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Community Transportation Needs and Attitudes towards Electric Vehicles in Los Angeles:
The EVClean15 Survey Report

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Community Transportation Needs and Attitudes towards Electric Vehicles in Los Angeles

The EVClean15 survey report



September 2026

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Executive Summary

Purpose and Context

As part of the EVClean15 project, The Niles Foundation (TNF) conducted a survey to understand community voices surrounding barriers to mobility and to gauge EV and micro transit interest. This assessment was conceived, designed, and implemented by The Niles Foundation to ensure that future clean transportation investments reflected community priorities rather than assumptions about community needs. The Niles Foundation's initiatives, primarily situated within Council District 15 (CD 15) in LA County, serve frontline communities by addressing barriers to mobility including EV access, public transit, and first-/last-mile alternatives. The purpose of this report is to inform future TNF initiatives by summarizing the survey findings and situating them within the larger policy conversation surrounding equity in mobility and the transition towards clean transportation.

Key Findings

The Niles Foundation conducted surveys with 1,002 respondents between October 2023 and June 2025 with community members in LA County, California.

The survey's results reveal several notable findings in the community's mobility needs and barriers. Nearly one in three of respondents report having a household income equal to or below \$26,500 while median income for the sample is \$39,458, indicating that it skews towards being low-income. A large majority of respondents reported commuting by car (34%) and mixed transport (35%) while a smaller majority reported using transit (15%) as their primary mode. A significant share (38%) of the survey respondents remain dissatisfied with the current transportation options available in their community. While nearly one in three respondents rely on public transit daily, an equally large portion use it infrequently or not at all (46%) suggesting a sharp divide: transit is either essential for daily mobility or largely irrelevant to residents. The core barriers to public transit use were safety, wait time, and limited destinations, while cost was notably among the least influential, both among residents in CD 15 and survey wide (*see Figure 2*).

Interest in micro transit was high (*Figure 1*), with 65% of respondents expressing a willingness to use the service if made available within the year. Similarly, awareness of greenhouse gas emission impact and concern for air pollution was notably high among survey respondents. Electric vehicle ownership remained low, with only 12% reporting that they owned an EV. Cost of EVs and access to charging stations were the leading barriers to EV use. Responses also underscored overlapping challenges (i.e. race, income, and having children), suggesting that an intersectional approach is needed to find effective solutions.

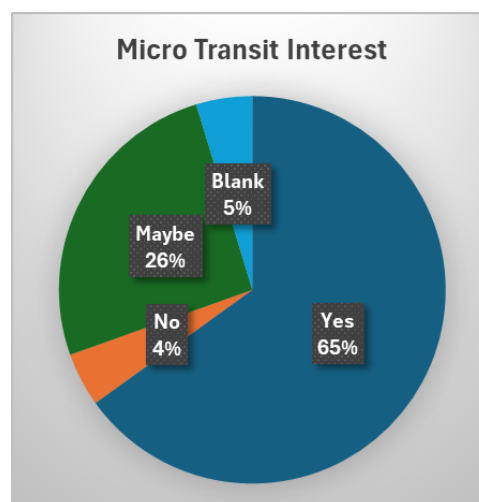


Figure 1: Respondents interest in riding Micro transit if made available this year.

Barriers to Public Transportation

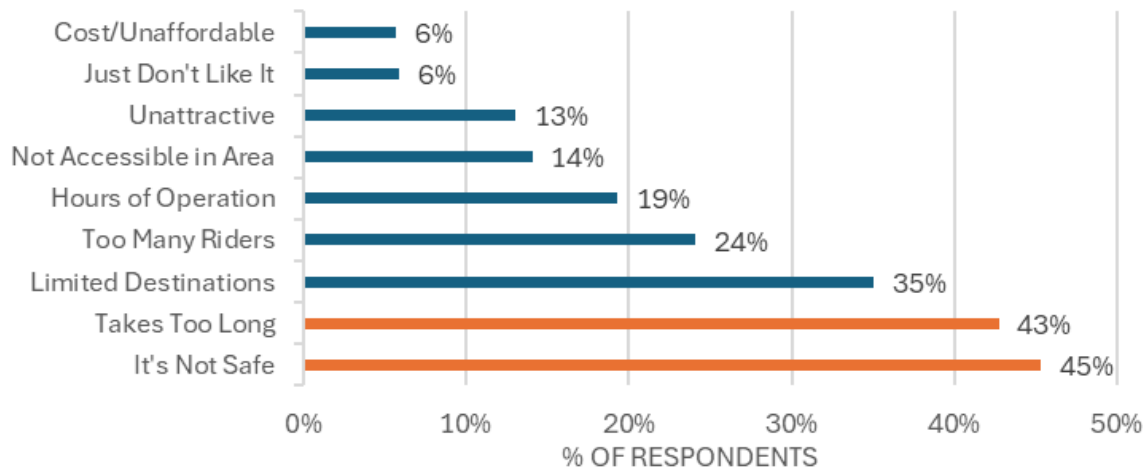


Figure 2: Noted barriers to public transportation use. Safety & time are highest.

Comparative Insights

This report reveals important contrasts in how different groups within Los Angeles County experience mobility. Age-based divergences in mobility preferences emerge within the survey sample, reflecting heavy reliance on transit by younger adults while non-use is most common among older groups. Though median income sample-wide is \$39,458, LA County median income is \$87,760. CD 15, which includes Harbor City, San Pedro, Watts, Wilmington, and Harbor Gateway communities, has some of the highest CalEnviro Screen scores (>90-100), signifying an area with a high incidence of pollution thereby categorizing the communities as disadvantaged. According to the survey, awareness and concern for the effects of air pollution within LA County is high (90%).

Black/African American respondents (22%) have the highest transit ridership, making up 41% of all transit commuting riders. The survey also revealed a high correlation between respondents that do not own a vehicle, concern about air pollution, daily use of public transit, and identifying as Black or Latino. Among Latino respondents, 39% do not own a car. Of this group, half reported household incomes at or below \$26,500. Within this low-income, car-less group, just over one-quarter (26%) reported living in households with five or more people. In other words, 5% of Latino survey respondents met all three conditions: earning $\leq$ \$26,500, having no car, and living in a household of five or more. If we expand this further to include households with three or more individuals, it reveals that approximately 1 in 10 Latinos surveyed meets those income and car-less conditions, while living in a household of three or more. Increasing access to clean air, green spaces, and reliable transportation may be part of the solution, but any solution's effectiveness lies in addressing the intersectional nature of these barriers.

Implications

These findings underscore the need for mobility solutions that address these overlapping barriers – particularly for Black and Latino households experiencing low income, limited vehicle access, and/or larger household sizes. Interestingly, as mentioned above, cost wasn't reported by survey respondents as a significant barrier to public transportation, regardless of income bracket. But any proposed micro transit service must prioritize safety, accessibility, waiting times and be culturally attuned in its outreach.

Mobility barriers are not just economic but are also tied to geographic and demographic contexts, making a one-size-fits-all approach unlikely to succeed. Integrating these insights into the design of a micro transit program will help ensure that routes, schedules and the safety of the service align with the lived realities of the target communities.

Beyond the project's scope, these findings can inform broader transportation planning – especially policies aimed at reducing transit deserts, improving first/last-mile connectivity, increasing EV adoption, and closing equity gaps in emerging mobility programs.

What This Means for EVClean15 Investment & Pilot Design

- 65% demand indicates strong microtransit pilot viability
- 31% carless households represent immediate user base
- Safety, wait time, and route gaps, not cost, drive dissatisfaction
- Black and Latino communities face highest mobility barriers
- Low EV awareness (69%) signals need for targeted outreach

Table of Contents

Executive Summary	2
Purpose and Context	2
Key Findings	2
Comparative Insights	3
Implications	4
Full Report	7
Introduction	7
Methodology	7
Findings	9
Demographics.....	9
Current Mobility Patterns	10
Satisfaction and Transit Barriers	11
Greenhouse Gas, Air Pollution & EV Familiarity	13
Micro transit Interest.....	14
Comparative Insights	15
Age-Based Divergences in Mobility Preferences	15
Income & Poverty	15
Convergence Across Groups	15
Racial Analysis	15
Implications	17
Strong Interest in Micro Transit.....	17
Strong Representation among Residents under 35	17
Income Inequality Creates Affordability Challenges	17
Lower Awareness of EV Programs among Black and Latino Residents	17
Less Access to Charging Stations among Black and Latino Residents	17
Shared Concerns around Transit Use	17
Shared Concerns around Air Pollution and Community Health.....	18

Racialized Differences Must Be Addressed	18
Recommendations	19
Account for Diverse Users in Micro Transit Service Development	19
Engage in Community Outreach and Education	19
Center Equity and Community Needs in Transit	19
Center Equity in EV Policy	19
Engage in Cross-Sector Collaborations	20
Support Community-Led Research	20
Conclusion.....	21
Work Cited.....	22
Appendix A: Demographics Tables.....	23
Appendix B: Current Mobility Patterns	26
Appendix C: Satisfaction & Transit Barriers.....	28
Appendix D: Environmental Awareness, Zero-Emission Readiness, & EV Access Barriers	29
Appendix E: Micro transit Interest	31
Appendix F: Other Tables	32
Appendix 1: Full Survey Instrument	34

Full Report

Introduction

This report summarizes findings from a survey conducted by The Niles Foundation as part of the EVClean15 project. The project aims to expand clean, affordable, electric transportation options for residents of Los Angeles, with a focus on Council District 15 (CD 15). By assessing community needs and mobility barriers, this report informs ongoing efforts by The Niles Foundation to design equitable, community-driven transportation initiatives.

The Niles Foundation, headquartered in Los Angeles, California, is a 501(c)(3) community-based organization that works within historically disinvested communities by addressing challenges to land access, food, clean energy, education, training, leadership, and environmental change. Their work is primarily based in Council District 15 (CD 15) which stretches from South Los Angeles to the Los Angeles Harbor Region. Much of CD 15 is classified under CalEnviroScreen in the top 25 percent for pollution burden. These conditions underscore the urgency of ensuring that the transition to cleaner modes of transportation is equitable and responsive to local lived realities.

