (walking, biking, or riding small mobility devices) varied the least by personal characteristics. The one notable difference was that respondents aged 18 to 54 were more likely to use these modes than respondents 55 and older. However, there was notably higher use among respondents living in urban, suburban, and small-town communities, as compared to those in rural communities.

3.2 PHYSICAL OR HEALTH LIMITATIONS TO TRAVEL

The survey asked respondents if they had "physical or other health conditions" that limited their ability to use various modes. The most common reported limitation was to walking (19%). Bicycling and driving were limited for slightly fewer respondents (16% and 14%, respectively). The smallest percentage reported conditions limiting their ability to take public transit (9%).

3.3 ANNUAL MILEAGE AND VEHICLE FUEL EFFICIENCY

The survey asked respondents who drove to report the mileage they drove in motorized vehicle for personal reasons during the previous 12 months (Figure 2). Over a third of respondents reported driving no more than 5,000 miles (35%). Looking at the extremes, 14% reported no driving at all, while 6% reported driving more than 20,000 miles in the previous 12 months.

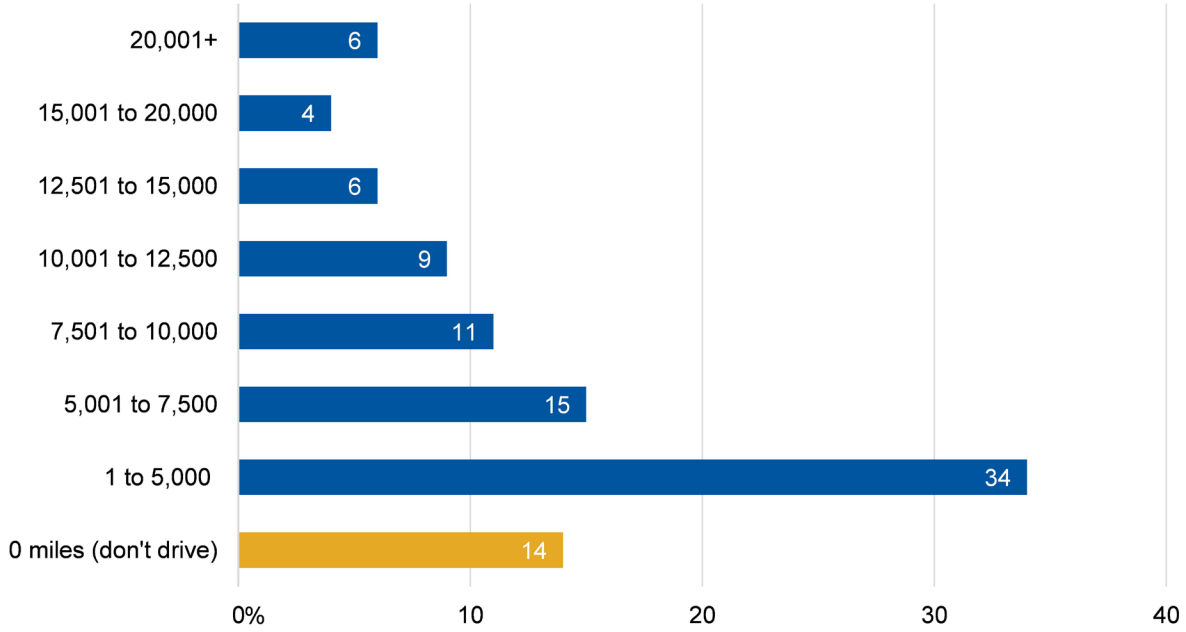

Figure 2. Estimated Miles that Respondents Drove for Personal Reasons in the Previous Twelve Months

Respondents were also asked to estimate the fuel efficiency of the vehicle they drove the most in the past 12 months for personal reasons. Eighteen percent of respondents said they did not know, and 6% reported an electric vehicle. Of those who did give an estimate, the mean value was 26.41 miles per gallon, with a standard deviation of 13.63. As Figure 3 shows, at least 15% of respondents fell into each of the four mileage categories. The most common responses were 19 to 25 mpg and 26 to 39 mpg.

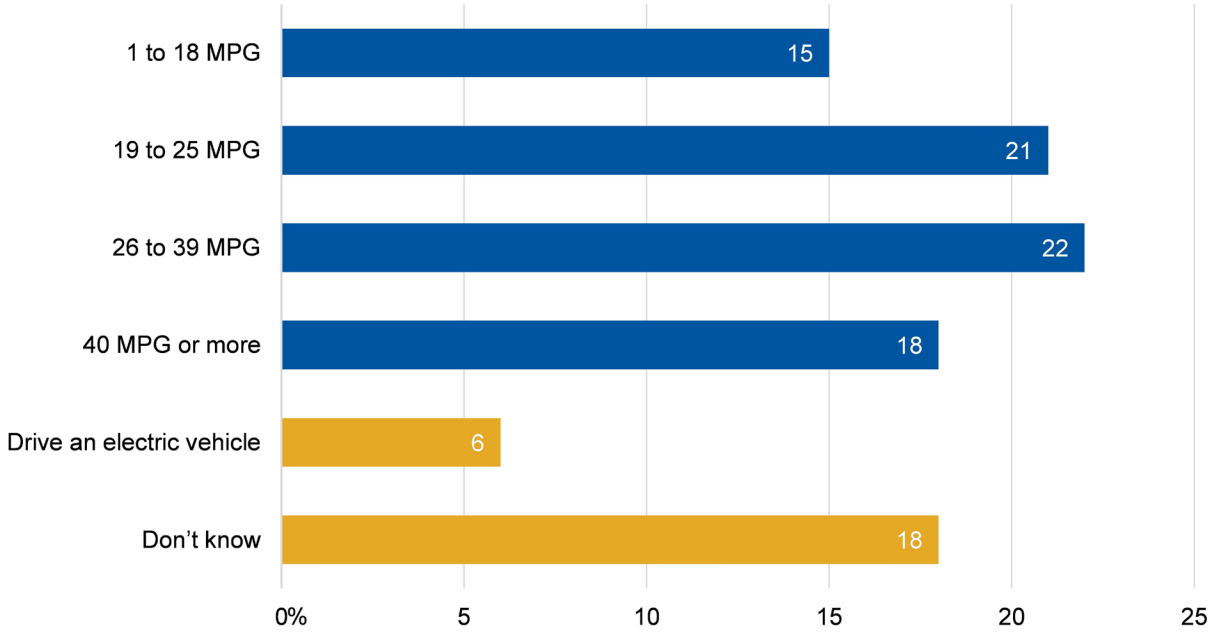

Figure 3. Estimated Fuel Efficiency of the Vehicle Respondents Drove Most Often for Personal Reasons in the Previous Twelve Months

3.4 AN IN-DEPTH LOOK AT RIDE-HAILING

The survey included an extensive block of questions about ride-hailing to better understand how prominently the mode is used, as well as how people make choices between ride-hailing versus riding transit, walking, or bicycling.

Experience with Ride-Hailing

Sixty-six percent of respondents reported that they had taken at least one ride-hailing trip, and almost half of respondents had booked a ride-hailing trip themselves (48% of respondents). In addition, 29% had taken a trip booked for them by someone else, and 28% had ridden along on a ride-hailing trip with another person who had booked the trip, such as a family member or caregiver.

Table B2 shows that ride-hailing experience varied notably according to many socio-demographic characteristics and community type. Statistically significant variations of ten or more percentage points across multiple ride-hail options are associated with education, employment status, income, age, region of the state, and community type. There are either no notable differences or only a few by three other characteristics: gender, race, and Hispanic ethnicity. The characteristics notably associated with never having experience ride-hailing at all were being white, having no education beyond high-school, being unemployed by choice or looking for work, having an annual household income below $50,000, being 55 or older, living in the Northern California or Central California regions, and living in a small town or rural community.

Despite variations in ride-hailing experience, ride-hailing experience was still common across all subgroups. Even for the subgroups notably more likely to never have ride-hailed, the majority had experienced it for all but one subgroup. In addition, at least 30% of respondents in every subgroup had booked a ride-hail trip for themselves.

Substituting Ride-Hailing for Other Modes

To untangle how ride-hailing may alter how much people ride transit, walk, and bicycle, we asked respondents who had used ride-hailing a series of three questions about each of those three modes. The survey asked if they had ever used ride-hailing *when the other mode was an option*, what factors generally led them to choose ride-hailing over the other mode, and whether they thought that ride-hailing had changed the overall amount they used that other mode.

The extent to which respondents used ride-hailing when other modes were available varied greatly by mode. Ride-hailing most frequently substituted for possible transit trips: 64% of respondents had used ride-hailing for a trip when transit was an option. In contrast, only 42% had used ride-hailing when walking was an option, and 35% had used ride-hailing when they had to option to ride a bicycle or other small mobility device. A look at how these impacts varied by socio-demographic and geographic characteristics shows that there were fewer variations related to transit use than to the other modes (Table B3). Personal characteristics linked to greater variation across the modes are race, employment status, income, and age. There are few notable differences linked to gender, region, or community type.

The extent to which ride-hailing changed *how often* respondents used other modes varied relatively little by mode (Figure 4), though the impact on transit was the largest. More than half of respondents reported no change in their transit use (58%), 27% reported using transit less often, and 16% reported using transit more often. Closer to two-thirds reported no change in their walking and bicycling (65% and 71%, respectively). Of those respondents who did change their walking frequency, 20% walked less but 15% walked more. Similarly, 17% of respondents who ride-hailed reported bicycling less but 12% reported bicycling more.

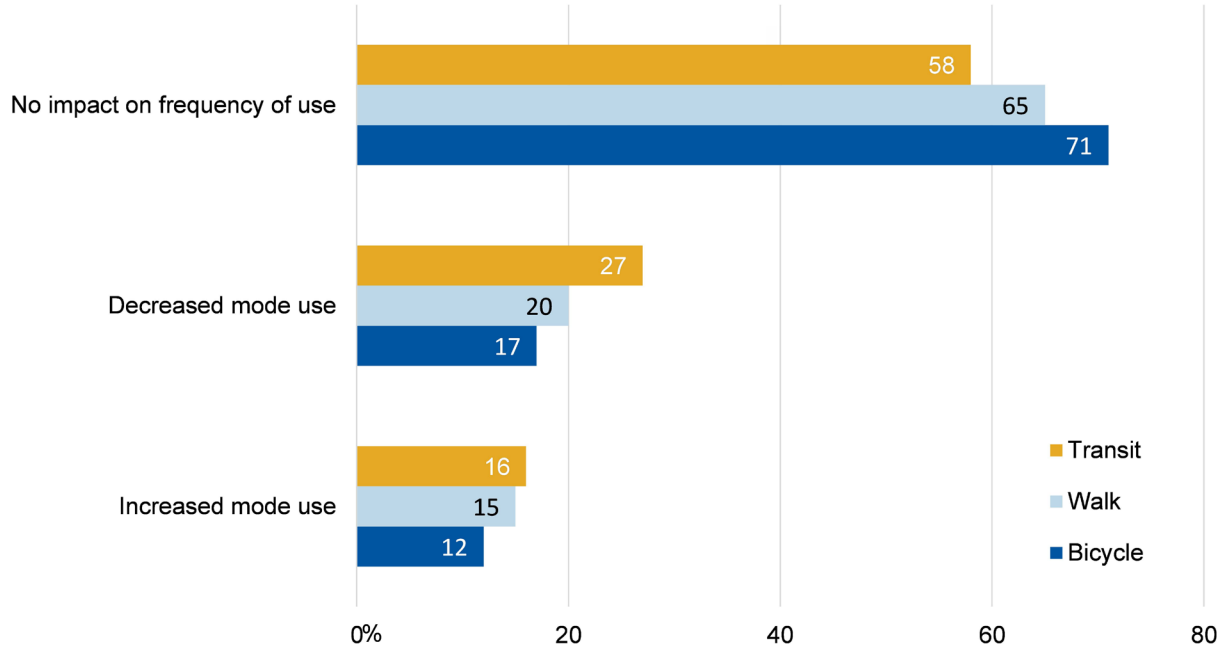

Figure 4. The Impact of Ride-Hailing on Use of Other Modes

**Or other small device, such as a skateboard or electric scooter.*

Table B4 shows how the extent to which ride-hailing impacted use of other modes varied by socio-demographics and community type. There are numerous notable variations for the changes in use across all three modes, and most characteristics are associated with variations across all three modes. The only characteristics associated with no or few notable variations are gender and region of the state.

Table 4 shows the reasons that influenced respondents who at times chose ride-hailing over another available mode. More than half of these respondents reported using ride-hailing instead of all three alternative modes because ride-hailing made it easier to transport items like groceries or baggage. Avoiding unpleasant weather was also a reason to use ride-hailing for roughly half of respondents across the three alternative modes: bicycling (52%), walking (51%), or using transit (45%). A third factor cited by more than 40% for each mode was staying safer from crime or harassment, with little variation by mode (44% for transit, 46% for bicycling, and 47% for walking). For public transit, other influential factors noted by more than half of those who had substituted ride-hailing for another mode were that ride-hailing is faster (65%), more reliable (55%), and reduces walking (51%).

Table 3. Reasons Respondents "Often" or "Always" Used Ride-Hailing Instead of Other Modes (% of respondents who had used ride-hailing at a time when they had the option to use another mode)

	Transit	Walk	Bicycle[a]
Easier to transport groceries, baggage, etc.	51	57	56
Avoid unpleasant weather	45	51	52
Safer from crime or harassment	45	48	46
Cost no object	24	26	30
Avoid traffic danger	-[b]	34	45
Distance too great to use the mode	-	62	55
Physically unable to use other mode	-	22	26
Traveling with people who couldn't use the mode	-	30	37
No worry about getting lost	47	-	40
Ride-hailing faster	65	-	-
Ride-hailing more reliable	56	-	-
Less walking required	51	-	-
Guaranteed to sit for the trip (no standing)	45	-	-
Ride-hailing cheaper, because I was traveling with a group	27	-	-
Didn't know how to use transit	25	-	-
Bicycle not available at the time	-	-	42

[a] Or other small device, such as a skateboard or electric scooter.