Methodology

The survey was conducted by The Niles Foundation between October 2023 and June 2025. It was administered in both English and Spanish (*see Appendix 2 for full English survey instrument*). The survey instrument was developed by The Niles Foundation based on years of community engagement, mobility advocacy, and direct conversations with residents throughout Council District 15. The survey used a mixed-mode, community-based data collection approach. Recruitment was conducted through direct outreach at public locations, community events, engagement with community groups, distribution through partner organizations, and digital sharing via newsletters. Outreach was consistent during the data collection period, with approximately **50–70 in-person outreach touchpoints** across multiple locations and events (averaging about 7–10 per quarter).

Respondents were notified that through their participation, they would contribute to the development of zero-emission shared mobility options, increased access to safe and affordable transportation, greater economic growth, and reduced greenhouse gas emissions within their communities. There are 1,002 respondents in the sample, with the multi-racial profile largely mirroring the demographics found in the region. Some limitations emerge both in survey responses (i.e. low rates of older respondents, higher rates of blank responses on some questions) and design (i.e. no inclusion of gender).

COMMUNITY SNAPSHOT: COUNCIL DISTRICT 15

Geography

- CD 15 extends across L.A.'s Harbor region encompassing San Pedro, Wilmington, Harbor Gateway, Harbor City and Watts. It covers coastal and inland neighborhoods, and combines residential, industrial and port-adjacent landscapes.

Representation & Leadership

- Since Dec. 2022 the district has been represented by Councilmember Tim McOsker.

Demographics

- Population approx. 258,310 residents

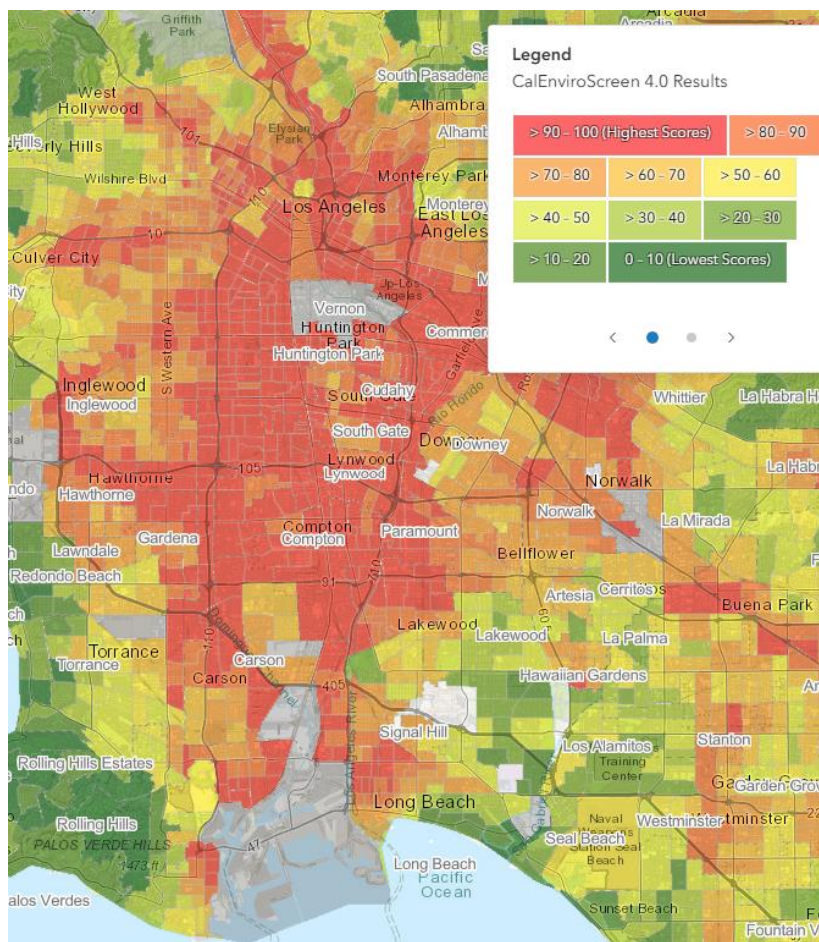


Figure 3: CalEnviro Scores for part of Los Angeles County, CA.

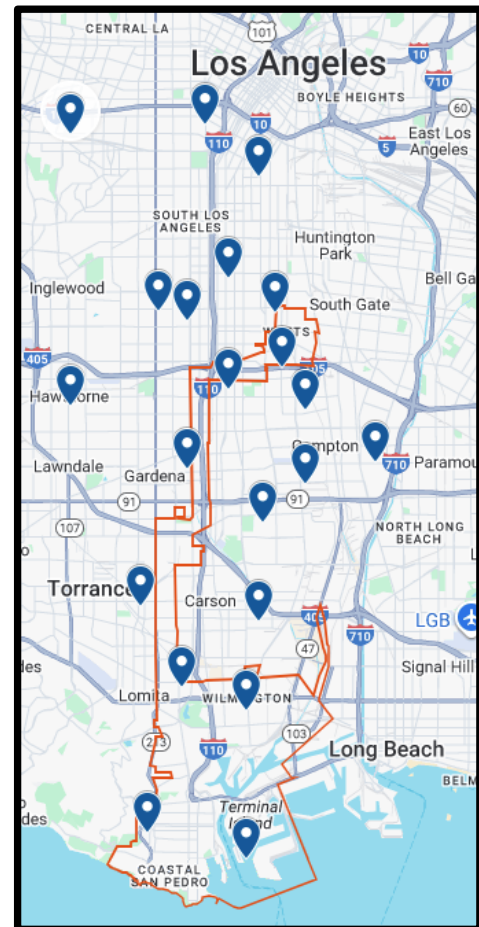


Figure 4: Map of the Top 21 most populous zip codes within the survey. Red outlined area is CD15.

Findings

Demographics

Latino respondents (36%) form the largest group across all age cohorts, while Black respondents (22%) are concentrated in the 25-44 age range. White respondents skew towards middle-aged (25-34) and older (65+). The survey overall skews younger: nearly half of respondents (54%) are under 35 years old. Older adults are less represented with only 11% aged 55 and above. This suggests that mobility and transit preferences will reflect younger perspectives. (see *appendix A*)

In terms of language, two-thirds of respondents (66%) primarily speak English at home, followed by Spanish (14%). This highlights the importance of Spanish accessibility in outreach and services design. Both small (1-2) and large (4+) household sizes are equally common within the survey sample, but Latino households (see *appendix F*) make up the majority (55%) of larger households (4+).

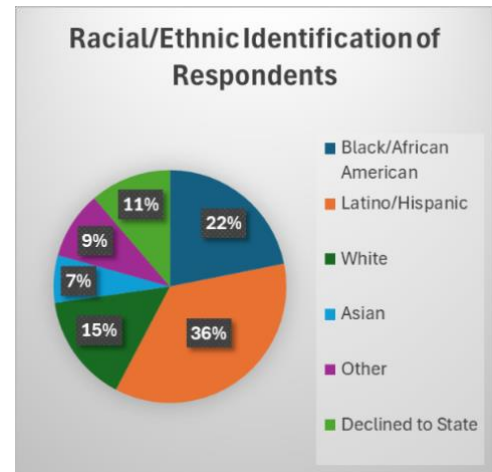


Figure 5: Racial/ethnic makeup of survey respondents

Respondents who reported having no children made up a majority (53%), while 17% reported having children in elementary or middle school. A majority of the respondents, nearly 1 in 3 (32%), report having a household income equal to or below \$26,500. Median income for the sample (excluding blank responses) is \$39,458, indicating that it skews towards being low-income. Middle income households (\$38,000-\$70,000) account for about 24% of respondents, while 8% accounts for higher income households (\$93,000 and above).

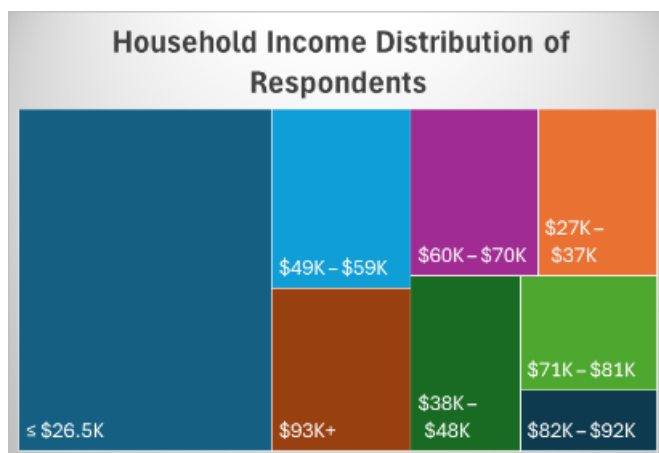


Figure 6: Distribution of survey respondents by household income bracket. (Note: only reflects respondents who provided income data; see *appendix A* for full income table)

Current Mobility Patterns

Most respondents rely on either cars (34%) or a combination of multiple modes (35%) for commuting. Transit use is moderate (15%) and active modes such as walking and biking remain limited. When it comes to car ownership, 1 in 3 respondents (31%) report not owning a car. Among car owners, most commute less than 10 miles (see *Table A9* in appendix). While nearly one in three respondents (29%) rely on public transit daily, nearly half of respondents use transit infrequently or not at all (46%) suggesting a sharp divide. Transit is either essential for daily mobility or largely irrelevant to residents (see *Table A8* in appendix). Daily transit use among survey respondents is concentrated among Black and Latino respondents (41% and 27% of their respective groups), while White, Asian, and “Other” groups were more likely to select occasional use and non-use (see *Table B3* in appendix).