[b] Option not included in the survey.

Tables B5, B6, and B7 show how the reasons for ride-hailing rather than using transit, bicycling, or walking varied by socio-demographic characteristics and geography. There were numerous notable variations for every mode, though the most for bicycling. Characteristics associated with the greatest number of notable variations are race, income, and geography. Gender, however, was associated with the fewest notable variations. The only two were safety-related reasons for using ride-hailing instead of public transit.

4. FINDINGS: ASSESSMENT OF TRANSPORTATION SYSTEM QUALITY AND NEEDS

This chapter presents key findings from a set of questions asking respondents about their views related to the quality of the current transportation system and priorities for improving it. Appendix A presents the exact questionnaire language and complete top-line results, and Appendix B presents tables showing how different population subgroups responded to key questions in the survey.

4.1 PERCEIVED QUALITY OF THE TRANSPORTATION SYSTEM AND MANAGING AGENCIES

Figure 5 shows how respondents assessed the quality of transportation infrastructure and services in their own community. The gray bars to the left indicate the percentage of respondents who assessed each type of transportation infrastructure or service negatively (as "somewhat" or "very bad"), while the blue bars to the left show the percentage of respondents who assessed each item positively (as "somewhat" or "very good"). The figure also shows the percentage of respondents who responded "not sure/doesn't apply."

The majority of respondents rated the transportation system positively, though with some reservations. For every item, more than half of respondents rated it as "somewhat" or "very" good. However, twice as many respondents selected "somewhat" compared to "very" good. Comparing responses across the four items, interstates, highways, and freeways were rated positively by the largest percent of respondents (78%). The other three items were rated positively by somewhat smaller majorities: 67% for local streets and roads, 64% for bicycle and pedestrian facilities, and 58% for public transit. It is important to note, however, that the last two also had much higher percentages of respondents saying they didn't know enough to provide a rating.

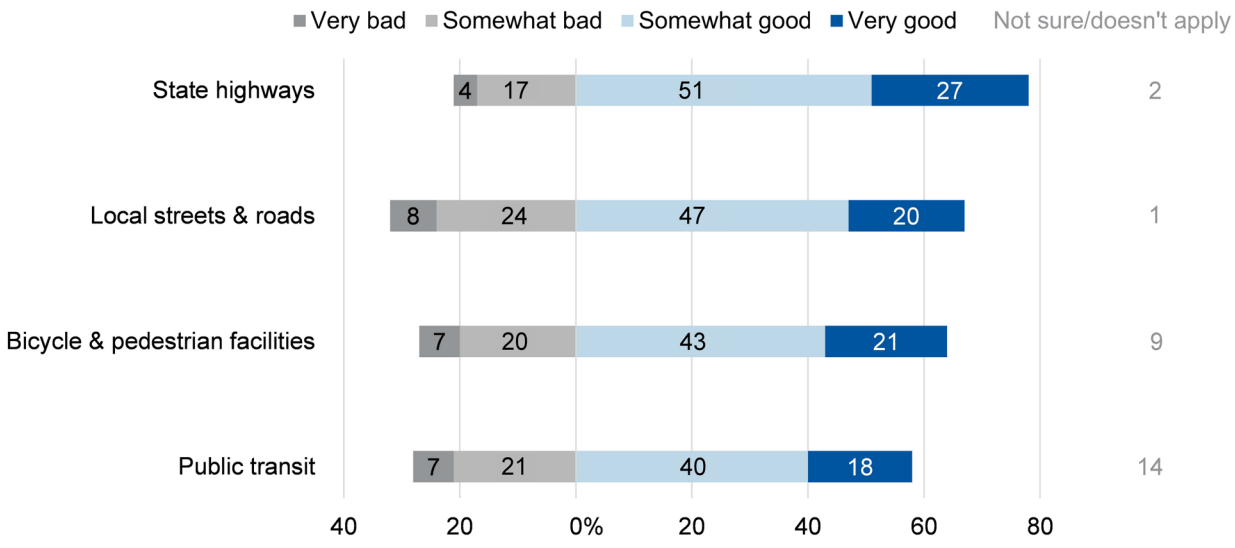

Figure 5. Assessment of the Quality of Transportation Infrastructure and Services in "Your Community"

A separate question asked respondents if they were concerned about traffic congestion in their community. Thirty-two percent were very concerned, 44% were somewhat concerned, and only 25% were not at all concerned.

Respondents also rated "how good a job" Caltrans, public transit agencies, and city and county governments were doing at managing the transportation system (Figure 6). The majority thought that all three entities were doing at least a "somewhat good job," though less than a fifth thought that any one entity was doing a "very good" job. Caltrans received the highest overall rating, followed by public transit agencies and then city and county governments.

We assessed how the ratings of both transportation systems and the responsible agencies varied socio-demographic characteristics, political affiliation, and geography (Table B8). The only notable variations are by education, income, and community type.

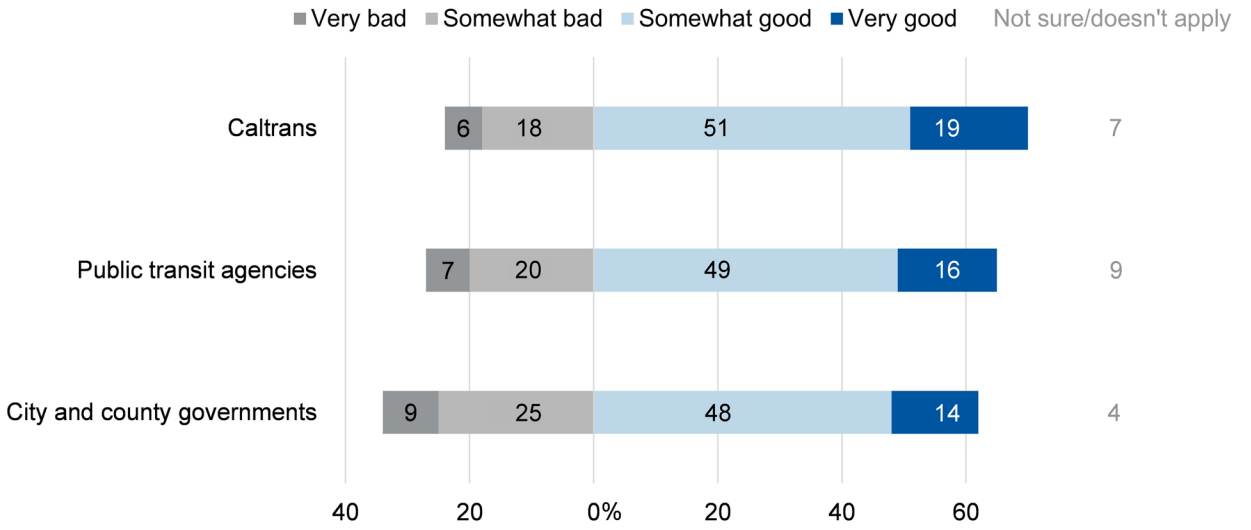

Figure 6. Assessment of Transportation Agencies in "Your Community"

4.2 GOALS FOR THE STATE TRANSPORTATION SYSTEM

The next set of survey questions asked respondents about their priorities for improvements to the transportation system, asking first about state-wide goals and then about spending priorities.

Figure 7 shows the importance that respondents placed on each of six goals for improving the national transportation system. The light and dark blue bars to the right indicate the percentage who rated each goal as "somewhat" or "very" important, and the grey bars to the left represent the proportion who rated the goal as "not important." Virtually all respondents (91% or more) rated each of the six goals as "somewhat" or "very" important, with more selecting "very" than "somewhat" important. The most popular goal was to maintain and improve streets, roads, highways, and bridges; 77% rated this as very important. Reducing crashes and improving safety received almost as much support, with 74% rating this as very important. Even the goal rated by the fewest as

very important—making it more convenient to go places without driving—was still rated as very important by a majority (54%).

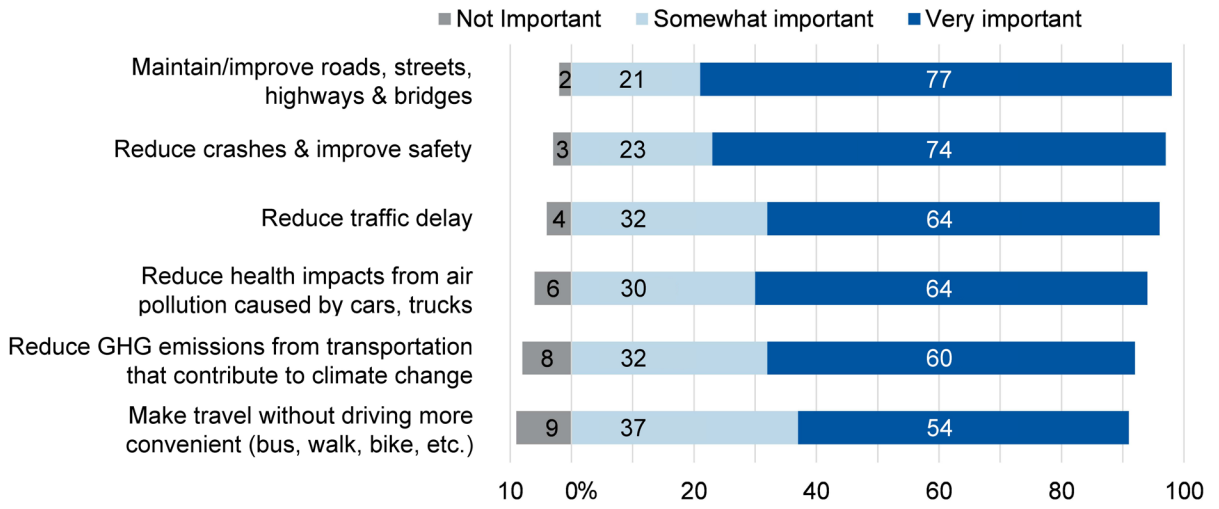

Figure 7. Assessment of the Importance of Transportation-Related Goals for California "As a Whole"

To explore with more nuance how much respondents valued each of the six goals, the survey also asked them what percentage of transportation money in the coming five years should be allocated to each goal (Figure 8). By far the most popular choice was to maintain and improve roads, streets, highways, and bridges. This option had both the largest percentage of people who would allocate more than 30% of all available revenue to it (21%), as well as the smallest percentage who would allocate no money at all to the goal (4%). However, all the goals had reasonable support, with at least 85% of respondents electing to spend at some amount of revenue on every goal.

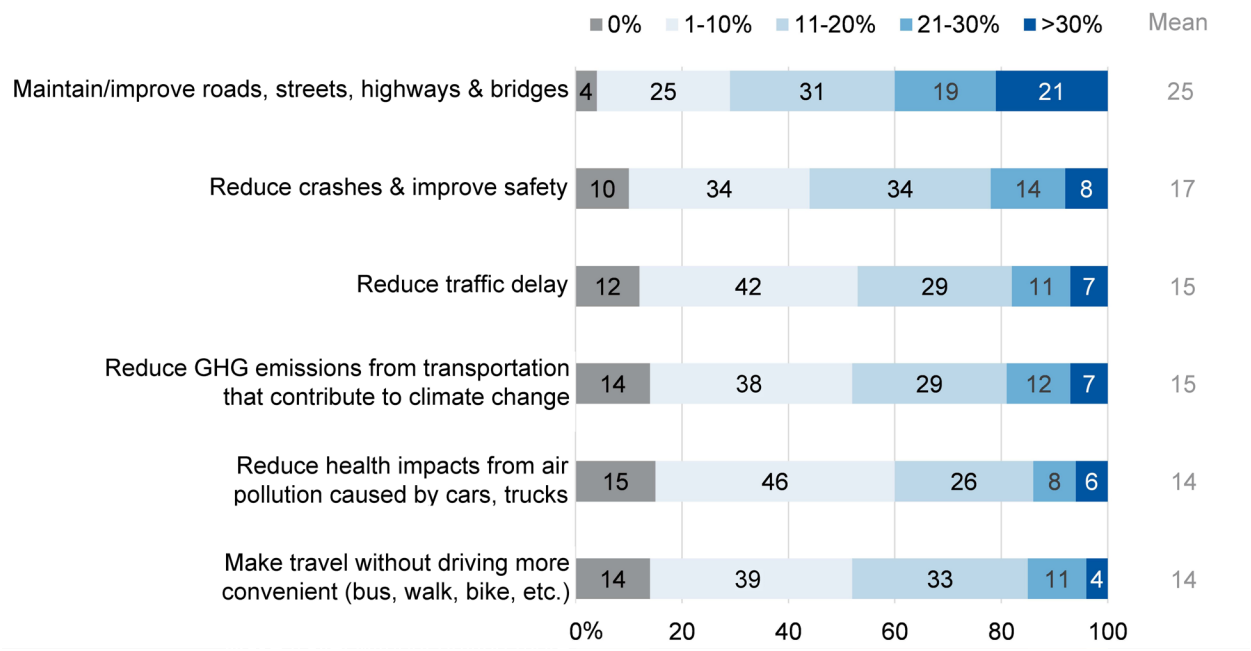

Figure 8. Percent of "Transportation Money" that Respondents Would Allocate to Each Transportation-Related Goal for California

The number of notable differences among subgroups varied considerably across the goals, as shown in Tables B9 and B10. For this analysis, we looked at differences by personal characteristics, political affiliation, travel modes and resources, and assessment of both the transportation system and the agencies responsible for the system. As before, "notable" differences are defined as statistically significant differences of at least 10 percentage points.