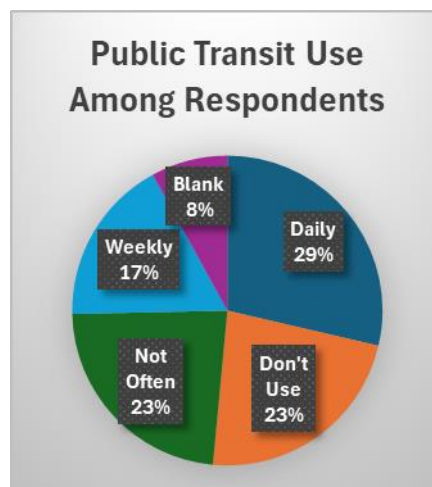


Figure 7: Public Transit Use

Work/home (65%), schools (46%), and grocery stores (41%), are reported as the most important or most common destinations for the survey respondents. Travel to these destinations relies heavily on car and mixed modes, though transit plays a meaningful role for schools and work/home trips (see *Table A10*).

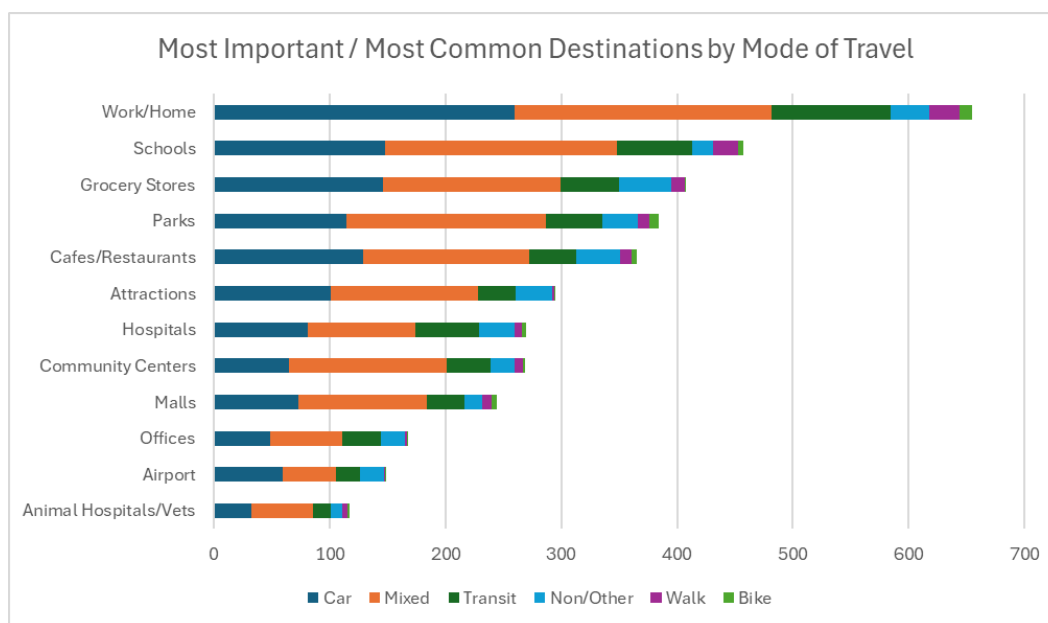
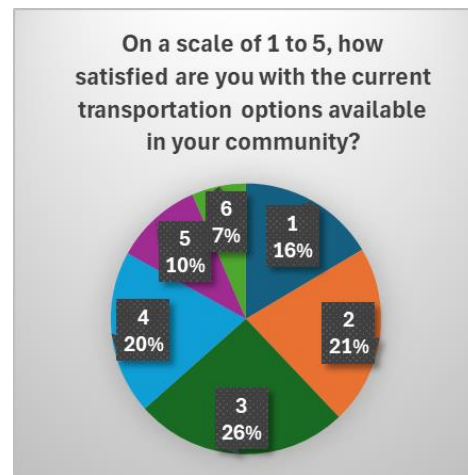


Figure 8: Distribution of travel modes for most important or most common destinations. (Note: Respondents could select multiple destinations, so totals reflect selections, not unique individuals. See *Table A10*)

Satisfaction and Transit Barriers

Survey respondents were asked to rate their satisfaction with transportation options within their community. Responses ranged from “not satisfied at all”, to “not dissatisfied or satisfied”, to “very satisfied”. About half of respondents fell into the middle categories (Levels 2–3), indicating moderate dissatisfaction or neutrality. Levels 1 & 2 together account for 380 respondents (38%), which suggests a significant share of the community remains dissatisfied. Levels 3–5 (those at least somewhat satisfied) include 557 respondents (56%), showing a slight majority lean neutral or better.

Figure 9. Survey options were: 1-Not Satisfied At All; 2-Still Not Satisfied; 3-Not Dissatisfied or Satisfied; 4-Not Bad, Almost Satisfied; 5-Very Satisfied.



Respondents who do not own a car are overrepresented in both dissatisfaction with current transportation options (Levels 1–2) and neutrality (Level 3), indicating transportation challenges are more acute for non-car households. Longer commute groups (10+ miles) also show higher dissatisfaction rates compared to those with shorter commutes. (see *Table A11* in appendix) Dissatisfaction is strongest among those who don’t use transit often or use it only weekly (see *Table A12* in appendix), while satisfaction was higher among daily public transit users compared to occasional or non-users.

The three most significant barriers to transit use were safety concerns (454 mentions), travel time (428 mentions), and limited routes/scope (351 mentions). These concerns cut across both frequent riders and non-users – meaning improvements in these areas could both retain current riders and attract new ones.

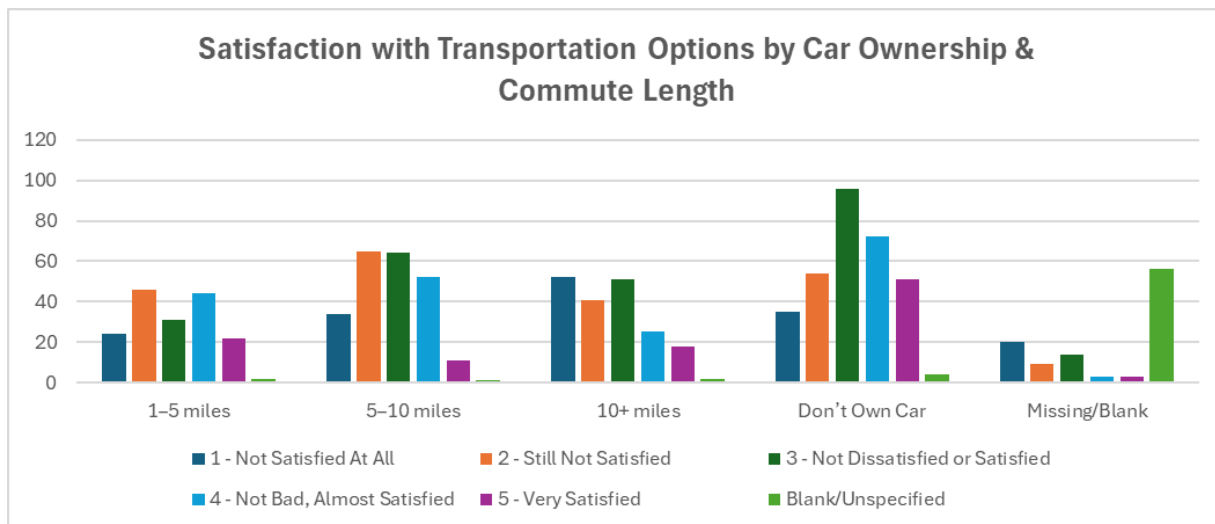


Figure 10: Satisfaction with Transportation Options by Car Ownership & Commute Length, See Table A11 in appendix.

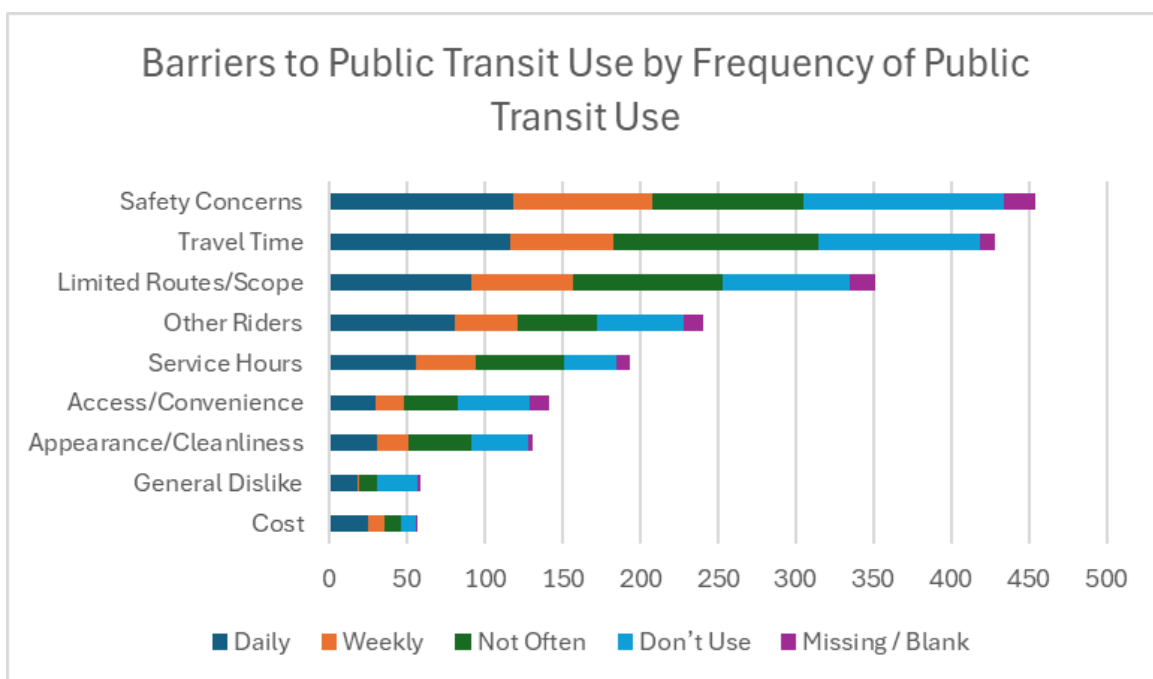


Figure 11: Barriers to Public Transit Use by Frequency (Note: Respondents could select multiple barriers, so totals reflect selections, not unique individuals.) See Table A13 in appendix.