The goals with the most divergent opinions among subgroups were making travel more convenient for modes other than driving and reducing greenhouse gas emissions generated by the transportation system. There were also a fair number of differences for the goals related to reducing air pollution and traffic congestion. However, there were only a few notable differences for the maintenance goal and only one for the safety goal.

The one characteristic associated with variation across most of the goals is political party, and there were also many differences by community type. Two groups that were particularly likely to rate the goals highly were Democrats and people living in urban areas. On the flip side, characteristics for which there were either no notable differences or only one are gender, Hispanic/Latino identity, education, race, income, age, health conditions limiting the ability to use various modes, annual miles driven, modes used in the previous 30 days, having a transit pass, rating of freeway quality, and rating of Caltrans, transit agencies, and local governments.

4.3 PRIORITIES FOR SPENDING TRANSPORTATION REVENUE

The questionnaire then presented a list of 14 spending options and asked respondents to rate how much of a priority each should be for California: high, medium, low, or "not at

all" a priority (Figure 9). At least two-thirds of respondents rated every one of the options as of medium to high priority, and in no case did more than 10% of respondents state that the option should not be a priority at all.

Comparing the priority placed on different spending options, maintenance was most frequently prioritized. Not only were the options to maintain highways and freeways and to maintain local streets and roads either a medium or high priority for the largest proportions of respondents (94% and 93%, respectively), but these options were also the ones most frequently rated as a "high" priority (62% and 59%, respectively). Other options rated as a priority by particularly large proportions of respondents include cleaning up litter along state highways and local roads, building or widening highways and freeways, and providing discounted public transit fares for low-income people.

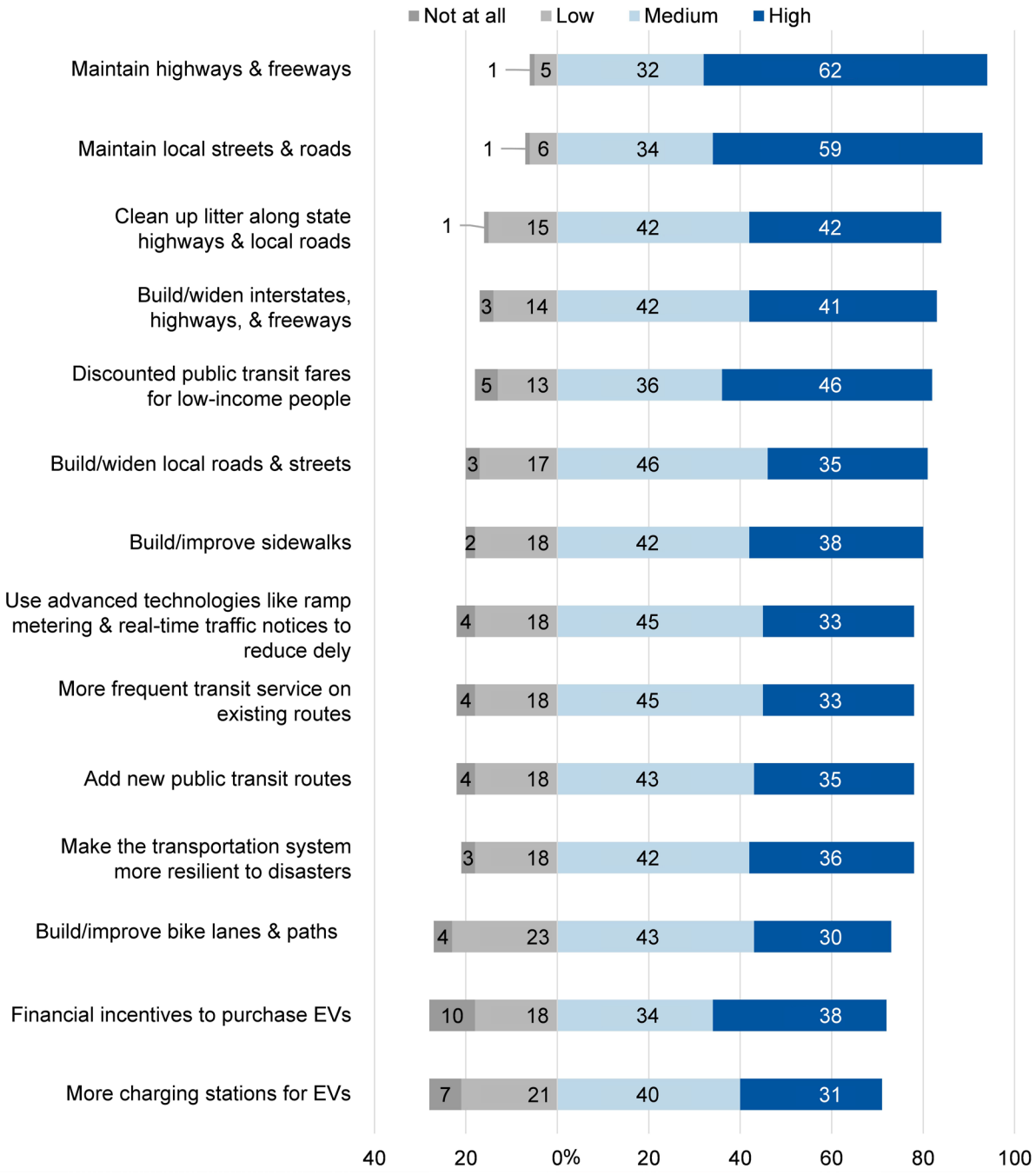

Figure 9. Priority Placed on Different Options for Spending Transportation Money in California

Finally, a follow-up question asked respondents to choose their three highest priorities from the list of 14 possible spending categories. As Figure 10 shows, there was little consensus; no single option was selected by a majority of respondents. However, mirroring respondents' rating for each spending option, the top priorities selected by far the most often were maintenance: 46% for maintaining highways and freeways, and 34% for maintaining local streets and roads. The most popular public transit-related option, "discounted public transit fares for low-income people," was selected by 21% of respondents.

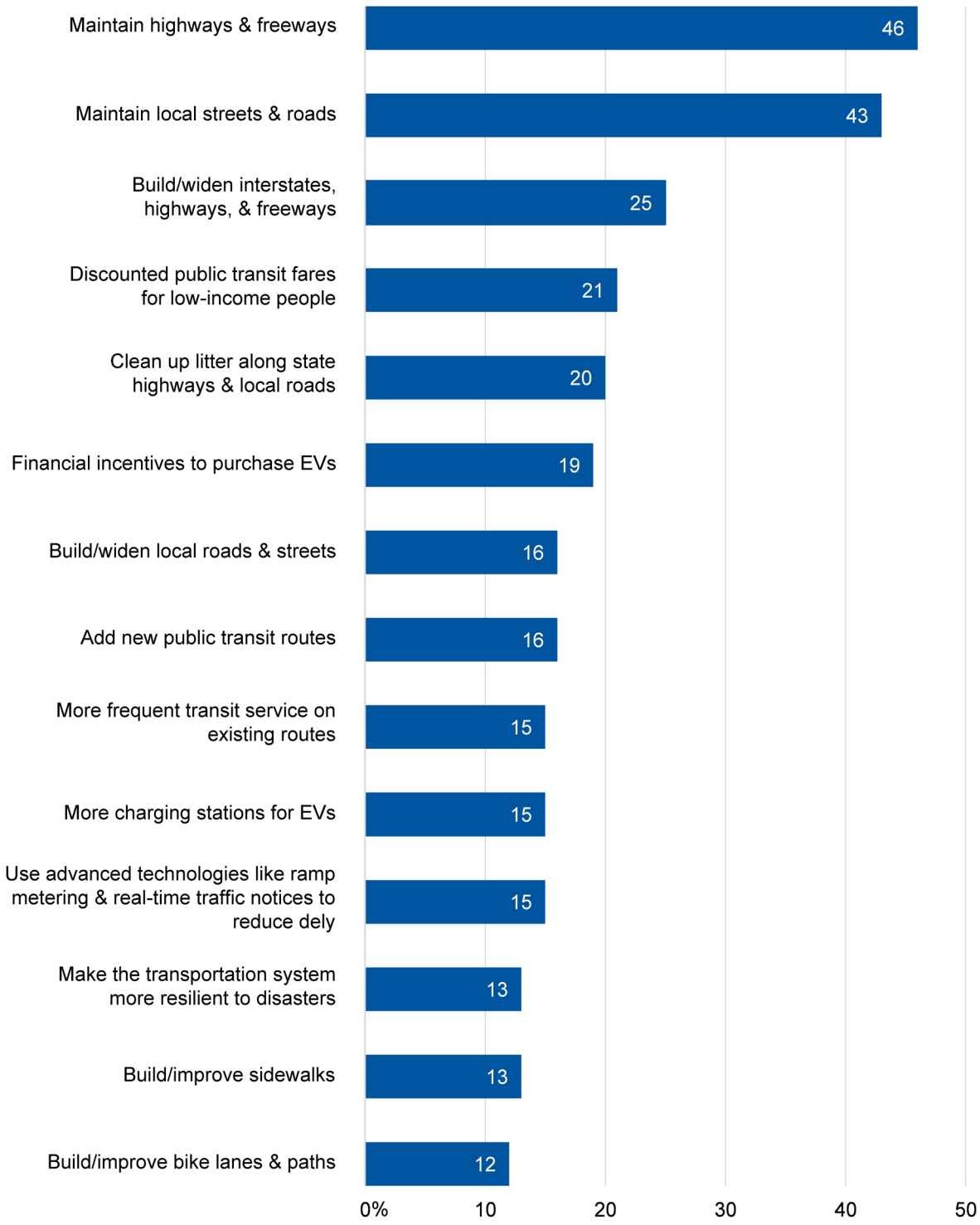

Figure 10. Options Selected as a Top-Three Priority for Spending Federal Gas Tax Revenue

Results from the analysis comparing respondent subgroups who rated each spending option as “very high” differed considerably from the variation in how subgroups responded to the question about picking their top three priorities. For example, few subgroups rated multiple spending options as a top-three priority (Table B10), whereas a number of

subgroups had high proportions of respondents rating multiple priorities as very important (Table B11). The latter subgroups are those who lean Democratic, don't drive, drive electric vehicles, are very concerned about traffic congestion, and place a very high priority on each of the six goals for improving the transportation system. Characteristics for which there were no or few notable differences for either the "high priority" or "top three" include gender, race, employment status, health conditions limiting the ability to travel, having a transit pass, rating of the transportation systems, and rating of the agencies that manage transportation systems.

Similarly, the variation among what proportion of the respondent subgroups rated each spending option as "very high" differed considerably from the variation in how subgroups responded to the question about picking their top three priorities. There were many notable differences among subgroups with respect to how highly they rated the spending priorities, as shown in Tables B10 and B11. The priorities with the most divergent opinions among subgroups were making the transportation system more resilient, increasing the frequency of transit service, and expanding transit service to new areas. Priorities with the fewest notable differences were building and improving local streets, roads, and highways.

The variation among subgroups was quite different for the top-three priority rating, as compared to the "high priority" ratings. For example, there was far more variation among subgroups for the question asking respondents to pick their top three priorities than there was for the question asking how high a priority respondents would place on highway maintenance. In other words, although highway maintenance showed up as a strong priority in both questions across the full set of respondents, there was less consistency with respect to how people in different subgroups responded to each question.

4.4 PRIORITIES FOR OPTIONS TO REDUCE DISPARITIES IN THE TRANSPORTATION SYSTEM

A final survey question asked what priority Caltrans should place on three approaches to reducing disparities in the benefits and negative impacts experienced in communities with many residents who are low income and/or people of color (Figure 11). More than 80% placed a medium or high priority on all three options. The option with the highest support was to make it easier for the public to provide input to Caltrans on projects and plans, though there were only small variations in priority across the three options.

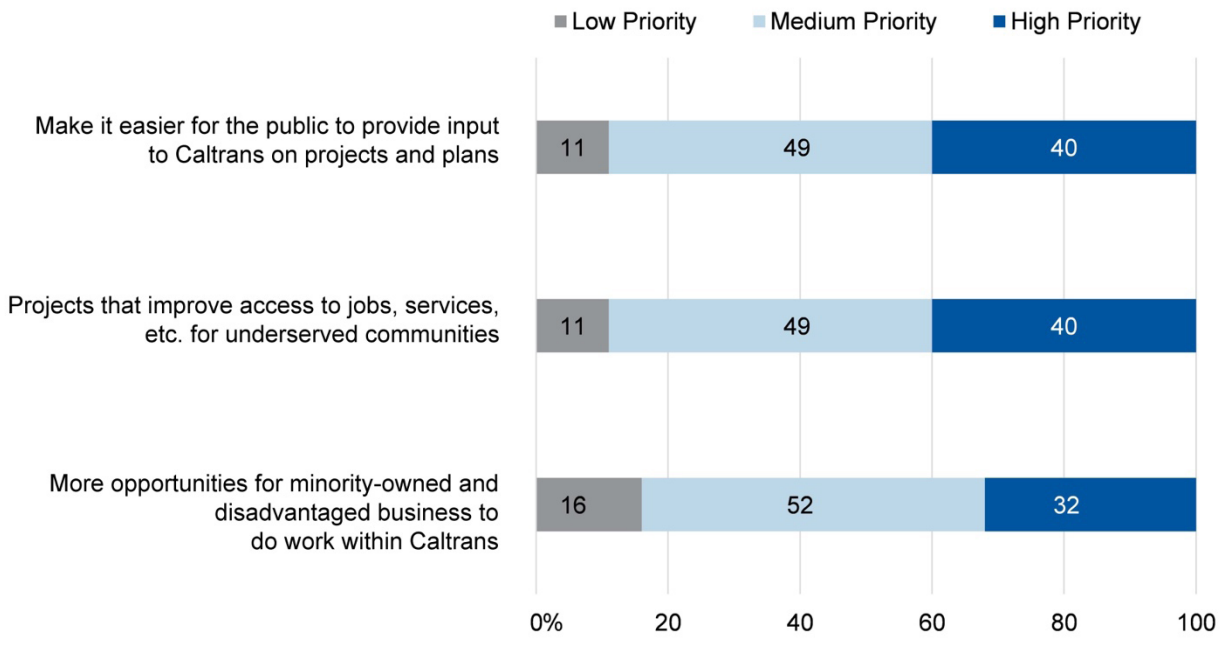

Figure 11. Priority Placed on Options to Reduce Disparities in the Transportation System

An analysis of how responses varied by socio-demographic characteristics, geography, and political affiliation found notable differences linked most strongly to political affiliation, race, and, to a lesser extent, to employment status and community type (Table B12). There were no notable differences by gender, Hispanic identity, education, income, age, or region of the state. The option with the least variation by subgroups was also the most popular one: making it easier for the public to provide input to Caltrans on projects and plans.