Greenhouse Gas, Air Pollution & EV Familiarity

This survey also addressed the impacts of greenhouse gas emissions, concerns about air pollution and public health, and awareness of local EV incentives and programs.

Two-thirds of respondents (66%) reported being aware of the environmental impacts of GHG emissions. Concern about air pollution was even higher; 90% said they were either very or somewhat concerned about air quality in their communities. Those who expressed strong concern were the most likely to own an EV or be considering a purchase, whereas those with little concern reported very low levels of EV ownership (see *Table A16* in appendix).

Familiarity with local EV programs was low, with a majority (69%) citing that they were either not familiar or were unsure of how these programs worked. Regardless of familiarity with programs, cost (599 mentions) was by far the most cited barrier to EV adoption. Charging infrastructure (230 mentions) and new technology concerns (151 mentions) followed, highlighting gaps in knowledge and confidence. Where to buy (109 mentions) remained a key practical barrier, even among those aware of local programs.

When asked if EV charging stations were easy to locate in their neighborhoods, a majority (35%) responded that charging stations were difficult to locate. An additional 24% acknowledged that there were charging stations but that they were located only at important or major locations suggesting that infrastructure visibility was a concern. (see *Table A18* in appendix). Respondents who don't own an EV (57%) overwhelmingly perceive charging stations as difficult to locate (71%) or available only in limited/major locations (53%). Respondents considering an EV purchase (22%) mirror owners in reporting availability concerns, suggesting infrastructure visibility and accessibility remain a barrier to wider EV adoption.

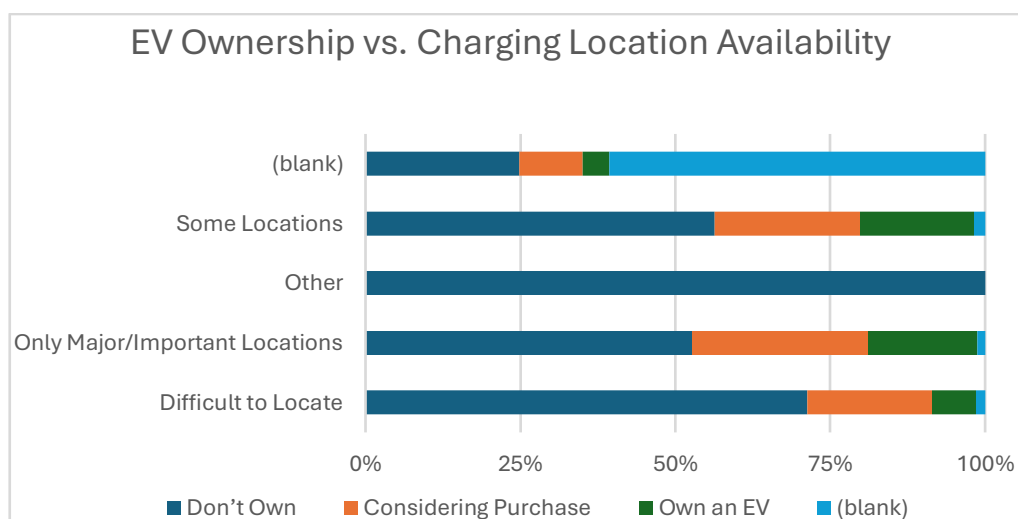


Figure 12: EV ownership vs. EV Charging Location Availability

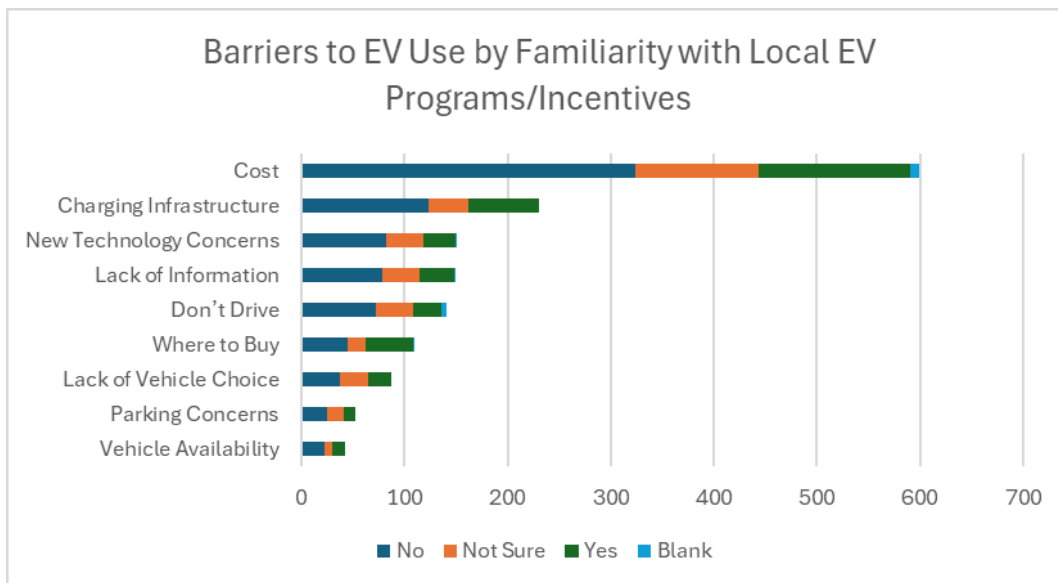


Figure 13: Barriers to EV Adoption by Familiarity with Local EV Programs/Incentives. (Note: Respondents could select multiple barriers, so totals reflect selections, not unique individuals.) See Table A19 in appendix.

Micro transit Interest

Survey results showed high interest in utilizing a micro transit service (55% “Yes” and 28% “Maybe”) and riding a community EV public micro transit service (65% “Yes” and 26% “Maybe”).

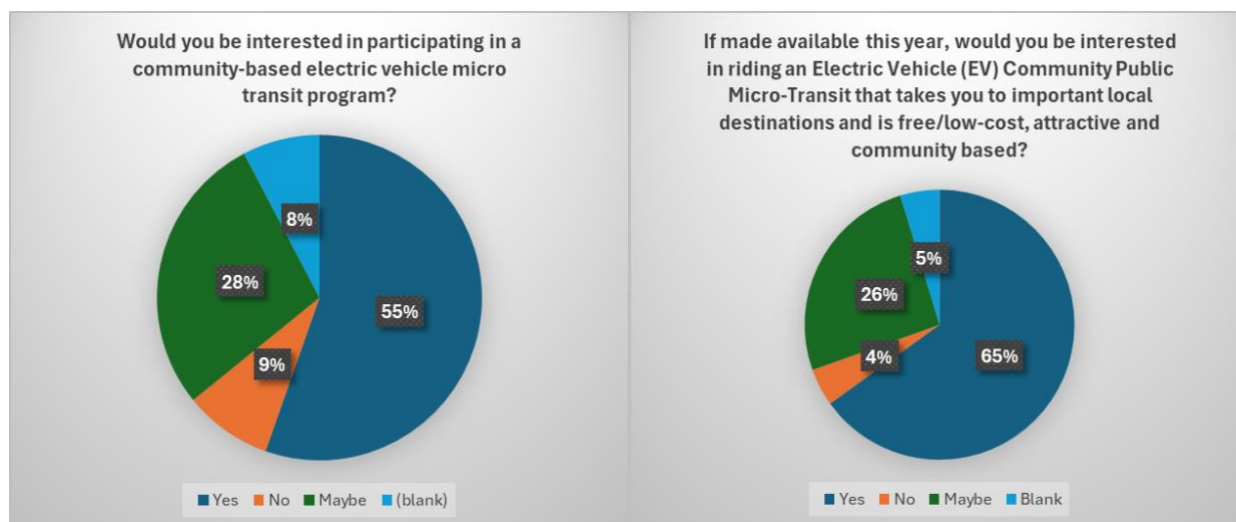


Figure 14 & Figure 15: Interest in Community-Based EV Micro Transit (See Appendix E, Tables A21 & A22).

Comparative Insights

The ability to identify these differences reflects the importance of community-led research. The Niles Foundation's trusted relationships and sustained presence throughout Council District 15 (CD15) enabled outreach to residents who are frequently underrepresented in traditional transportation research.

Age-Based Divergences in Mobility Preferences

The Niles Foundation's EVClean15 survey reveals important differences in how different groups within Los Angeles County experience and envision mobility. There are significant age-based divergences in mobility preferences shown in the survey sample. Daily transit use peaks among ages 25–34 (34%) and 18–24 (24%), reflecting heavy reliance on transit by younger adults. Non-use is most common among older groups (45–54, 55–64, 65+), where around one-third report not using transit at all. But this sample may be only partially representative of LA County or even more specifically CD 15. The survey sample skews younger with nearly half the respondents (54%) reporting an age under 35 years old. LA county demographics show this age group (~15-34) representing only about 28% of the population. Similarly, older respondents aged 65+ represent only 4% of the survey sample, while the county's demographics would place them at around 15% of the population. The median age of the survey (30.5) is significantly younger than the LA county median age of 38.6. (ACS 2023, 1-year).

Income & Poverty

Significant differences exist between LA County-wide income data and the survey sample. The sample skews towards low-income with nearly 1 in 3 (32%), report having a household income equal to or below \$26,500. Median income for the sample (excluding blank responses) is \$39,458, while LA County median income is \$87,760. (ACS 2023, 5-year).