5. CONCLUSION

This study surveyed 3,821 adults living in California about their general travel behaviors and resources, use of ride-hailing, performance ratings for the transportation system and agencies responsible for transportation, transportation system improvement priorities, and preference for how transportation funds are allocated. The following sections summarize key findings on these themes and discuss implications for policymakers.

5.1 HOW CALIFORNIANS TRAVEL

The survey found that many Californians rely on a range of modes. When asked what modes they had used in the previous month, driving and walking had been used by the largest percentage of respondents (85% and 66%, respectively). Roughly a quarter of respondents had used ride-hailing (28%), public transit (25%), or bicycling (22%). Even the least popular modes—taxis and small devices like skateboards, electric scooters—had been used by 10% and 11%, respectively.

Although the majority of respondents drove themselves, they typically drove modest numbers of miles annually for personal reasons, and the vehicles they drove most frequently were relatively fuel efficient. One-third of respondents (34%) reported that they had driven no more than 5,000 miles in the previous year, and only a quarter had driven over 10,000 miles annually. The vehicle they most often drove for personal reasons had an average fuel efficiency of 26.41 miles per gallon, and only 15% of respondents drove vehicles with very low fuel efficiency (18 mpg or lower).

5.2 AN IN-DEPTH LOOK AT RIDE-HAILING

Although only 28% had made a ride-hailing trip in the previous 30 days, 66% reported having used ride-hailing at some point in the past.

Ride-hailing experience was more likely among certain population subgroups than others, but nevertheless used by people of all types. Respondents were notably more likely to report ride-hailing if they had at least a high-school education, were working for pay, higher income, and younger. In addition, ride-hailing was more common among people living in urban regions (Bay Area, Greater Los Angeles, and San Diego) and those who described their community as urban. It is important to note, however, that even among those population subgroups *less* likely to ride-hail, many respondents did nevertheless use the mode. For example, while ride-hailing was much higher among people who said they lived in urban areas (75%), ride-hailing had also been used by 45% of people who said they lived in rural areas.

Although many respondents had at least once substituted ride-hailing for transit, walking, or bicycling and micromobility, the impact on those modes was nuanced. For example, although 64% of respondents who used ride-hailing had done so at least once when transit was available, only about a quarter of ride-hailers (27%) felt that they used transit less once they started ride-hailing. Another 16% of ride-hailers said they rode transit *more* after they started ride-hailing, and the remaining 58% said that ride-hailing had

no impact on how frequently they rode transit. Substitution for walking and bicycling trips followed a similar pattern, with some respondents using each mode less but others increasing use once they began ride-hailing.

There were many reasons that respondents reported choosing ride-hailing over other modes, but for all modes at least 40% were influenced by the need to transport items like groceries, a desire to avoid unpleasant weather, safety concerns, and concern about getting lost. Specific to substituting ride-hailing for transit, factors that were influential for more than half of respondents were wanting a faster trip, a more reliable trip, and reducing walking.

There was considerable variation among subgroups with respect to the reasons respondents chose ride-hailing over other modes, with race, income, and geography associated with the largest consistent variations. Gender was linked to the fewest variations, although there were large differences by gender with respect to safety concerns.

5.3 PERCEIVED QUALITY OF THE TRANSPORTATION SYSTEM AND MANAGING AGENCIES

The great majority of respondents rated as somewhat or very good the different transportation options in their communities—state highways, local streets and roads, bicycle and pedestrian facilities, and public transit. The ratings were highest for state highways (78% somewhat or very good). Public transit was the system least likely to be rated as somewhat or very good (58%), though 14% of respondents said they didn't know enough to rate the system.

Respondents also had overall positive ratings for the agencies responsible for transportation: Caltrans, public transit agencies, and city/county governments. At least 60% rated each entity as doing a somewhat or very good job. The highest dissatisfaction was with city and county governments; 34% felt these agencies were doing a somewhat or very bad job.

5.4 GOALS FOR THE STATE TRANSPORTATION SYSTEM

Virtually all respondents—over 90%—wanted to see a variety of improvements to the transportation system: better safety and maintenance; reduced congestion, greenhouse gas emissions, and air pollution; and convenient multimodal travel options. The two goals with the widest support were to improve maintenance and safety. These were considered "very important" by 77% and 74%, respectively.

Despite overall strong support for all six goals, there was variation in how much support for each goal varied among subgroups. The goals with the most divergent opinions among subgroups were making travel more convenient for modes other than driving and reducing greenhouse gas emissions generated by the transportation system. In contrast, there were very few notable differences among subgroups for the maintenance and safety goals.

Support for the goals often varied notably by political party and community type, but there were few notable differences related to gender, Hispanic/Latino identity, education, race,

income, age, health conditions limiting the ability to use various modes, annual miles driven, modes used in the previous 30 days, having a transit pass, rating of freeway quality, and rating of Caltrans, transit agencies, and local governments.

5.5 PRIORITIES FOR SPENDING TRANSPORTATION REVENUE

Just as respondents supported a wide range of system improvement goals, they also supported spending transportation revenue on a wide variety of programs that covered improvements for driving, transit, and active travel. At least two-thirds of respondents rated every option as of medium to high priority, and in no case did more than 10% of respondents state that the option should not be a priority at all. The most popular options were spending on maintenance of streets, roads, and highways. Among the transit spending options, the most popular was providing discounted fares for low-income riders.

5.6 POLICY IMPLICATIONS

Analysis across all the survey findings supports the following implications for policymakers:

It is important to improve transportation across all modes. Not only do most Californians rely on multiple modes themselves, but large majorities want to see multimodal improvements, from better maintenance of streets, roads, and highways, to more frequent transit service, to new bike lanes.

Expanding access to ride-hailing has the potential to improve accessibility for many people. The survey found that ride-hailing is used in all parts of California and by people of all kinds, contradicting the stereotype that it is only used by higher-income, white, urbanites. For example, even though more urban than rural respondents had used ride-hailing, 45% of rural respondents had experience with the mode. Further, most respondents were using ride-hailing in conjunction with, rather than as a replacement for, transit and active travel.

The public will be particularly supportive of spending programs that focus on better maintenance, safer transportation, and more equitable accessibility. These outcomes were revealed as high priorities across a variety of survey questions.

APPENDIX A: QUESTIONNAIRE AND TOP-LINE RESULTS

Notes:

- Missing and refused responses were removed from the dataset before calculating the response rates.
- Columns of numbers in some tables do not sum to 100% due to rounding.
- Results are weighted to match the Census Bureau's 2015 – 2019 American Community Survey five-year estimates with respect to gender, race, Hispanic ethnicity, education level, annual household income, and age.[6]

* * *

We have a few questions about your personal transportation and how you get around.

Q1. In the last 30 days, how many days did you use each type of transportation to go somewhere (work, shopping, see friends, etc.)?

	At least once (%)	1-3 days (%)	4-10 days (%)	11+ days (%)
Drive yourself (car, truck, motorcycle, etc.)	85	14	17	54
Walk	66	32	16	18
Ride as a passenger in a personal vehicle (exclude trips in taxis, rideshare like Uber/Lyft, etc.)	61	31	19	11
Ride-hail services like Uber or Lyft	28	20	5	2
Public transit (bus, train, shuttle, etc.)	25	14	7	4
Bicycle	22	13	6	3
Skateboard, electric kick-scooter, or other small device	11	7	2	1
Taxi	10	8	2	1

Q2. Do you have any physical or other health conditions that limit your ability to:

	Yes (%)	No (%)
Walk	19	81
Bicycle	16	84
Drive	14	86
Take public transit	9	91

6 Steven Ruggles, et al., "IPUMS USA: Version 10.0 American Community Survey 5-Year Estimates, 2015-2019" (Minneapolis, MN: IPUMS, 2022), https://doi.org/10.18128/D010.V11.0.

Q3. In the past 12 months, about how many miles did you, personally, drive in all motorized vehicles? If you work, include the commute to and from work, but not any miles driven while on the job.

	(%)
0 miles (don't drive). [Skip to Q5]	14
1 to 5,000 miles	34
5,001 to 7,500 miles	15
7,501 to 10,000 miles	11
10,001 to 12,500 miles	9
12,501 to 15,000 miles	6
15,001 to 20,000 miles	4
20,001 miles or more	6

Q4. Now think about the vehicle you drove the most in the past 12 months, to get around for personal reasons like shopping, commuting to work, or vacation trips. How many miles per gallon does the vehicle get?

Vehicle fuel efficiency	(%)
Less than 19 mpg	15
19 to 25 mpg	21
26 to 39 mpg	22
40 mpg or more	18
Drive an electric vehicle	6
Don't know	18

Q5. Do you have a transit pass for riding buses or trains?

	(%)
Yes	20
No	80

This survey is about transportation in California: local streets and roads, state highways, and public transit services like buses, light rail, trains, and ferries.

Q6. In your community, how is the quality of:

	Very good (%)	Somewhat good (%)	Somewhat bad (%)	Very bad (%)	Not sure / doesn't apply (%)
State highways, and freeways	27	51	17	4	2
Bicycle and pedestrian facilities	21	43	20	7	9
Local streets and roads	20	47	24	8	1
Public transit (bus, rail, etc.)	18	40	21	7	14

Q7. How concerned are you about traffic congestion in your community?

	(%)
Very concerned	32
Somewhat concerned	44
Not at all concerned	25

The next questions ask for your opinion about what government can do to improve transportation across all of California.

Q8. How important are the following transportation-related goals for California as a whole?

	Very important (%)	Somewhat important (%)	Not important (%)
Maintain and improve roads, streets, highways, and bridges	77	21	2
Reduce crashes and improve safety	74	23	3
Reduce traffic delay	64	32	4
Reduce health impacts caused by air pollution from cars and trucks	64	30	6
Reduce greenhouse gas emissions from transportation sources that contribute to climate change	60	32	8
Make it more convenient to go places without driving (bus, walk, bicycle, etc.)	54	37	9

Q9. Now, imagine that the State of California is deciding how to spend transportation money in the next 5 years. What percent of the money should go to each of the following goals? The total must add up to 100%.

Goals	>30%	21-30%	11-20%	1-10%	0%
Maintain and improve roads, streets, highways, and bridges	21	19	31	25	4
Reduce crashes and improve safety	8	14	34	34	10
Reduce traffic delay	7	11	29	42	12
Reduce greenhouse gas emissions from transportation sources that contribute to climate change	7	12	29	38	14
Reduce health impacts caused by air pollution from cars and trucks	4	11	33	39	14
Make it more convenient to go places without driving (bus, walk, bicycle, etc.)	6	8	26	46	15

Q10. Here is a list of different ways that the State of California could spend its transportation revenue. How much of a priority should each one be?

	Never (%)	Occasionally (%)	Often (%)	Always (%)
Maintain highways and freeways	62	32	5	1
Maintain local streets and roads	59	34	6	1
Provide discounted public transit fares for low-income people	46	36	13	5
Clean up litter along state highways and local roads	42	42	15	1
Build/widen highways and freeways	41	42	14	3
Build/improve sidewalks	38	42	18	2
Provide financial incentives for people to purchase electric vehicles	38	34	18	10
Make the transportation system more resilient to natural hazards like fires and floods	36	42	18	3
Build/widen local roads and streets	35	46	17	3
Add new public transit routes	35	43	18	4
Add more frequent public transit service on existing routes	33	45	18	4
Use advanced technologies like ramp metering and real-time traffic notices to reduce delay	33	45	18	4
Install more charging stations for electric vehicles	31	40	21	7
Build/improve bike lanes and bike paths	30	43	23	4

Q11. Here is the same list of different ways that the State of California could spend its transportation revenue. Select the three you think are most important.

	Selected as top 3 (%)
Maintain highways and freeways	46
Maintain local streets and roads	43
Build/widen highways and freeways	25
Provide discounted public transit fares for low-income people	21
Clean up litter along state highways and local roads	20
Provide financial incentives for people to purchase electric vehicles	19
Add new public transit routes	16
Build/widen local roads and streets	16
Use advanced technologies like ramp metering and real-time traffic notices to reduce delay	15
Install more charging stations for electric vehicles	15
Add more frequent public transit service on existing routes	15
Build/improve sidewalks	13
Make the transportation system more resilient to natural hazards like fires and floods	13
Build/improve bike lanes and bike paths	12

Q12. Many government agencies provide transportation infrastructure and services. In your community, how good a job do you think each one does?

	Very good (%)	Somewhat good (%)	Somewhat bad (%)	Very bad (%)	Not sure / doesn't apply (%)
Caltrans (state transportation department): highways and freeways	19	51	18	6	7
Public transit agencies: bus, rail, etc.	16	49	20	7	9
City and county governments: streets and roads	14	48	25	9	4

Q13. Have you ever used ride-hailing (e.g., Uber or Lyft) in any of the following ways? Check all that apply.