Convergence Across Groups

Safety, travel time, and limited route coverage are the core barriers to transit use, cutting across both frequent riders and non-users, and across most demographic groups, suggesting that improvements in these areas would have a significant impact. There is widespread awareness (66%) of the environmental impacts of GHG emissions, as well as a combined 90% of respondents reporting either being “very” or “somewhat” concerned about air pollution in their communities. Conversely, familiarity with local EV programs is significantly low across respondent groups with a majority (69%) citing that they are either not familiar or are unsure of programs.

Racial Analysis

Black/African American respondents (22%) have the highest transit ridership, being 41% of all transit commuting riders (see *Figure 15 & Table B3*). White respondents (15%) are less

represented overall, with 39% relying on cars for transportation, the highest rate among all racial demographics, and relatively low transit use (8%).

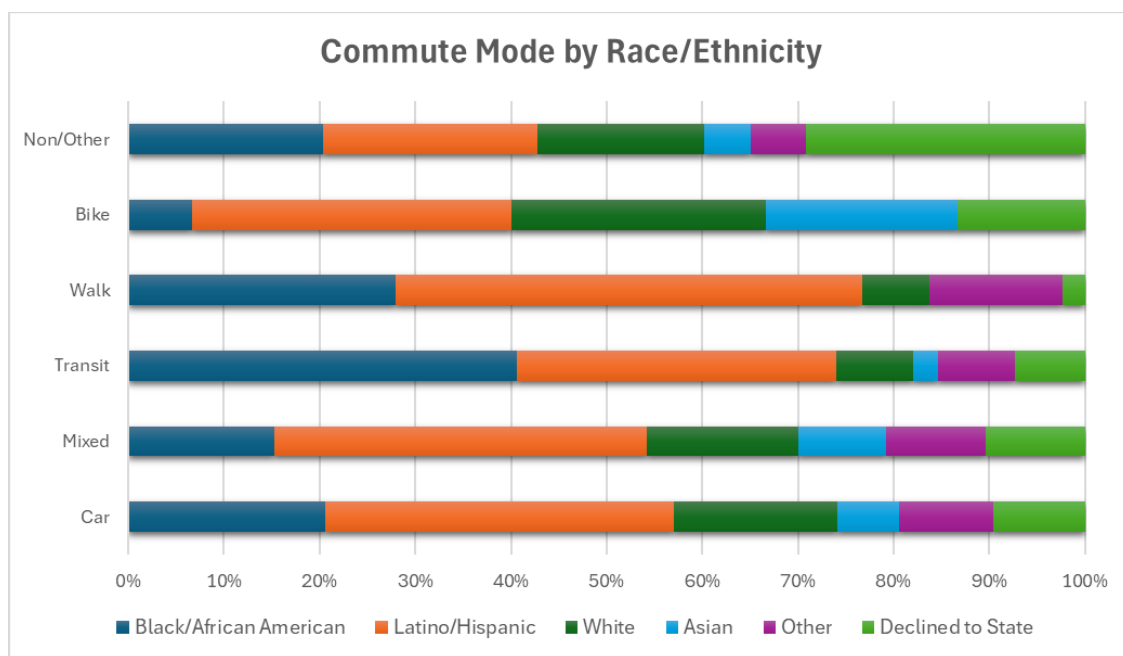


Figure 16: Commute Mode by Race/Ethnicity

EV ownership skews white: respondents who identify as white, own EVs at a rate that is double to that of their Latino counterparts, greater than 1.5 times Black respondents, and over three times their Asian counterparts. Latino and Black respondents are more likely to report difficulty locating EV infrastructure (40% for their respective groups), while White respondents are comparatively more likely to see stations at major hubs (1.5 times more likely than Black and Latino respondents) – highlighting uneven visibility. (see *Table B8*). These findings align with research on disparities in charging infrastructure placement (Hsu and Fingerman, 2021; Lee *et al.*, 2025).

Mobility preferences are known to differ significantly by gender with women often reporting safety barriers to transit use at a higher rate than men (Cowan and Liu, 2025). Although gender wasn't an option on the survey's design, survey respondents reported safety as the highest barrier to public transit use, perhaps suggesting that this was in line with known gendered experiences. Research that disaggregates by gender can reveal such lived experiences.

Implications

Strong Interest in Micro Transit

The survey indicates there is strong interest in micro transit options, a promising indicator for the success of EVClean15. 65% of respondents indicated that they are strongly interested in riding an EV Community Public Micro-Transit. The 31% of respondents from carless households indicates that there are immediate users.

Strong Representation among Residents under 35

The survey sample skews younger than the broader LA County, with nearly half of the respondents under 35 compared to about 28% countywide. This overrepresentation suggests that this sample's data may over-highlight the needs and perspectives of younger residents more strongly. Future programs should consider supplementing these findings with additional outreach to older residents to ensure mobility planning captures their lived experiences. Gender demographics were not collected, limiting this study's ability to account for differences across gender.

Income Inequality Creates Affordability Challenges

Respondents' household incomes were substantially lower than county medians, with one-third reporting incomes below \$26,500. This has direct implications for EV adoption. Affordability remains the most significant barrier and efforts to expand clean transportation in CD 15 should prioritize financial accessibility. Without addressing affordability, EV programs risk leaving out the very communities most impacted by pollution.

Lower Awareness of EV Programs among Black and Latino Residents

Awareness of local EV program incentives was significantly lower among Black and Latino respondents. Campaigns targeted at increasing community-level knowledge and confidence of EV program incentives are a critical intervention.

Less Access to Charging Stations among Black and Latino Residents

Across race and ethnicity, differences in perceptions of EV charging visibility point to uneven infrastructure placement. Latino and Black respondents more frequently reported difficulty locating charging stations, while White respondents were more likely to identify stations at major hubs. This may be due to inequity in charging deployment distribution. Research studies show that Black and Hispanic-majority neighborhoods tend to have lower access to public charging stations (Hsu and Fingerman, 2021). Future EV infrastructure investments should prioritize neighborhoods with lower visibility and accessibility to reduce structural disparities in adoption.

Shared Concerns around Transit Use

Despite divergences, several concerns cut across all demographics: safety, travel time, and limited route coverage were consistently named as barriers to transit use. These commonalities

indicate points where interventions are more likely to lead to program success – improvements in safety, reliability, and infrastructure visibility could deliver benefits across groups, fostering broader confidence in sustainable mobility.

Shared Concerns around Air Pollution and Community Health

A majority of respondents expressed awareness of air pollution impacts and concerns about community health. These concerns cut across racial and socioeconomic differences. This can be a rallying point for shared investment in microtransit to meet climate policy goals, including vehicle miles traveled (VMT) and carbon neutrality.

Racialized Differences Must Be Addressed

Racialized differences highlight structural inequities. For instance, Black respondents show greater reliance on transit, underscoring the importance of strengthening bus and rail networks in disadvantaged communities or increasing transportation options. Meanwhile, EV ownership is disproportionately higher among White respondents, reflecting disparities in both income and access. Without intentional corrective measures, the clean mobility transition risks reinforcing existing inequities. Policy and program design should therefore explicitly prioritize equity by tailoring solutions to the lived experiences of diverse community members. This suggests that transit equity considerations are critical within program design as service quality and reliability may disproportionately affect Black and Latino riders who are more dependent on public transit.

Recommendations

Account for Diverse Users in Micro Transit Service Development

- Be age inclusive: Ensure micro transit services account for both younger and older riders. Seek insight into the lived experiences of seniors and tailor accordingly.
- Address core barriers: Incorporate safety, time, and route needs into transit planning. Determining why respondents feel unsafe can inform program design. Though cost was not listed as a major barrier, it remains important to consider low-cost fare structures and subsidies to match the low-income profile of respondents.
- Center transit equity: Prioritize high-frequency and reliable micro transit in neighborhoods where Black and Latino riders are most dependent on transit.
- Account for disability: Assess whether micro transit plans can include individuals with disabilities.

Engage in Community Outreach and Education

- Conduct localized outreach: Increase targeted outreach to communicate about EVs and transit options.
- Offer accessible introductory experiences to EV: EVClean15 micro-transit can provide users with a positive EV experience that is meeting daily transportation needs.
- Hold hands-on learning opportunities: Host “EV pop-up events” where residents can test drive EVs, learn charging basics, and get information about incentives. Reach out to organizations with experience in these areas such as EVNoire and Central California Asthma Collaborative to share best practices.
- Incorporate youth engagement: Leverage younger respondents by engaging schools and colleges in mobility advocacy and pilot projects.

Center Equity and Community Needs in Transit

- Prioritize safety in design: Include strong safety features (lighting, driver training, women-friendly scheduling) in transit planning to address cross-demographic concerns.
- Improve transit reliability standards: Partner with Metro and city agencies advocate for higher standards in bus/rail service quality in CD 15.
- Find first-mile/last-mile solutions: Invest in neighborhood-level mobility hubs that combine micro transit, EV carshare, and bike/e-scooter infrastructure.
- Prioritize safety infrastructure: Fund better lighting, sidewalk improvements, and bus stop amenities to make transit safer and more appealing.

Center Equity in EV Policy

- Expand EV affordability programs: Advocate for means-tested EV subsidies (such as Clean Vehicles Assistance Programs) and flexible financing models.
- Improve program awareness: Launch multilingual, community-based campaigns to increase awareness of EV incentives, focusing especially on Black and Latino households.

- Prioritize charging station placement in neighborhoods where visibility and access is low, especially in Black and Latino communities.

Engage in Cross-Sector Collaborations

- Utilities & charging companies: Partner with LADWP or private EV charging firms to co-locate stations in underserved areas.
- Public health departments: Tie mobility equity goals to public health outcomes (e.g., reduced asthma rates).
- Healthcare providers: Collaborate with clinics and hospitals to connect micro transit to medical access points, addressing both equity and health. Look into accessing local, state, and federal government sources to support ADA-accessible transportation services.
- Educational institutions: Work with local schools to develop pilot shuttle programs serving students and families, integrating EV and micro transit.
- Community-based organizations: Align with other nonprofits working on housing, food access, air pollution, or workforce development to integrate mobility into broader equity initiatives.

Support Community-Led Research

- Provide funding for community-led research: Community-led research is most well-positioned to identify research gaps responsive to community needs.
- See solutions embedded in community expertise: Communities are not simply research participants; they are knowledge creators whose lived experience, local expertise, and trusted relationships provide critical insight for effective transportation planning.
- Respect data sovereignty: Communities deserve to maintain control over data about them, especially given the long history of researchers engaging in extractive and exploitative relationships with communities. TNF created, implemented, and collected all survey information and retains exclusive control of survey data.
- Partner with humility and respect. University and institutional researchers benefit from recognizing the limitations of their own training and how community-based knowledge has been devalued, particularly based on Black communities and communities of color. Maintaining an attitude of humility and respect is paramount to the success of community partnerships in research.

Conclusion

The EVClean15 survey gives The Niles Foundation a clear picture of how families and residents in Los Angeles Council District 15 experience transportation day to day. The results show real gaps – in access, income, and awareness – but they also highlight the concerns people share across the community. Safety, affordability, reliability, and fair access to infrastructure are shared priorities. These can serve as guideposts for both new mobility programs and future advocacy.

The EVClean15 program will use insights from this survey to analyze efficacy of current pilot programming and routes. For example, one pilot route connects Wilmington and Harbor Gateway, with the goal of improving access to grocery stores and clinics. Future evaluation will examine if such interventions provide reliable service, reduce travel time, and provide a safe option—thus addressing key transit barriers.

Beyond the needs of the EVClean15 program, this report provides key insights to transportation researchers and policymakers. Few studies offer such concentrated and broad sampling to diverse populations, offering needed insights into community transportation needs and perceptions of electric vehicles. As a community-led research study, the strength of this study is the creation of a survey responsive to community needs and the depth of community response. Greater support for community-led research can produce similar important insights.

Clean, inclusive transportation options can support climate goals while also making daily life easier and more reliable for residents, such as those living in Los Angeles County District 15. Community groups are crucial leaders in advancing equitable and sustainable transportation. By putting equity at the center of micro transit planning, strengthening local partnerships, and reaching people in culturally and linguistically meaningful ways, The Niles Foundation is well-positioned to help shape a transportation system that feels more accessible, responsive, and resilient.

This project demonstrates that environmental justice organizations are not only advocates for change but also creators of knowledge. Through community-led research, The Niles Foundation generated data, identified transportation barriers, elevated resident perspectives, and translated local knowledge into actionable solutions. The success of EVClean15 illustrates how transportation planning is strengthened when communities help lead both the research process and the implementation of solutions.

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Appendices

Appendix A: Demographics Tables

Table A1. Racial/Ethnic Identification of Respondents

Race/Ethnicity	Count	% of Total
Black/African American	219	21.90%
Latino/Hispanic	359	35.80%
White	151	15.10%
Asian	66	6.60%
Other	94	9.40%
Declined to State	113	11.30%
Total	1002	100%

- *Latino/Hispanic respondents make up the largest share of the survey population (36%)*
- *Black/African American respondents are the second-largest group (22%)*

- *The survey skews younger: nearly half of respondents (54%) are under 35 years old.*
- *Older adults are less represented: only 11% are aged 55 and above.*

Table A2. Age Distribution of Respondents

Age Group	Count	% of Total
16–18	146	15%
18–24	162	16%
25–34	233	23%
35–44	152	15%
45–54	96	10%
55–64	69	7%
65+	45	4%
Missing/Blank	99	10%
Total	1002	100%

Table A3. Household Income Distribution of Respondents

Income Bracket	Count	% of Total
≤ \$26.5K	324	32%
\$27K – \$37K	74	7%
\$38K – \$48K	72	7%
\$49K – \$59K	93	9%
\$60K – \$70K	79	8%
\$71K – \$81K	59	6%
\$82K – \$92K	31	3%
\$93K+	85	8%
Missing/Blank	185	18%
Total	1002	100%

- *Most respondents fall within lower-income brackets, with nearly one-third earning under \$26.5K annually.*
- *A large share (18%) left income blank, which may reflect sensitivity around income reporting or survey fatigue*

Table A4. Racial/Ethnic Breakdown of Respondents by Selected Zip Codes (Top 20)

Zip Code	Total Respondent s	Black/Africa n American	Latino/Hisp anic	White	Asian	Other	Declined to State
90744	113	11	66	9	4	6	17
90011	63	4	20	26	13	0	0
90002	61	21	20	2	0	9	9
90059	60	20	27	3	1	3	6
90731	51	5	15	16	1	5	9
90044	26	14	9	1	0	1	1
90061	22	9	9	1	0	2	1
90247	22	4	7	5	1	3	2
90003	21	9	9	0	0	2	1
90745	18	2	12	0	2	2	0
90710	15	1	5	3	1	3	2
90007	14	2	2	3	5	1	1
90047	14	9	4	0	0	1	0
90732	13	2	1	9	0	0	1
90220	12	7	5	0	0	0	0
90221	12	5	6	0	0	0	1
90222	12	3	6	0	0	0	3
90501	12	1	7	1	2	1	0
90747	12	3	2	0	0	0	7
(blank)	102	5	15	32	10	15	25
Grand Total	675	137	247	111	40	54	86

Table A5. Language Spoken at Home by Respondents		
Language	Count	% of Total
English	656	65.5%
Spanish	138	13.8%
English & Spanish (bilingual)	28	2.8%
Chinese	10	1.0%
Tagalog	2	0.2%
Vietnamese	2	0.2%
Indic languages	2	0.2%
Arabic	1	0.1%
Korean	1	0.1%
Portuguese	1	0.1%
Native American (Nahuatl)	1	0.1%
Unspecified/Blank/Other	160	16.0%
Total	1002	100.0%

Most respondents speak English (66%), with Spanish-speaking households at 14%.

The majority of respondents are in small to mid-size households (2–4 people), but single-person and large households also form significant segments.

Table A6. Household Size of Respondents		
Household Size	Count	% of Total
1 person	173	17%
2 people	175	17%
3 people	197	20%
4 people	176	18%
5 or more	164	16%
Missing/Blank	117	12%
Total	1002	100%

Appendix B: Current Mobility Patterns

Table A7. Mode of Commute Among Respondents

Commute Mode	Count	% of Total
Car	344	34%
Transit	150	15%
Mixed	347	35%
Walk	43	4%
Bike	15	1%
Non or Other	103	10%
Total	1002	100%

- Mixed travel is the most common commute type (35%), reflecting households that combine driving, transit, or other modes.
- A third rely primarily on cars (34%), while only 15% use transit exclusively.
- Active modes (walking and biking) account for just 5% combined

Public transit use is polarized: about one-third ride daily, but nearly half rarely or never use it, highlighting challenges in making transit attractive to a broader population.

Table A8. Public Transit Use Among Respondents

Public Transit Use	Count	% of Total
Daily	287	29%
Weekly	174	17%
Not Often	232	23%
Do Not Use	229	23%
Missing/Blank	80	8%
Total	1002	100%

Table A9. Car Commute Distance Among Respondents

Car Commute Distance	Count	% of Total
1–5 miles	169	17%
5–10 miles	227	23%
10+ miles	189	19%
Don't own a car	312	31%
Missing/Blank	105	10%
Total	1002	100%

Car ownership is not universal—over one-third report no car—yet for those who do, commutes tend to cluster in the 5–10 mile range, with a notable share traveling over 10 miles.

Table A10. Most Important / Most Common Destinations by Mode of Travel

Destination	Car	Mixed	Transit	Non/Other	Walk	Bike	Total
Animal Hospitals/Vets	32	54	15	10	4	2	117
Airport	59	46	21	21	1	1	149
Offices	49	62	33	21	2	1	168
Malls	73	111	32	16	8	4	244
Community Centers	65	136	38	21	7	2	269
Hospitals	81	93	55	31	6	4	270
Attractions	101	127	33	31	2	1	295
Cafes/Restaurants	129	143	41	38	10	4	365
Parks	114	173	48	31	10	8	384
Grocery Stores	146	153	51	45	12	1	408
Schools	148	200	65	18	22	4	457
Work/Home	260	222	102	34	26	11	655
Total Respondents	344	347	150	103	43	15	1002

Car and mixed modes dominate across nearly all key destinations, with transit serving an important supporting role for work and school trips.

Appendix C: Satisfaction & Transit Barriers

Table A11. Satisfaction with Transportation Options by Car Ownership & Commute Length

Satisfaction Level	1-5 miles	5-10 miles	10+ miles	Don't Own Car	Missing/Blank	Total
1 - Not Satisfied At All	24	34	52	35	20	165
2 - Still Not Satisfied	46	65	41	54	9	215
3 - Not Dissatisfied or Satisfied	31	64	51	96	14	256
4 - Not Bad, Almost Satisfied	44	52	25	72	3	196
5 - Very Satisfied	22	11	18	51	3	105
Blank/Unspecified	2	1	2	4	56	65
Total	169	227	189	312	105	1002

Satisfaction with transportation is mixed, while dissatisfaction is concentrated among non-car owners and those with long commutes.

Table A12. Satisfaction with Transportation Options by Public Transit Use

Satisfaction Level	Daily	Weekly	Not Often	Don't Use	Missing/Blank	Total
1 - Not Satisfied At All	37	11	38	71	8	165
2 - Still Not Satisfied	55	65	56	32	7	215
3 - Not Dissatisfied or Satisfied	58	50	78	59	11	256
4 - Not Bad, Almost Satisfied	85	36	43	32	—	196
5 - Very Satisfied	50	12	16	26	1	105
Blank/Unspecified	2	—	1	9	53	65
Total	287	174	232	229	80	1002

Transit satisfaction skews negative overall, with the highest dissatisfaction among infrequent and non-users, while daily users report the most positive experiences, suggesting that familiarity with transit correlates with higher satisfaction.