	(%)
Taken a ride-hailing trip that I booked myself	48
Taken a ride-hailing trip that someone else booked for me	29
Ridden along on a ride-hailing trip with a family member/friend/caregiver who booked the trip	28
No, I have never taken a ride-hailing trip [Skip to Q22]	34

Q14. Thinking about your past ride-hailing experience, did you ever choose ride-hailing when you also had the option to use public transit?

	(%)
Yes	64
No [Skip to Q16]	36

Q15. How frequently did the following reasons lead you to choose ride-hailing instead of public transit?

	Never (%)	Occasionally (%)	Often (%)	Always (%)
Didn't know how to use transit	44	31	18	7
Cost no object, because I wasn't paying myself	38	37	16	8
Ride-hailing cheaper because I was traveling with a group	34	39	19	8
Guaranteed to sit for the trip (no standing)	26	29	21	23
Didn't have to worry about getting lost	26	28	26	20
Ride-hailing safer from crime or harassment	22	33	26	18
Easier to carry groceries, baggage, etc. on ride-hail	22	27	30	21
Avoid unpleasant weather (rain, heat, snow, etc.)	21	34	27	18
Less walking required	16	32	28	23
Ride-hailing more reliable	11	33	33	23
Ride-hailing faster	9	26	33	32

Q16. Did using ride-hailing change the amount you rode public transit?

Type of change	%
Ride-hailing did not change how much I use transit	58
Yes, I use transit less often	27
Yes, I use transit more often	16

Q17. Thinking about your past ride-hailing experience, did you ever choose ride-hailing when you also had the option to use a bicycle, electric kick-scooter, or another small device?

	(%)
Yes	35
No [Skip to Q19]	66

Q18. How frequently did the following reasons lead you to choose ride-hailing instead of using a bicycle or other small device?

	Never (%)	Occasionally (%)	Often (%)	Always (%)
Not physically able to bicycle, etc.	47	27	16	10
Cost no object, because I wasn't paying myself	35	35	20	10
Traveling with other people who couldn't bicycle, etc.	29	34	24	14
Didn't have to worry about getting lost	24	33	21	19
Bicycle or other device not available to me at the time	22	35	26	17
No safe place to ride (no bicycle lanes, fast traffic, etc.)	20	36	30	15
Ride-hailing safer from crime or harassment	19	35	25	21
Easier to transport groceries, baggage, etc.	17	27	28	28
Avoid unpleasant weather (rain, heat, snow, etc.)	15	33	31	21
Trip too far for bicycling, etc.	13	32	35	21

Q19. Did using ride-hailing change the amount you bicycled or used another small mobility device?

Type of change	%
Ride-hailing did not change how much I bicycle, etc.	71
Yes, I bicycle, etc. less often	17
Yes, I bicycle, etc. more often	12

Q20. Thinking about your past ride-hailing experience, did you ever choose ride-hailing when you also had the option to walk?

	(%)
Yes	42
No [Skip to Q22]	58

Q21. How frequently did the following reasons lead you to choose ride-hailing instead of walking?

	Never (%)	Occasionally (%)	Often (%)	Always (%)
Not physically able to walk	52	26	14	8
Traveling with other people who couldn't walk	36	34	21	9
Cost no object, because I wasn't paying myself	36	38	17	10
No safe place to walk (no sidewalks, dangerous to cross the street, etc.)	24	41	22	13
Ride-hailing safer from crime or harassment	21	32	27	20
Easier to transport groceries, baggage, etc.	18	26	31	26
Avoid unpleasant weather (rain, heat, snow, etc.)	14	35	29	22
Trip too far to walk	8	31	34	28

Q22. Did using ride-hailing change the amount you walked?

Type of change	%
Ride-hailing did not change how much I walk	65
Yes, I walk less often	20
Yes, I walk more often	15

Q23. Communities with many residents who are low-income and/or people of color have experienced fewer benefits and a greater share of negative impacts associated with California's transportation system. How much priority should Caltrans (state transportation department) place on the following different ways to reduce these disparities?

	Low priority (%)	Medium priority (%)	High priority (%)
More opportunities for minority-owned and disadvantaged businesses to do work with Caltrans	16	52	32
Projects that improve access to jobs, services, etc. for underserved communities	11	49	40
Make it easier for the public to provide input to Caltrans on projects and plans	11	49	40

APPENDIX B: RESPONSES TO KEY QUESTIONS, BY SUBGROUPS

Appendix B presents a series of tables showing how different subgroups within the full set of respondents answered the survey questions. For example, we compare the percent of women versus men who had used transit in the previous 30 days.

The statistical test of two proportions was used to check whether differences between pairs of subgroups in a category (e.g., men versus women) are statistically significant at the 95% and 99% confidence levels. In the tables, the first subgroup listed for each category (e.g., age) is the reference case to which the proportion of respondents in other subgroups in that category are compared.

Where the response between the reference case and another subgroup in that category is statistically significant, this is indicated as follows:

*	Statistically significant at $p<0.05$
**	Statistically significant at $p<0.01$

Table B1. Percent of Respondents Who Used Each Travel Mode within the Previous 30 Days, by Subgroup

Characteristics	Drive	Ride as passenger	Transit	Taxi/ride-hail	Walk/bicycle/ scoot
All respondents	*85*	*61*	*25*	*30*	*69*
Sociodemographics					
Gender					
Male	85	56	30	34	73
Female	84	65**	19**	27**	64**
Race					
White only	85	62	21	28	66
Black/African-American only	81	59	34**	42**	74*
Asian/Asian-American only	93**	51**	24	30	69
Other, including mixed-race	79**	62	32**	34**	74**
Of Latino/Hispanic descent					
Yes	82	62	32	36	73
No	86**	60	20**	27**	66**
Education					
High school graduate or less	75	58	27	28	68
More than high school	91**	62*	23**	32*	69
Employment status					
Working for pay	92	61	29	37	71
Unemployed, but looking for work	66**	64	23*	24**	73
Not working by choice (retired, etc.)	75**	58	16**	17**	61**
Income (annual household)					
0 – $49,999	73	59	29	28	68
$50,000 – $99,999	91**	61	24**	33*	69
$100,000 – $149,999	94**	60	19**	29	69
$150,000+	94**	63	21**	33**	69
Age (years)					
18 – 24	77	69	38	40	80
25 – 54	86**	61**	28**	35*	70**
55+	86**	56**	12**	17**	59**
Geography					
Regions (defined as groupings of Caltrans districts)					
Bay Area (D4)	85	56	35	31	75
Greater Los Angeles (D7, 8, 12)	88	60	25**	34	68*
San Diego (D11)	87	64*	26*	34	72
NorCal Rural (D1, 2, 3)	81	63*	16**	23**	61**
Central California (D5, 6, 9, 10)	82	61	24**	28	69*
Community type (self-reported)					
Urban	83	62	34	40	74
Suburban	90**	61	21**	28**	68**
Small town	77**	59	20**	23**	67**
Rural	78*	57	13**	16**	55**

Table B2. Percent of Respondent Who Used Ride-Hailing in Different Ways

Characteristics	Had used ride-hailing at least one way	Ways had used ride-hailing		
		Booked trip	Someone else booked the trip	Rode with someone else who booked
All respondents	*66*	*48*	*29*	*28*
Sociodemographics				
Gender				
Male	69	52	30	27
Female	63**	44**	29	28
Race				
White only	63	47	29	28
Black/African-American only	74**	50	38**	30
Asian/Asian-American only	71**	54*	27	30
Other, including mixed-race	68*	46	29	25
Of Latino/Hispanic descent				
Yes	68	48	31	26
No	64*	48	29	29
Education				
High school graduate or less	57	35	27	22
More than high school	72**	56**	31*	31**
Employment status				
Working for pay	74	56	33	31
Unemployed, but looking for work	56**	36**	22**	26
Not working by choice (retired, etc.)	50**	33**	24**	21**
Income (annual household)				
0 – $49,999	59	37	27	20
$50,000 – $99,999	64*	48**	26	26**
$100,000 – $149,999	70**	51**	32*	33**
$150,000+	81**	68**	37**	42**
Age (years)				
18 – 24	74	48	35	35
25 – 54	71	54*	32	29*
55+	53**	37**	23**	21**
Geography				
Regions (defined as groupings of Caltrans districts)				
Bay Area (D4)	75	59	34	34
Greater Los Angeles (D7, 8, 12)	70	52**	33	29*
San Diego (D11)	73	55	35	32
NorCal Rural (D1, 2, 3)	51**	38**	20**	21**
Central California (D5, 6, 9, 10)	61**	40**	26**	25**
Community type (self-reported)				
Urban	73	55	33	30
Suburban	69*	52	31	30
Small town	53**	32**	24**	22**
Rural	45**	30**	16**	18**

Table B3. Percent of Respondents Who Used Ride-Hailing Instead of Another Available Mode, by Subgroup

Characteristics	Transit	Bicycle or other small device	Walk
All respondents	*64*	*35*	*42*
Sociodemographics			
Gender			
Male	65	37	44
Female	63	31**	40
Race			
White only	64	33	41
Black/African-American only	66	40	45
Asian/Asian-American only	58*	27*	35
Other, including mixed-race	65	43**	50**
Of Latino/Hispanic descent			
Yes	67	45	51
No	62**	28**	37**
Education			
High school graduate or less	65	41	52
More than high school	63	31**	37**
Employment status			
Working for pay	67	38	45
Unemployed, but looking for work	59*	35	49
Not working by choice (retired, etc.)	53**	22**	32**
Income (annual household)			
0 – $49,999	62	39	49
$50,000 – $99,999	66	38	44
$100,000 – $149,999	60	30**	33**
$150,000+	65	28**	36**
Age (years)			
18 – 24	67	49	56
25 – 54	67	37**	46**
55+	53**	16**	22**
Geography			
Regions (defined as groupings of Caltrans districts)			
Bay Area (D4)	64	31	38
Greater Los Angeles (D7, 8, 12)	63	34	42
San Diego (D11)	67	37	35
NorCal Rural (D1, 2, 3)	63	34	43
Central California (D5, 6, 9, 10)	63	36	47**
Community type (self-reported)			
Urban	67	41	47
Suburban	62**	29**	37**
Small town	59**	32**	42
Rural	66	35	47

Table B4. Extent to Which Ride-Hailing Changed Use of Other Modes

	Transit			Bicycle			Walk		
Characteristic	More	Less	No change	More	Less	No change	More	Less	No Change
All respondents	*16*	*27*	*58*	*12*	*17*	*71*	*15*	*20*	*65*
Sociodemographics									
Gender									
Male	18	27	55	15	17	68	17	20	63
Female	12**	26**	62*	8	18	75	13	20	67
Race									
White	13	26	61	11	16	73	12	19	69
Black/African-American only	18**	36**	46**	12	30	58	23	28	49
Asian/Asian-American only	11	27**	63	8	9	83	12	14	73
Other	25**	26**	49**	17	23	61	23	24	53
Of Latino/Hispanic descent									
Yes	24	31	45	17	24	59	22	25	53
No	10**	24**	66**	8	13	79	11	17	72
Education									
High school graduate or less	23	29	48	19	24	57	22	28	50
More than high school	12**	25**	63**	8	14	78	12	16	72
Employment status									
Working for pay	17	28	55	13	18	69	17	21	62
Unemployed, but looking for work	19	22	59	11	24	64	17	23	60
Not working by choice (retired, etc.)	8**	24**	68**	6	12	82	9	16	75
Income (annual household)									
0 – $49,999	21	30	49	16	23	62	20	25	55
$50,000 – $99,999	14**	29**	57**	12	16	71	14	21	64
$100,000 – $149,999	13**	23**	64**	8	14	78	14	17	69
$150,000+	10**	21**	69**	6	12	82	10	13	78
Age (years)									
18 – 24	22	36	41	21	32	47	25	32	43
25 – 54	18**	28**	55**	13	17	70	16	21	63
55+	5**	17**	78**	2	6	91	6	9	85

TABLE B4, continued.

	Transit			Bicycle			Walk		
Characteristic	More	Less	No change	More	Less	No change	More	Less	No Change
Geography									
Regions (defined as groupings of Caltrans districts)									
Bay Area (D4)	15	28	57	9	14	77	13	18	70
Greater LA (D7, 8, 12)	16	28*	57	11	18	70	15	21	64
San Diego (D11)	16	24	60	10	16	74	16	16	68
NorCal Rural (D1, 2, 3)	12	24	63	7	19	74	12	18	70
Central (D5, 6, 9, 10)	16	26**	57**	16	17	67	17	23	59
Community type (self-reported)									
Urban	23	28	49	16	18	66	19	20	60
Suburban	9**	26**	64**	8	15	77	11	18	71
Small town	13**	26	61	13	19	69	16	24	60
Rural	18**	19	63	11	21	69	19	22	59

Table B5. Reasons that Respondents Often or Always Ride-Hail Instead of Taking Transit, by Subgroup (% of Respondents)

Characteristic	Safer from crime, harassment	No worry about getting lost	Less walking required	Don't know how to use transit	Faster	More reliable	Easier to carry groceries	Cost no object because not paying	Cheaper because traveling in group	Avoid unpleasant weather	Guaranteed seat
All respondents	*45*	*47*	*51*	*25*	*65*	*56*	*51*	*24*	*27*	*45*	*45*
Sociodemographics											
Gender											
Male	43	45	52	24	65	56	49	27	27	42	44
Female	46	49	50	27	65	56	53	22*	28	49*	46
Race											
White	47	47	51	25	68	59	51	23	27	45	45
Black/African-American only	42	42	53	22	58*	50	48	24	29	46	45
Asian/Asian-American only	43	49	56	28	70	60	52	24	25	52	44
Other	40*	45	48	25	56**	49**	51	28	30	42	44
Of Latino/Hispanic descent											
Yes	45	47	52	26	58	54	53	28	31	46	46
No	44	47	51	25	70**	58	50	22**	25**	45	44
Education											
High school graduate or less	33	41	45	23	49	44	48	25	27	43	41
More than high school	50**	50**	54**	26	74**	63**	52	24	27	46	47*
Employment status											
Working for pay	45	45	50	27	66	56	50	25	28	46	44
Unemployed, but looking for work	35*	46	54	21	45**	51	53	25	23	41	42
Not working by choice (retired, etc.)	46	52*	54	19**	69	59	55	23	25	43	47

TABLE B5, continued.

Characteristic	Safer from crime, harassment	No worry about getting lost	Less walking required	Don't know how to use transit	Faster	More reliable	Easier to carry groceries	Cost no object because not paying	Cheaper because traveling in group	Avoid unpleasant weather	Guaranteed seat
Income (annual household)											
0 – $49,999	39	43	50	24	52	47	50	26	26	45	43
$50,000 – $99,999	42	46	53	22	69**	56**	52	23	30	44	48
$100,000 – $149,999	47*	49	54	27	71**	58**	53	28	27	44	44
$150,000+	54**	51*	49	28	77**	69**	48	21*	27	47	46
Age (years)											
18 – 24	39	46	55	26	53	48	45	28	35	50	47
25 – 54	46	47	50	25	67**	58**	54*	24	27*	46	45
55+	46	45	51	25	72**	59*	47	23	20**	38**	44
Geography											
Regions (defined as groupings of Caltrans districts)											
Bay Area (D4)	42	39	46	22	68	57	42	21	24	42	39
Greater LA (D7, 8, 12)	47	49*	51	27	67	55	50*	25	27	46	46
San Diego (D11)	50	48	57*	24	74	69*	62**	29	31	55*	50*
NorCal Rural (D1, 2, 3)	44	50*	56*	22	70	61	59**	17	24	43	49*
Central (D5, 6, 9, 10)	39	45	50	26	54**	51	49	27	29	43	42
Community type (self-reported)											
Urban	45	47	49	27	64	58	56	27	30	47	47
Suburban	46	47	55*	22*	71**	61	49*	22*	25	47	45
Small town	40	41	46	21	53*	39**	43**	19*	24	38*	37*
Rural	40	55	52	36	60	49	47	30	27	39	48

Table B6. Reasons that Respondents Often or Always Ride-Hail Instead of Riding a Bicycling or Other Small Device (% of Respondents)

Characteristic	No safe place to ride (no bicycle lane, fast traffic, etc.)	Trip too far to bicycle	Avoid unpleasant weather	Bicycle or other device not available	Easier to carry groceries	Not physically able to bicycle, etc.	Traveling with people not physically able to bicycle, etc.	Cost no object because not paying	Safer from crime, harassment	No worry about getting lost
All respondents	*45*	*55*	*52*	*42*	*56*	*26*	*37*	*30*	*46*	*40*
Sociodemographics										
Gender										
Male	39	54	49	42	53	28	39	32	39	37
Female	51**	57	56	43	59	24	35	28	55**	45*
Race										
White	47	58	51	46	62	26	39	33	50	41
Black/African-American only	38	56	57	37	44**	28	36	27	33*	43
Asian/Asian-American only	54	63	56	47	57	29	45	28	53	42
Other	37*	45**	52	33**	45**	25	30*	28	37**	37
Of Latino/Hispanic descent										
Yes	42	49	52	40	52	28	35	35	44	39
No	47	62**	52	45	60*	24	40	26*	49	42
Education										
High school graduate or less	38	45	44	39	48	28	28	30	36	31
More than high school	49**	63**	58**	44	61**	25	43**	31	53**	47**
Employment status										
Working for pay	44	56	50	42	54	26	38	32	47	41
Unemployed, but looking for work	31	47	58	44	61	20	30	29	34*	33
Not working by choice (retired, etc.)	57*	60	59	45	64	33	38	20*	45	40

TABLE B6, continued.

Characteristic	No safe place to ride (no bicycle lane, fast traffic, etc.)	Trip too far to bicycle	Avoid unpleasant weather	Bicycle or other device not available	Easier to carry groceries	Not physically able to bicycle, etc.	Traveling with people not physically able to bicycle, etc.	Cost no object because not paying	Safer from crime, harassment	No worry about getting lost
Income (annual household)										
0 – $49,999	39	44	50	41	51	29	30	31	43	33
$50,000 – $99,999	42	57**	50	36	57	21*	38	29	41	39
$100,000 – $149,999	57**	62**	59	47	60	31	42*	36	53	56**
$150,000+	51*	73**	56	50	62*	25	48**	26	56**	47**
Age (years)										
18 – 24	35	48	50	42	49	23	34	30	39	32
25 – 54	47**	56*	52	43	57	27	36	31	47	43*
55+	52**	67**	57	42	64*	27	53**	27	54*	43
Geography										
Regions (defined as groupings of Caltrans districts)										
Bay Area (D4)	43	61	54	41	47	22	40	31	39	35
Greater LA (D7, 8, 12)	45	57	54	42	56	28	41	33	50*	44
San Diego (D11)	50	60	45	38	60	25	37	30	56*	38
NorCal Rural (D1, 2, 3)	45	57	64	40	58	23	32	19	47	40
Central (D5, 6, 9, 10)	42	47*	46	46	57	28	33	32	38	39
Community type (self-reported)										
Urban	46	56	53	48	60	30	40	34	51	42
Suburban	44	59	52	37**	55	22*	37	28	43	42
Small town	36	47	49	35*	45**	19*	31	20**	36*	28*
Rural	53	44	58	49	53	38	32	41	52	49

Table B7. Reasons that Respondents Often or Always Ride-Hail Instead of Walking, by Subgroup (% of Respondents)

Characteristic	No safe place to walk (no sidewalk, etc.)	Trip too far to walk	Avoid unpleasant weather	Easier to transport groceries, bags, etc.	Not physically able to walk	Traveling with people not physically able to walk	Cost no object because not paying	Safer from crime, harassment
All respondents	*34*	*62*	*51*	*57*	*22*	*30*	*26*	*48*
Sociodemographics								
Gender								
Male	30	58	49	55	21	32	26	45
Female	39**	65*	54	59	23	28	27	51
Race								
White	34	65	52	57	22	29	26	49
Black/African-American only	37	63	52	57	33*	40	28	38
Asian/Asian-American only	39	70	53	63	23	35	27	48
Other	32	49**	48	52	18	27	24	49
Of Latino/Hispanic descent								
Yes	32	52	53	57	21	31	30	51
No	37	70**	49	56	23	29	23*	45
Education								
High school graduate or less	30	52	48	55	19	29	25	40
More than high school	38**	68**	53	58	24	31	27	54**
Employment status								
Working for pay	35	63	50	56	22	31	28	47
Unemployed, but looking for work	26	56	57	54	14	21*	27	47
Not working by choice (retired, etc.)	36	60	54	63	27	31	18*	52
Income (annual household)								
0 – $49,999	32	53	49	59	22	29	25	41
$50,000 – $99,999	37	65**	55	55	20	29	26	55**
$100,000 – $149,999	41	67*	46	58	27	39	34	56**
$150,000+	33	73**	52	54	20	28	25	49*

TABLE B7, continued.

Characteristic	No safe place to walk (no sidewalk, etc.)	Trip too far to walk	Avoid unpleasant weather	Easier to transport groceries, bags, etc.	Not physically able to walk	Traveling with people not physically able to walk	Cost no object because not paying	Safer from crime, harassment
Age (years)								
18 – 24	38	63	54	54	16	25	30	43
25 – 54	33	60	51	58	23*	33*	26	49
55+	33	67	46	53	27*	27	22	49
Geography								
Regions (defined as groupings of Caltrans districts)								
Bay Area (D4)	31	70	49	52	13	24	27	42
Greater LA (D7, 8, 12)	38	60*	55	61	24**	35*	31	52*
San Diego (D11)	37	59	54	54	20	27	31	58*
NorCal Rural (D1, 2, 3)	33	63	59	55	27**	26	15*	47
Central (D5, 6, 9, 10)	31	61	41	53	21*	29	22	41
Community type (self-reported)								
Urban	34	58	54	59	25	35	31	50
Suburban	37	67*	49	58	18*	26**	21**	47
Small town	27	57	50	45**	15*	25*	22	43
Rural	34	61	48	59	37	35	38	49

Table B8. Percent of Respondents Rating Transportation Services and Agencies as Somewhat or Very Good

Characteristic	Freeway quality	Local road quality	Bicycle/ped quality	Transit quality	Congestion concern	Caltrans	Transit agencies	Local government
All respondents	*79*	*68*	*70*	*68*	*32*	*75*	*71*	*65*
Sociodemographics								
Gender								
Male	80	71	72	69	33	76	71	67
Female	78	65**	69	67	31	74	71	63*
Race								
White	78	66	70	67	30	74	70	63
Black/African-American only	77	66	72	73	39**	78	76	68
Asian/Asian-American only	81	78**	72	60**	38**	70	62**	64
Other	82*	70	68	74**	31	80**	78**	70**
Of Latino/Hispanic descent								
Yes	81	69	70	75	33	78	77	70
No	78	68	70	63**	31	73**	67**	62**
Education								
High school graduate or less	79	66	69	74	25	80	78	68
More than high school	79	70*	71	63**	37**	71**	66**	63**
Employment status								
Working for pay	79	70	71	67	37	73	70	65
Unemployed, but looking for work	79	57**	66	67	17**	79	73	64
Not working by choice (retired, etc.)	79	67	71	69	26**	76	72	66
Income (annual household)								
0 – $49,999	79	64	68	73	26	79	76	66
$50,000 – $99,999	80	70**	72*	69	32**	77	74	67
$100,000 – $149,999	78	69*	70	63**	39**	70**	70*	63
$150,000+	79	74**	73*	57**	40**	67**	58**	62
Age (years)								
18 – 24	86	70	68	67	23	77	75	70
25 – 54	77**	68	67	66	35**	74	70*	64*
55+	79**	68	77**	72	31**	74	71	63**
Geography								
Regions (defined as groupings of Caltrans districts)								
Bay Area (D4)	78	70	75	72	35	72	71	64
Greater LA (D7, 8, 12)	81	74	72	70	41*	75	73	71*
San Diego (D11)	84*	69	75	69	37	74	70	61
NorCal Rural (D1, 2, 3)	77	60**	61**	58**	16**	78*	64*	57*
Central (D5, 6, 9, 10)	77	64*	69	67	24**	74	73	63

TABLE B8, continued.

Characteristic	Freeway quality	Local road quality	Bicycle/ped quality	Transit quality	Congestion concern	Caltrans	Transit agencies	Local government
Community type (self-reported)								
Urban	82	69	71	74	40	76	77	68
Suburban	78*	71	74	64**	33**	71**	67**	64
Small town	80	65	68	69*	18**	81*	72*	65
Rural	70**	56**	52**	53**	21**	72	61**	54**
Political affiliation								
Democrat	83	71	72	69	34	78	73	69
Republican	76**	66**	70	66	32	69**	66**	60**
Independent/Other	75**	64**	67**	67	27**	75	73	62**

Table B9. Percent of Respondents Rating Each System Goals as Important[a], by Subgroup

Characteristics	Reduce delay	Reduce crashes	Reduce air pollution	Reduce GHG emissions	Maintain	Driving alternatives
All respondents	*64*	*74*	*64*	*60*	*77*	*54*
Sociodemographics						
Gender						
Male	63	72	62	57	76	53
Female	65	77**	66	62**	78	55
Race						
White	64	74	62	57	78	54
Black/African-American only	59	75	72**	62	71*	54
Asian/Asian-American only	69*	73	67*	65**	75	53
Other	63	77	66*	61	77	55
Of Latino/Hispanic descent						
Yes	66	76	69	62	78	58
No	63*	73*	61**	58	77	52**
Education						
High school graduate or less	60	73	65	57	75	56
More than high school	67**	75	63	61**	78*	53

TABLE B9, continued.

Characteristics	Reduce delay	Reduce crashes	Reduce air pollution	Reduce GHG emissions	Maintain	Driving alternatives
Employment status						
Working for pay	69	76	66	62	77	57
Unemployed, but looking for work	49**	67**	58**	50**	71*	49**
Not working by choice (retired, etc.)	59**	73*	62	57*	79	50**
Income (annual household)						
0 – $49,999	59	74	65	59	74	56
$50,000 – $99,999	67**	79*	65	59	79**	54
$100,000 – $149,999	64*	75	63	58	78	50
$150,000+	70**	70	61	63	79*	54
Age (years)						
18 – 24	58	74	67	59	70	55
25 – 54	67**	75	65	61	77**	58
55+	62	74	61*	58	81**	46**
Geography						
Regions (defined as groupings of Caltrans districts)						
Bay Area (D4)	65	73	68	67	77	55
Greater Los Angeles (D7, 8, 12)	70	75	67	63	78	56
San Diego (D11)	69	76	62	58*	80	56
NorCal Rural (D1, 2, 3)	54**	71	55**	52**	76	52
Central California (D5, 6, 9, 10)	59*	76	63	56**	76	52
Community type (self-reported)						
Urban	67	77	70	66	78	59
Suburban	65	71**	62**	58**	77	51**
Small town	57**	79	64*	56**	78	54*
Rural	60*	68**	52**	50**	73	48**
Travel behavior and resources						
Annual miles driven						
1 – 5,000	65	73	66	60	76	52
5,001 – 10,000	66	75	64	59	78	52
10,001 – 15,000	65	73	63	60	78	54
15,001+	69	78	60*	54*	79	56
Do not drive	55**	74	63	62	75	63**
Supercommuter (20,000+)						
Yes	70	80	63	53	78	59
No	64	74	64	60	77	54

TABLE B9, continued.