Table A13. Barriers to Public Transit Use by Frequency of Public Transit Use

Barrier	Daily	Weekly	Not Often	Don't Use	Missing/Blank	Row Total
Safety Concerns	118	90	97	129	20	454
Other Riders	81	40	51	56	13	241
Travel Time	116	67	132	104	9	428
Appearance/Cleanliness	31	20	40	37	3	131
Cost	25	11	10	10	1	57
Access/Convenience	30	18	35	46	12	141
Limited Routes/Scope	91	66	96	82	16	351
Service Hours	56	38	57	34	8	193
General Dislike	18	1	12	26	2	59
Total Respondents	287	174	232	229	80	1002

Safety, travel time, and limited route coverage are the core barriers to transit use, cutting across both frequent riders and non-users

Appendix D: Environmental Awareness, Zero-Emission Readiness, & EV Access Barriers

Table A14. Are you aware of the environmental impacts of greenhouse gas (GHG) emissions from gas and diesel fuel transportation?

Yes	657
Not Sure	142
No	142
(blank)	61
Grand Total	1002

Table A15. Are you concerned with air pollution and its impact on public health in your community?

Very	588
Somewhat	308
Not	50
(blank)	56
Grand Total	1002

A majority (59%) of respondents reported being very concerned about air pollution.

Table A16. Air Pollution Concern by EV Ownership

Air Pollution Concern	Considering Purchase	Don't Own EV	Own an EV	Blank	Total
Not Concerned	10	36	4	0	50
Somewhat Concerned	53	210	36	9	308
Very Concerned	152	326	85	25	588
Missing/Unspecified	3	3	0	50	56
Total Respondents	218	575	125	84	1002

Table A17. Are you familiar with any existing local programs or incentives that promote the use of electric vehicles?

Yes	246
Not Sure	200
No	493
(blank)	63
Grand Total	1002

Table A18. Are EV Charging Stations easy to locate or often seen in your city or neighborhood?

Yes, at some Locations	282
Yes, but at Important/Major Locations Only	243
No, Difficult to Locate	352
Other	8
Blank	117
Grand Total	1002

Table A19. Barriers to EV Use by Familiarity with Local EV Programs/Incentives

Barrier	No	Not Sure	Yes	Blank	Total
Vehicle Availability	22	8	13	0	43
Parking Concerns	25	16	12	0	53
Lack of Vehicle Choice	37	28	22	0	87
Where to Buy	45	18	45	1	109
Don't Drive	72	37	27	5	141
Lack of Information	78	37	33	2	150
New Technology Conce	82	37	30	2	151
Charging Infrastructure	124	38	68	0	230
Cost	324	119	148	8	599
Total Respondents	493	200	246	63	1002

- Cost (599 mentions) is by far the most cited barrier, regardless of familiarity with programs
- Where to buy remains a key barrier even among those aware of local programs.
- Respondents unfamiliar with local programs (“No”) report the highest barriers overall.

Table A20. EV Ownership vs. Charging Location Availability

EV Ownership	Difficult to Locate	Only Major/Important Locations	Other	Some Locations	(blank)	Total
Don't Own	251	128	8	159	29	575
Considering Purchase	71	69	0	66	12	218
Own an EV	25	43	0	52	5	125
(blank)	5	3	0	5	71	84
Grand Total	352	243	8	282	117	1002

Charging station availability is a clear barrier: even among EV owners and those considering purchase, many report limited or difficult access

Appendix E: Micro transit Interest

Table A21. Would you be interested in participating in a community-based electric vehicle micro transit program?

Yes	555
Maybe	282
No	88
(blank)	77
Grand Total	1002

Table A22. If made available this year, would you be interested in riding an Electric Vehicle (EV) Community Public Micro-Transit that takes you to important local destinations and is free/low-cost, attractive and community based?

Yes	652
No	45
Maybe	258
Blank	47
Grand Total	1002

Respondents showed a high interest both in Microtransit and in utilizing a Microtransit service if it became available within the year. Together, Yes and Maybe responses for both questions, accounted for over 80% of total survey respondents.

Appendix F: Other Tables

Table B1. Household Size of Respondents by Race/Ethnicity

Household Size	Black/African American	Latino/Hispanic	White	Asian	Other	Declined to State	Total Respondents
1 person	77	36	20	13	17	10	173
2 people	47	33	53	11	14	17	175
3 people	35	67	38	16	23	18	197
4 people	23	87	22	20	19	5	176
5+ people	25	101	12	6	12	8	164
(blank)	12	35	6	0	9	55	117
Total	219	359	151	66	94	113	1002

White respondents are most concentrated in 2-person households. Latino/Hispanic households make up the majority in larger households (4+ people).

Table B2. Commute Mode by Race/Ethnicity

Race/Ethnicity	Car	Mixed	Transit	Walk	Bike	Non/Other	Total	% of Total
Black/African American	71	53	61	12	1	21	219	21.90%
Latino/Hispanic	125	135	50	21	5	23	359	35.80%
White	59	55	12	3	4	18	151	15.10%
Asian	22	32	4	—	3	5	66	6.60%
Other	34	36	12	6	—	6	94	9.40%
Declined to State	33	36	11	1	2	30	113	11.30%
Total	344	347	150	43	15	103	1002	100%

Table B3. Public Transit Use by Race/Ethnicity

Transit Use	Black	Latino	White	Asian	Other	Decline to State	Total	% of Total
Daily	89	96	27	22	27	26	287	29%
Weekly	28	77	28	8	21	12	174	17%
Not Often	49	75	47	18	27	16	232	23%
Don't Use	48	88	42	15	14	22	229	23%
Missing/Blank	5	23	7	3	5	37	80	8%
Total	219	359	151	66	94	113	1002	100%

Latino respondents are most likely to drive or use mixed modes, while Black respondents show the highest reliance on transit.

Table B4. Public Transit Use by Age Group						
Age Group	Daily	Weekly	Not Often	Don't Use	(Blank)	Total
16–18	39	27	34	39	7	146
18–24	39	46	46	25	6	162
25–34	79	54	57	36	7	233
35–44	60	17	37	38	0	152
45–54	31	11	17	32	5	96
55–64	17	6	14	25	7	69
65+	4	5	14	17	5	45
(Blank)	18	8	13	17	43	99
Total	287	174	232	229	80	1002

Public transit use is strongly age-related: younger respondents (under 35) are the most frequent users, while older adults (55+) show much lower engagement, often reporting they do not use transit at all

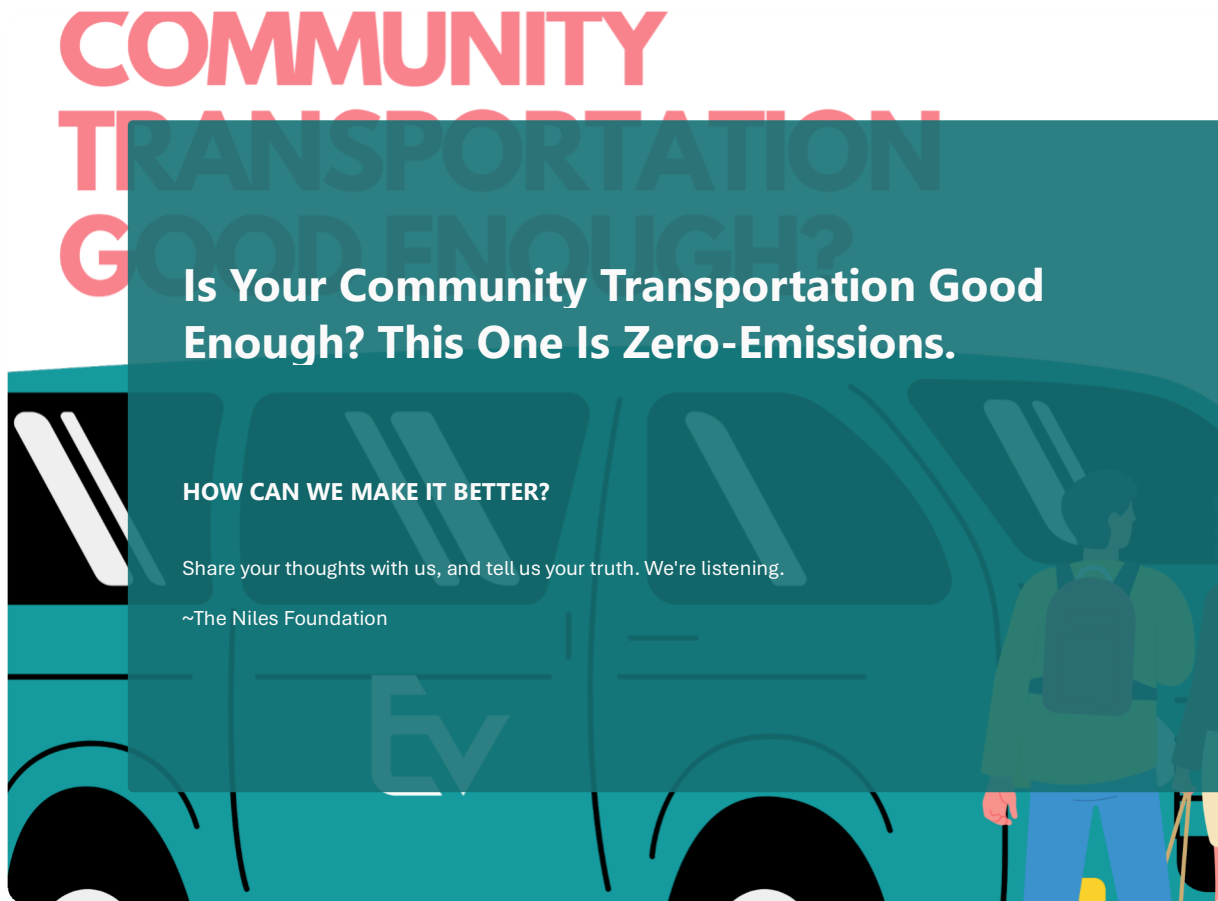
Table B5. Pet Ownership	
Pets	Count
No pets	401
Travels with pets	179
Yes, but no travel with pets	291
(blank)	131
Grand Total	1002

Table B6. Parentage		
Children	Count	% of Total
Daycare	56	5.6%
Elem/Middle School	169	16.9%
In High School	26	2.6%
Past High School	90	9.0%
No Children	528	52.7%
(Blank)	133	13.3%
Total	1002	100.0%

Table B7. Car Commute Distance by Children in Household						
Children	10+ mi	1–5 mi	5–10 mi	Don't Own Car	(blank)	Total
Daycare	11	11	13	20	1	56
Elem/Middle School	36	31	55	43	4	169
In High School	4	3	10	7	2	26
No Children	93	93	118	207	17	528
Past High School	19	24	10	24	13	90
(blank)	26	7	21	11	68	133
Total	189	169	227	312	105	1002

Families with school-aged children are more likely to report mid-range car commutes (5–10 miles).

Table B8. EV Infrastructure Visibility By Race							
EV Infrastructure Visibility	Black	Latino	White	Asian	Other	Decline	Total Respondents
Difficult to locate	87	143	40	19	27	36	352
Only Major/Important Locations	45	78	55	24	30	11	243
Other	3	3	1	0	0	1	8
Some Locations	77	89	50	20	30	16	282
(blank)	7	46	5	3	7	49	117
Grand Total	219	359	151	66	94	113	1002



*Community Transportation & Needs Assessment Survey Consent Form

1. The Niles Foundation is conducting a transportation needs assessment survey to gather valuable insights from residents of Council District 15 (CD 15) in Los Angeles. This survey aims to improve transportation options and address the specific needs of Harbor Gateway, Harbor City, San Pedro, Watts, Wilmington, and surrounding areas.

By participating in this survey, you have the opportunity to contribute to the development of zero-emission shared mobility options, increase access to safe and affordable transportation, promote economic growth, and reduce greenhouse gas emissions within your community. Your feedback will directly impact the public health and environment of Council District 15.

Consent

By continuing with this survey, you acknowledge and agree to the following:

1. **Voluntary Participation**: Your participation in this survey is entirely voluntary. You have the right to withdraw at any time without providing a reason and without any negative consequences.
2. **Confidentiality**: All personally identifiable information collected in this survey will be kept strictly confidential. Your responses will be anonymized and aggregated for analysis purposes. Your privacy is of utmost importance to us, and we will take all necessary measures to protect your personal information.
3. **Data Use**: The information collected in this survey will be used solely for research and analysis purposes related to transportation needs assessment in Los Angeles Council District 15. The Niles Foundation may share the aggregated findings with relevant stakeholders, such as local government agencies and community organizations, to inform future transportation projects and initiatives.
4. **Skip Questions**: Your participation in this survey is not dependent on answering every question.
5. **Data Retention**: The Niles Foundation will retain the survey data for 24 months. After this period, all personal information will be securely deleted. If you wish to have your personal information deleted before this time, please contact The Niles Foundation at [insert contact information].
6. **Contact Information**: If you have any questions or concerns about this survey or your participation, please contact The Niles Foundation at evclean15@thenilesfoundation.org.

By continuing with this survey, you indicate that you have read and understood the information provided in this consent form. Your voluntary participation in this survey is greatly appreciated and will contribute to the improvement of transportation options in Council District 15.

To confirm the above information has been understood, please type **Yes** below.

*

Personal Information

The survey questions below help us better understand the demographics of the CD15 community.

2. Full Name:

3 What is your email *

4. What is today's date?

5. What is your current residence Zip Code?

6. Which of the following best represents your racial or ethnic heritage?
(Please select all that apply)

- ☐ American Indian or Alaska Native
- ☐ Asian or Asian American
- ☐ Black or African American
- ☐ Hispanic or Latino/a
- ☐ Middle Eastern or North African
- ☐ Native Hawaiʻian or Pacific Islander
- ☐ White or European
- ☐ Prefer Not to Say
- ☐ Other

7. What is your age?

- ☐ Ages 16-18
- ☐ Ages 18-24
- ☐ Ages 25-34
- ☐ Ages 35-44
- ☐ Ages 45-54
- ☐ Ages 55-64
- ☐ Ages 65+

8. What is your annual household income?

- ☐ Not more than \$26,500
- ☐ \$27K-\$37K
- ☐ \$38K-\$48K
- ☐ \$49K-\$59K
- ☐ \$60K-\$70K
- ☐ \$71K-\$81K
- ☐ \$82K-\$92K
- ☐ \$93K+

9. What is the size of your current household?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 4+

10. What language do you speak most often or at home?

Commuting, Transportation and Infrastructure

The survey questions below will help us understand your transportation and mobility needs.

11. How do you currently commute to work or school?
(Please select all that apply)

- ☐ Car
- ☐ Public Transportation
- ☐ Biking
- ☐ Walking
- ☐ Fully Remote
- ☐ Other

12. Do you own a car and what is your commute?

- ☐ Yes, My Daily Commute is Between 1-5 Miles One Way
- ☐ Yes, My Daily Commute is 5-10 Miles One Way
- ☐ Yes, My Daily Commute is 10+ Miles One Way
- ☐ No, I Do Not Own a Car

13. Do you use public transportation?

- ☐ Yes, I Use It Daily
- ☐ Yes, I Use It A Couple Times a Week
- ☐ Yes, But Not Often
- ☐ No, I Do Not Use Public Transportation

14. On a scale of 1 to 5, how satisfied are you with the current transportation options available in your community?

- ☐ 1.- Not Satisfied At All
- ☐ 2.- Still Not Satisfied
- ☐ 3.- Not Dissatisfied Or Satisfied
- ☐ 4.- Not Bad, Almost Satisfied
- ☐ 5.- Very Satisfied

15. Would you be interested in participating in a community-based electric vehicle micro transit program?

- ☐ Yes
- ☐ No
- ☐ Maybe

16. Are there any challenges or barriers to you using public transportation?

(Please select all that apply)

- ☐ It's Not Safe
- ☐ Too Many Riders
- ☐ It Takes Too Long
- ☐ It's Unattractive
- ☐ It's Unaffordable
- ☐ It's Not Accessible In My Area
- ☐ It Has Limited Destinations
- ☐ Hours Of Operation Do Not Support My Transportation Needs
- ☐ I Just Don't Like It
- ☐ Other

17.Are you aware of the environmental impacts of greenhouse gas (GHG) emissions from gas and diesel fuel transportation?

- ☐ Yes
- ☐ No
- ☐ Not Sure

18.Are you concerned with air pollution and its impact on public health in your community?

- ☐ Yes, Very Concerned
- ☐ Yes, Somewhat Concerned
- ☐ I'm Not Concerned

19.Are you familiar with any existing local programs or incentives that promote the use of electric vehicles ?

- ☐ Yes
- ☐ No
- ☐ Not Sure

20.Do you own, lease or considered purchasing an (EV) Electric Vehicle for any reason?

- ☐ Yes I Have an Electric Vehicle
- ☐ No I Do Not Have an Electric Vehicle
- ☐ I'm Considering Purchasing an Electric Vehicle

21. Are there any challenges or barriers preventing you from obtaining an electric vehicle?
(Please select all answers that apply)

- ☐ Costs
- ☐ Not Sure Where to Purchase
- ☐ Need Additional EV information
- ☐ Lack of Local Charging Infrastructure
- ☐ EVs are Not Available Where I Live
- ☐ This is a New Concept for Me
- ☐ I Can't Decide Which One to Purchase
- ☐ No Parking Space for it
- ☐ I Don't Drive
- ☐ Other

22. Are EV Charging Stations easy to locate or often seen in your city or neighborhood?

- ☐ Yes, at a Some Locations
- ☐ Yes, but at Important/Major Locations Only
- ☐ No, it is Difficult to Locate Charging Stations in my Neighborhood
- ☐ Other

Additional Information

The survey questions below help us better support your safety and accessibility needs

23.Do you have children?

- ☐ Yes, my Kid(s) are in Daycare
- ☐ Yes, my Kid(s) are in Elementary School
- ☐ Yes, my Kid(s) are in Middle School
- ☐ Yes, my Kid(s) are in Highschool
- ☐ Yes, my Kid(s) beyond High School
- ☐ No

24.Do you have pets?

- ☐ Yes, my Pet(s) Travel with me
- ☐ Yes, but my Pet(s) do not Travel with me
- ☐ No, I Do Not have Pet(s)

25.What improvements or changes would you like to see made to your local public transportation in relation to reducing greenhouse gas emissions or creating healthier local environments?

26. What local destinations are most important to you and or that you visit most often?

(Please select all answers that apply)

- ☐ Work/Home
- ☐ Schools/Colleges
- ☐ Hospitals/Clinics/Pharmacies
- ☐ Parks/Gardens
- ☐ Museums/Attractions
- ☐ Malls/Plazas
- ☐ Markets/Grocery Stores
- ☐ Libraries/Community Centers/Seniors Centers
- ☐ Cafes/Restaurants/Gyms
- ☐ Animal Hospital
- ☐ Business Offices/Government Offices/Agency Offices
- ☐ Airports
- ☐ Other

27. If made available this year, would you be interested in riding an Electric Vehicle (EV) Community Public Micro-Transit that takes you to important local destinations and is free/low-cost, attractive and community based?

- ☐ Yes
- ☐ No
- ☐ Maybe

Thank you for taking the time to complete this transportation needs assessment survey.

Your feedback is greatly appreciated and will help us improve transportation options in Council District 15.