Characteristics	Reduce delay	Reduce crashes	Reduce air pollution	Reduce GHG emissions	Maintain	Driving alternatives
Miles per gallon (without "don't knows")						
≤ 18	70	72	60	53	76	51
18 – 25	67	75	62	58	78	53
26 - 39	66	76	63	60*	82*	51
40+	57**	75	66	64**	75	63**
EV	65	71	73**	71**	71	62**
Miles per gallon (with "don't knows")						
≤ 18	70	72	60	53	76	51
>18 – 25	67	75	62	58	78	53
>25 - <40	66	76	63	60*	82*	51
40+	57**	75	66	64**	75	63**
EV	65	71	73**	71**	71	62**
Don't know	60**	74	66*	57	75	50
Modes used in the last 30 days						
Taxi or ride-hail						
Yes	66	74	66	63	75	62
No	63	75	63	58*	78	51**
Transit						
Yes	63	74	69	64	73	64
No	64	74	63**	58**	78**	51**
Walk, bicycle, micro-mobility						
Yes	65	75	67	62	77	59
No	62*	73	58**	54**	78	43**
Drove yourself						
Yes	65	74	63	59	78	52
No	56**	75	68*	62	71**	65**
Health conditions limiting ability to:						
Walk						
Yes	59	73	64	59	76	54
No	65**	75	64	60	77	54
Bicycle						
Yes	60	73	62	58	79	57
No	65*	75	64	60	77	54
Drive						
Yes	57	69	63	57	75	58
No	65**	75**	64	60	77	53*
Public transit						
Yes	59	70	63	62	77	60
No	64	75	64	59	77	53*
Any mode						
Yes	60	71	63	57	76	55
No	66**	75*	64	61*	78	54

TABLE B9, continued.

Characteristics	Reduce delay	Reduce crashes	Reduce air pollution	Reduce GHG emissions	Maintain	Driving alternatives
Have transit pass						
Yes	66	75	71	67	75	67
No	64	74	62**	58**	78	51**
System rating						
Freeway quality						
Somewhat/very good	64	75	66	62	77	55
Somewhat/very bad	66	73	56**	52**	79	50*
Local street quality						
Somewhat/very good	64	75	66	62	76	55
Somewhat/very bad	64	73	60**	55**	80**	52
Bicycle/ped quality						
Somewhat/very good	65	75	66	62	78	55
Somewhat/very bad	62	75	63	57**	77	58
Public transit quality						
Somewhat/very good	66	77	68	63	78	57
Somewhat/very bad	59**	70**	60**	56**	74*	55
Traffic congestion concern						
Very	80	83	73	66	84	64
Somewhat/not at all	56**	70**	60**	57**	74**	50**
Caltrans evaluation						
Somewhat/very good	65	77	67	63	78	56
Somewhat/very bad	65	70**	59**	53**	76	52
Transit agency evaluation						
Somewhat/very good	66	77	68	63	79	57
Somewhat/very bad	62	69**	58**	55**	74*	54
City/county evaluation						
Somewhat/very good	65	77	68	64	77	56
Somewhat/very bad	63	72**	60**	54**	78	52*
Political affiliation						
Democrat	67	79	75	74	78	60
Republican	63*	69**	47**	40**	76	45**
Independent/Other	59**	72**	62**	54**	76	54**

[a] Percent of respondents who rated the goal as either “somewhat” or “very” important.

Table B10. Percent of Respondents Placing High Priority on Each Spending Option, by Subgroup

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
All respondents	*38*	*46*	*38*	*30*	*33*	*31*	*33*	*42*	*35*	*59*	*35*	*41*	*62*	*36*
Sociodemographics														
Gender														
Male	37	44	38	30	34	31	31	40	34	58	37	43	62	34
Female	39	49**	37	30	33	31	34	44*	36	60	33*	39*	63	39**
Race														
White	38	47	35	30	31	28	32	41	33	61	35	42	64	35
Black/African-American only	39	53	41	36	38*	40**	37	44	39	58	41	45	59	41
Asian/Asian-American only	29**	31**	43**	21**	33	35**	28	34**	33	53**	31	38	57**	28**
Other	44**	54**	40*	36**	41**	34**	36	48**	40**	59	36	41	62	44**
Of Latino/Hispanic descent														
Yes	48	56	41	37	40	34	38	48	42	58	39	44	61	43
No	32**	41**	35**	26**	29**	29**	29**	38**	31**	60	33**	39**	63	32**
Education														
High school graduate or less	46	52	37	37	36	30	35	49	38	59	38	42	59	44
More than high school	33**	42**	38	25**	32**	32	31**	37**	33**	59	33**	40	65**	32**
Employment status														
Working for pay	40	46	40	31	36	31	33	42	36	58	36	43	61	36
Unemployed, but looking for work	40	52	33*	34	28**	32	32	49*	33	58	39	41	54*	39
Not working by choice (retired, etc.)	33**	46	34**	25**	29**	30	32	37**	33	62*	30**	37**	68**	35
Income (annual household)														
0 – $49,999	44	55	35	36	33	29	38	47	39	59	36	39	58	42
$50,000 – $99,999	37**	48**	41*	30**	36	33	31**	41**	32**	63*	37	45**	66**	38*
$100,000 – $149,999	33**	37**	38	23**	32	31	27**	36**	31**	55	34	41	66**	29**
$150,000+	29**	33**	38	22**	31	32	28**	34**	33**	57	31*	40	64*	27**

TABLE B10, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
Age (years)														
18 – 24	47	55	40	37	36	34	36	47	43	53	35	39	54	47
25 – 54	41*	47**	39	33	37	31	35	44	37*	59*	36	43	61**	38**
55+	27**	40**	33**	19**	26**	29	27**	34**	28**	63**	32	39	70**	28**
Geography														
Regions (defined as groupings of Caltrans districts)														
Bay Area (D4)	32	41	35	25	28	29	30	37	32	53	26	34	58	30
Greater LA (D7, 8, 12)	40**	47*	41*	28	37**	34	34	44**	36	58	37**	43**	64*	37**
San Diego (D11)	36	47	42	30	39**	39**	35	37	42**	66**	32	40	65	34
NorCal Rural (D1, 2, 3)	36	48*	30	33**	26	23*	29	37	29	64**	31	36	61	34
Central (D5, 6, 9, 10)	39**	47	37	33**	33	30	33	44**	36	59*	39**	45**	62	41**
Community type (self-reported)														
Urban	44	52	43	35	39	35	38	48	40	58	34	41	61	42
Suburban	32**	41**	36**	25**	32**	30**	28**	36**	33**	60	35	41	65	31**
Small town	41	49	35**	31	28**	27**	34	41**	32**	55	33	38	57	35**
Rural	37*	41**	27**	33	26**	26**	30**	42	32*	64	42*	46	66	40
Travel behavior and resources														
Annual miles driven														
1 – 5,000	38	46	38	29	32	30	31	40	33	59	34	39	62	35
5,001 – 10,000	35	43	37	28	33	29	31	40	35	59	32	41	65	36
10,001 – 15,000	33	40*	40	26	35	36*	28	40	31	58	37	42	61	30*
15,001+	40	45	36	30	33	27	31	47*	33	61	41*	51**	67	37
Do not drive	47**	61**	36	40**	37*	35*	46**	49**	47**	58	35	38	57	47**
Supercommuter (20,000+)														
Yes	43	46	39	38	34	29	36	50	39	61	45	55	67	41
No	38	46	37	29*	33	31	32	41*	35	59	34**	40**	62	36

TABLE B10, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
Miles per gallon (without “don’t knows”)														
≤ 17	39	49	36	32	32	27	33	42	34	64	40	45	64	33
18 – 25	29**	39**	35	23**	30	27	27*	34**	29	59	33*	42	67	28*
26 – 39	37	44	39	25*	34	30	30	39	32	62	36	43	67	34
40+	46*	56*	39	39**	36	37**	43**	48	47**	56**	33*	39*	56**	46**
EV	37	43	51**	33	33	45**	33	39	33	45**	31*	37	50**	35
Miles per gallon (with “don’t knows”))														
≤ 17	39	49	36	32	32	27	33	42	34	64	40	45	64	33
18 – 25	29**	39**	35	23**	30	27	27*	34**	29	59	33*	42	67	28*
26 – 39	37	44	39	25*	34	30	30	39	32	62	36	43	67	34
40+	46*	56*	39	39**	36	37**	43**	48	47**	56**	33*	39*	56**	46**
EV	37	43	51**	33	33	45**	33	39	33	45**	31*	37	50**	35
Don’t know	41	48	34	32	34	30	32	48	35	59	34*	38*	61	42**
Modes used in the last 30 days														
Taxi or ride-hail														
Yes	41	49	43	33	35	36	37	43	39	55	37	40	60	38
No	36**	45	35**	29*	33	29**	30**	41	33**	61**	34*	41	63	36
Transit														
Yes	45	55	38	36	36	33	44	41	45	50	35	38	53	40
No	36**	44**	37	28**	33	30	29**	42	32**	62**	35	42*	65**	35**
Walk, bicycle, micro-mobility														
Yes	39	49	39	33	35	32	36	43	38	56	34	40	60	38
No	35**	41**	35	23**	31*	28**	25**	39*	29**	65**	36	44*	68**	33**
Drove														
Yes	35	44	37	28	33	30	31	41	33	60	35	43	64	35
No	51**	58**	39	39**	35	36*	43**	47**	46**	55*	32	32**	53**	45**

TABLE B10, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
Health conditions limiting ability to:														
Walk														
Yes	38	46	39	33	30	34	34	42	37	52	32	41	57	40
No	38	46	37	29	34	30	32	41	35	61**	36	41	64**	36
Bicycle														
Yes	39	50	38	31	30	32	35	39	36	57	31	42	60	40
No	37	46*	37	30	34*	31	32	42	35	60	36*	41	63	36
Drive														
Yes	45	50	40	38	33	35	36	42	40	51	34	44	52	42
No	37**	46	37	28**	33	30*	32	41	34*	60**	35	40	64**	35**
Public transit														
Yes	43	54	42	34	33	39	38	43	41	54	38	48	57	45
No	37*	45**	37	29	33	30**	32*	41	34*	60	35	40**	63	35**
Any mode														
Yes	41	48	38	32	32	33	35	42	37	56	32	41	59	40
No	37*	46	37	29	34	30	32	42	34	60*	36*	41	64**	35*
Have transit pass														
Yes	43	52	41	35	37	36	45	41	47	53	34	38	55	42
No	36**	45**	37	29**	32*	30**	29**	42	32**	61**	35	42	64**	35**
System ratings														
Freeway quality														
Somewhat/very good	38	47	39	30	34	33	32	41	35	57	34	40	60	37
Somewhat/very bad	37	44	31**	28	31	26**	34	42	34	68**	38	45*	71**	36
Local street quality														
Somewhat/very good	38	46	40	31	35	33	32	41	35	55	34	40	61	37
Somewhat/very bad	38	47	33**	28	30**	27**	33	43	35	68**	37	42	66**	36

TABLE B10, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
Bicycle/ped quality														
Somewhat/very good	37	47	40	29	35	33	33	43	35	58	36	42	64	37
Somewhat/very bad	43**	47	35*	35**	31*	28**	35	40	38	59	33	38*	58**	36
Public transit quality														
Somewhat/very good	40	51	39	32	36	33	36	44	37	59	36	43	64	39
Somewhat/very bad	37	41**	37	29	29**	29*	32*	36**	36	58	33	37**	58**	33**
Traffic congestion concern														
Very	44	52	46	35	43	36	42	47	42	62	44	49	67	40
Somewhat/not at all	35**	43**	34**	27**	29**	29**	28**	39**	32**	58*	31**	37**	60**	35**
Caltrans evaluation														
Somewhat/very good	39	48	40	31	36	33	34	42	36	59	36	42	63	39
Somewhat/very bad	35	41**	32**	27*	29**	26**	29*	40	32*	60	34	40	64	32**
Transit agency evaluation														
Somewhat/very good	40	49	40	32	37	34	35	44	36	60	36	43	63	41
Somewhat/very bad	34**	41**	32**	26**	28**	27**	30*	35**	38	57	33	39	60	29**
City/county evaluation														
Somewhat/very good	40	48	41	32	37	35	34	43	37	56	35	43	62	40
Somewhat/very bad	34**	43*	33**	26**	27**	25**	30*	40	32**	64**	35	39*	64	29**
Priority placed on transportation goals														
Reduce delay														
Very	42	52	44	33	40	35	38	47	40	64	40	48	68	42
Somewhat/not	31**	36**	25**	24**	21**	23**	22**	31**	26**	50**	25**	29**	52**	26**
Reduce crashes/improve safety														
Very	42	51	42	33	38	34	37	46	38	63	38	45	67	41
Somewhat/not	26**	32**	24**	20**	20**	21**	20**	28**	25**	46**	26**	30**	49**	22**

TABLE B10, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
Reduce health impacts														
Very	44	55	47	37	40	39	40	47	41	62	37	43	65	44
Somewhat/not	27**	31**	20**	18**	22**	17**	19**	33**	24**	54**	30**	37**	58**	23**
Reduce GHG emissions														
Very	44	56	49	36	39	41	40	46	42	62	37	43	64	45
Somewhat/not	29**	33**	20**	21**	25**	17**	21**	34**	24**	55**	32**	38**	59**	24**
Maintain streets/highways														
Very	41	50	41	33	36	34	35	46	37	66	38	45	69	39
Somewhat/not	28**	33**	27**	21**	23**	21**	24**	28**	27**	37**	24**	28**	41**	28**
More convenient to go places														
Very	46	58	46	41	40	39	45	48	47	60	38	43	64	45
Somewhat/not	28**	33**	28**	17**	26**	22**	17**	34**	20**	57	31**	39*	61	26**
Political affiliation														
Democrat	39	52	43	31	36	39	36	41	38	57	32	38	60	38
Republican	33**	35**	29**	23**	29**	21**	26**	39	30**	64**	38**	48**	69**	31**
Independent/Other	43	48	36**	35*	34	28**	33	47**	35	57	37*	39	59	39

Table B11. Percent of Respondents Rating Each Spending Option as a Top-Three Priority, by Subgroup

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
All respondents	*13*	*21*	*19*	*12*	*15*	*15*	*15*	*20*	*16*	*43*	*16*	*25*	*46*	*13*
Sociodemographics														
Gender														
Male	13	18	19	13	16	16	15	17	15	43	18	28	46	13
Female	14	25**	19	11*	14	13*	15	22**	17	44	14**	23**	47	13
Race														
White	13	21	18	12	14	14	13	20	15	47	16	27	50	12
Black/African-American only	19*	28*	16	9	17	13	19*	24	14	33**	18	23	34**	17*
Asian/Asian-American only	7**	16*	23**	9	20**	22**	17	15*	17	38**	17	29	48	14
Other	16	24	20	14	13	11	18**	23*	18	39**	15	19**	39**	15*
Of Latino/Hispanic descent														
Yes	17	26	19	14	15	12	17	22	17	37	16	22	37	14
No	11**	19**	19	11*	15	16**	14**	19*	15	47**	16	27**	52**	12
Education														
High school graduate or less	18	24	16	14	13	10	16	23	14	42	18	21	41	15
More than high school	10**	20**	21**	11*	16**	18**	15	18**	17**	44	15*	28**	50**	12**
Employment status														
Working for pay	12	20	20	13	17	15	15	20	17	41	16	27	44	13
Unemployed, but looking for work	15	28**	15*	14	10**	9**	16	26*	13*	40	18	19**	36**	17*
Not working by choice (retired, etc.)	15*	24**	17*	10*	13**	15	15	17*	14*	50**	15	23*	55**	11
Income (annual household)														
0 – $49,999	18	27	15	13	13	11	17	21	15	43	16	18	40	14
$50,000 – $99,999	11**	22**	20**	12	15	15**	14*	22	16	43	17	26**	48**	12
$100,000 – $149,999	9**	16**	22**	10*	17*	17**	12**	20	15	42	17	33**	53**	13
$150,000+	8**	12**	23**	12	17**	20**	14*	15**	18	45	14	33**	52**	12

TABLE B11, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
Age (years)														
18 – 24	20	27	20	14	16	14	17	29	14	29	17	17	32	24
25 – 54	14**	21**	18	14	16	13	15	20**	18*	43**	16	25**	42**	12**
55+	8**	20**	20	8**	13	17	14	15**	13	51**	16	30**	61**	9**
Geography														
Regions (defined as groupings of Caltrans districts)														
Bay Area (D4)	12	21	16	12	18	18	19	20	18	41	13	24	47	13
Greater LA (D7, 8, 12)	13	21	22**	10	16	15	15*	19	16	42	17	28	46	13
San Diego (D11)	10	22	24**	12	18	19	17	15	23	34*	19	23	44	9
NorCal Rural (D1, 2, 3)	15	23	16	14	11**	10**	14*	18	13*	53**	16	24	51	13
Central (D5, 6, 9, 10)	14	22	16	15	13*	13*	13**	23	14*	43	16	24	44	14
Community type (self-reported)														
Urban	14	25	21	13	15	16	17	19	18	39	17	24	39	12
Suburban	11*	18**	20	11*	18	16	14*	19	16	42	16	28**	52**	13
Small town	16	25	15**	13	10**	12*	15	21	15	51**	14	22	44	14
Rural	14	18*	14**	13	11	8**	10**	28**	10**	50**	18	22	56**	15
Travel behavior and resources														
Annual miles driven														
1 – 5,000	13	22	18	12	16	15	16	20	15	45	14	25	49	13
5,001 – 10,000	12	19	19	11	17	15	14	19	16	44	17	27	45	14
10,001 – 15,000	12	16**	24**	10	18	18	14	21	17	40*	17	29	46	12
15,001+	8**	17*	19	13	13	12	10*	20	13	46	24**	33**	52	12
Do not drive	20**	34**	16	16*	7**	12	20*	21	18	40	13	15**	38**	13

TABLE B11, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
Supercommuter (20,000+)														
Yes	10	17	19	13	12	13	11	22	14	43	22	34	51	10
No	13	22	19	12	15	15	15	20	16	43	16*	25**	46	13
Miles per gallon (without “don’t knows”)														
≤ 17	13	19	18	13	13	11	14	18	16	45	18	28	49	9
18 – 25	9*	15	21	11	17*	15*	13	19	15	47	17	29	54	12
26 – 39	11	20	18	9	15	15	13	20	16	48	14*	29	53	11
40+	19*	30**	18	16	10	15	20**	21	20	40	14	17**	36**	13*
EV	17	18	24	15	19	33**	15	21	16	27**	12*	17**	35**	18**
Miles per gallon (with “don’t knows”)														
≤ 17	13	19	18	13	13	11	14	18	16	45	18	28	49	9
18 – 25	9*	15	21	11	17*	15*	13	19	15	47	17	29	54	12
26 – 39	11	20	18	9	15	15	13	20	16	48	14*	29	53	11
40+	19*	30**	18	16	10	15	20**	21	20	40	14	17**	36**	13*
EV	17	18	24	15	19	33**	15	21	16	27**	12*	17**	35**	18**
Don’t know	14	26**	17	12	16	11	16	22	13	41	18	25	40**	17**
Modes used in the last 30 days														
Taxi or ride-hail														
Yes	13	23	22	12	16	15	18	20	20	37	15	23	39	17
No	13	21	18**	12	14	15	14**	20	14**	46**	16	26*	50**	11**
Transit														
Yes	14	28	19	15	16	13	25	18	25	31	13	18	33	18
No	13	19**	19	11**	15	15	12**	20	13**	47**	17**	28**	51**	11**

TABLE B11, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
Walk, cycle, micro-mobility														
Yes	14	22	19	14	15	15	18	20	17	41	15	23	43	14
No	10**	20	20	9**	14	14	9**	21	13**	49**	18*	30**	54**	10**
Drove														
Yes	12	19	20	12	16	15	14	19	15	44	17	27	48	13
No	22**	33**	14**	15*	9**	15	22**	24*	19	38**	13*	13**	34**	14
Health conditions limiting ability to:														
Walk														
Yes	17	26	19	16	11	16	15	18	15	40	17	18	38	16
No	12**	20**	19	11**	16**	14	15	20	16	44	16	27**	48**	12**
Bicycle														
Yes	16	25	19	16	11	15	17	17	15	44	16	19	41	15
No	13	21*	19	11**	16**	15	15	21*	16	43	16	27**	47**	13
Drive														
Yes	18	23	19	17	13	16	15	21	15	37	16	19	31	15
No	12**	21	19	11**	15	14	15	20	16	44**	16	26**	49**	13
Public transit														
Yes	18	27	20	16	13	12	15	19	17	33	17	17	35	20
No	13*	21*	19	12*	15	15	15	20	16	44**	16	26**	48**	12**
Any mode														
Yes	16	25	19	14	12	15	16	19	15	42	15	20	39	15
No	12**	20**	19	11*	16*	15	15	20	16	44	17	27**	49**	12

TABLE B11, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
Have transit pass														
Yes	14	23	18	15	15	15	24	20	25	32	15	17	37	17
No	13	21	19	11**	15	15	13**	20	14**	46**	16	27**	49**	12**
System ratings														
Freeway quality														
Somewhat/very good	14	22	20	13	16	16	15	20	16	42	15	23	44	14
Somewhat/very bad	11	18**	15**	11	11**	11**	14	20	14	49**	22**	34**	55**	8**
Local street quality														
Somewhat/very good	13	22	20	12	17	17	15	20	16	39	15	25	45	14
Somewhat/very bad	13	20	16**	12	10**	11**	15	21	15	53**	20**	27	49*	11*
Bicycle/ped quality														
Somewhat/very good	12	22	20	11	16	15	14	20	15	42	16	25	47	15
Somewhat/very bad	16**	21	17*	18**	12**	14	18**	19	20**	43	16	24	42*	10**
Public transit quality														
Somewhat/very good	14	24	20	12	14	14	16	20	16	41	17	23	45	14
Somewhat/very bad	13	19**	18	13	14	16	16	19	20**	45*	14	26	48	12
Traffic congestion concern														
Very	12	19	20	11	17	14	17	22	17	40	19	30	44	10
Somewhat/not at all	14	23**	19	13	14*	15	14*	19	16	45**	15**	23**	48*	14**
Caltrans evaluation														
Somewhat/very good	14	22	20	12	15	15	15	20	16	41	16	24	45	15
Somewhat/very bad	12	19	16**	12	13	13	12*	21	15	50**	17	30**	51**	9**
Transit agency evaluation														
Somewhat/very good	14	22	20	12	15	14	15	20	15	42	16	24	45	15
Somewhat/very bad	11*	20	18	12	14	15	17	18	20**	43	16	27	46	10**

TABLE B11, continued.

Characteristic	Build sidewalks	Discount transit	EV incentives	Build bicycle lanes	Advanced tech	EV charging	More frequent transit	Litter	New transit	Maintain streets	Build streets	Build freeways	Maintain freeways	Resiliency
City/county evaluation														
Somewhat/very good	14	22	19	13	16	16	15	20	16	39	15	24	44	16
Somewhat/very bad	11**	20	18	12	12**	11**	15	20	17	52**	17	28*	51**	8**
Priority placed on transportation goals														
Reduce delay														
Very	12	21	20	11	17	15	16	19	17	42	17	29	45	12
Somewhat/not	16**	22	17*	14*	11**	14	14	21	14	46*	14*	19**	48	14
Reduce crashes/improve safety														
Very	13	22	19	12	15	15	15	20	16	43	16	26	46	13
Somewhat/not	14	19	18	12	14	14	15	19	17	44	16	24	46	13
Reduce health impacts														
Very	14	24	21	13	16	17	16	20	17	39	15	23	43	13
Somewhat/not	12	17**	15**	10*	13**	11**	13**	20	15	51**	18*	29**	52**	13
Reduce GHG emissions														
Very	13	25	23	13	16	18	16	21	18	39	14	23	42	13
Somewhat/not	13	17**	13**	11	13*	10**	14*	19	12**	50**	20**	29**	53**	13
Maintain streets/highways														
Very	12	21	19	11	15	15	15	19	16	46	17	26	48	13
Somewhat/not	16**	22	20	15**	16	14	16	21	16	35**	15	23*	40**	14
More convenient to go places														
Very	14	25	21	16	15	17	18	19	20	39	14	21	41	13
Somewhat/not	12	18**	17**	8**	14	12**	11**	21	11**	49**	19**	30**	53**	13
Political affiliation														
Democrat	13	26	23	14	16	19	18	17	19	38	13	23	41	14
Republican	11	14**	15**	10**	15	11**	10**	22**	12**	51**	21**	31**	57**	11*
Independent/Other	16	22*	15**	12	14	10**	17	22*	14**	44**	17**	24	44	14

Table B12. Percent of Respondents Placing a High Priority on Options to Reduce Disparities in the Transportation System

Characteristics	Provide equitable access for underserved communities	More opportunities for disadvantaged business to work with Caltrans	Make it easier to provide public input to Caltrans
All respondents	*40*	*32*	*40*
Sociodemographics			
Gender			
Male	37	30	42
Female	42**	34*	39
Race			
White only	39	31	41
Black/African-American only	46	47**	45
Asian/Asian-American only	35	26*	37*
Other, including mixed-race	42	35	38
Of Latino/Hispanic descent			
Yes	41	35	42
No	39	30**	39
Education			
High school graduate or less	36	31	38
More than high school	42**	32	42*
Employment status			
Working for pay	40	32	42
Unemployed, but looking for work	40	27	32**
Not working by choice (retired, etc.)	41	32	38*
Income (annual household)			
0 – $49,999	40	33	41
$50,000 – $99,999	42	32	38
$100,000 – $149,999	38	32	44
$150,000+	38	29*	39
Age (years)			
18 – 24	42	34	40
25 – 54	39	32	40
55+	40	30	41
Geography			
Regions (defined as groupings of Caltrans districts)			
Bay Area (D4)	39	33	38
Greater Los Angeles (D7, 8, 12)	41	33	41
San Diego (D11)	39	30	44
NorCal Rural (D1, 2, 3)	39	25**	35
Central California (D5, 6, 9, 10)	39	34	42
Community type (self-reported)			
Urban	45	38	44
Suburban	38**	28**	38**
Small town	36**	30**	37**

TABLE B12, continued.

Characteristics	Provide equitable access for underserved communities	More opportunities for disadvantaged business to work with Caltrans	Make it easier to provide public input to Caltrans
Political affiliation			
Democrat	50	41	44
Republican	29**	20**	38**
Independent/Other	33**	28**	34**

Question text: “Communities with many residents who are low income and/or people of color have experienced fewer benefits and a greater share of negative impacts associated with California’s transportation system. How much priority should Caltrans (state transportation department) place on the following different ways to reduce these disparities?” (Options: low, medium, or high)

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ABOUT THE AUTHORS

ASHA WEINSTEIN AGRAWAL, PHD

Dr. Agrawal is the Director of the MTI National Transportation Finance Center and also Professor of Urban and Regional Planning at San José State University. Her research and teaching interests in transportation policy and planning include transportation finance, bicycle and pedestrian planning, and travel survey methods. She also works in the area of transportation history. She earned a BA in Folklore and Mythology from Harvard University, an MSc in Urban and Regional Planning from the London School of Economics and Political Science, and a PhD in City and Regional Planning from the University of California, Berkeley.

HILARY NIXON, PHD

Dr. Nixon is Deputy Executive Director of the Mineta Transportation Institute and a faculty member in the MS Transportation Management program at San José State University. She specializes in transportation and environmental planning and policy, and her research focuses primarily on the factors that influence pro-environmental behavior and the relationship between transportation and the environment. She earned a BA from the University of Rochester and a PhD in Planning, Policy and Design from the University of California, Irvine.

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