

LABarometer

Mobility & Sustainability

TRACKING REPORT, WAVES 1-6

JULY 16, 2026

Prepared by:

Kyla Thomas and Evan Sandlin
Center for Economic and Social Research
University of Southern California

Suggested Citation: Thomas, K. and Sandlin, E. 2026. *LABarometer Mobility & Sustainability Tracking Report, Waves 1-6*. Center for Economic and Social Research, University of Southern California.

Table of Contents

Report Highlights 2

Transportation Behavior 6

Transportation Perceptions 10

Transportation Access..... 13

Coolness and Heat 14

Pollution 15

Climate Change..... 17

Sustainable Behavior 18

Natural Disasters 23

Report Highlights

Snapshot of L.A. County Residents

- Transportation behavior
 - 91% used a private vehicle in the last year (Fig. 1)
 - 24% used public transportation in the last year (Fig. 5)
 - 58% of bus riders, 40% of metro riders used it at least once a week (Figs. 18, 19)
- Transportation perceptions
 - Private vehicle: 77% think it is safe, 78% think it is convenient for personal/leisure (Figs. 25, 33)
 - Bus: 26% think it is safe, 27% think it is convenient for personal/leisure trips (Figs. 26, 34)
 - Metro: 19% think it is safe, 32% think it is convenient for personal/leisure trips (Figs. 27, 35)
- Transportation access
 - Average number of vehicles per household: 1.8 (Fig. 41)
 - 20% are likely to buy or lease a new vehicle in the next year (Fig. 42)
- Coolness and heat
 - 51% visited some place to cool down in the last year (Fig. 44)
 - 41% experienced symptoms of heat exposure in the last year (Fig. 45)
- Pollution
 - 20% stayed indoors due to poor air quality related to wildfires (Fig. 50)
 - 12% stayed indoors due to poor air quality unrelated to wildfires (Fig. 51)
 - 58% think the air quality in their neighborhood is safe (Fig. 47)
- Climate change attitudes
 - 67% believe climate change is a threat to the well-being of residents (Fig. 53)
 - 18% believe local government is doing enough to fight climate change (Fig. 55)
- Sustainable behavior
 - 13% have solar panels, 21% compost, 11% have an electric vehicle (Figs. 56, 68, 81)
 - 54% say their next car is likely to be hybrid, electric, or hydrogen (Fig. 84)
- Natural disasters
 - 40% are at least moderately prepared for a natural disaster (Fig. 85)
 - 17% experienced psychological distress from a natural disaster in last year (Fig. 92)

Notable Changes from Last Year (2025)

- Wildfire-related disruptions fell sharply, but other air quality issues spiked
 - Share who stayed indoors due to wildfire-related air quality concerns fell from 54% to 20%
 - Reports of psychological distress from a natural disaster fell from 32% to 17%
 - Share who avoided a specific place due to air quality concerns increased from 5% to 23%
- Signs of excessive heat exposure declined
 - Share who visited a place to cool down fell from 58% to 51%
 - Reports of symptoms of heat exposure fell from 47% to 41%
- Ride-hailing use declined
 - Ridehailing use dropped from 32% to 28%
- EV ownership grew, but participation in commuter benefit programs declined
 - Electric vehicle ownership rose from 9% to 11%
 - Enrollment in employer-offered commuter benefit programs (among those offered) fell from 26% to 18%

Background and Methods

The LABarometer Mobility & Sustainability survey tracks environmental sustainability, transportation behavior, and climate vulnerability in Los Angeles County. It is inspired by county-wide efforts to reduce automobile congestion, minimize environmental impacts, and increase resilience to climate change in the region.

The survey covers a variety of topics, including heat and pollution exposure, natural disaster preparedness, pro-environmental behavior, transportation sentiment, transportation access and behavior, and the steps Los Angeles County residents are taking to adapt to climate change.

This document tracks key outcomes of interest from Waves 1-6 of the Mobility & Sustainability survey. For an exhaustive list of variables included in the Mobility & Sustainability surveys, please refer to the Longitudinal File codebook.

Survey Methodology

All LABarometer surveys are fielded to the LABarometer Panel, a probability-based Internet panel of adults living in households throughout Los Angeles County. From 2019 to 2022, LABarometer survey waves comprise four surveys, fielded three to six months apart. The surveys cover the following topics: Livability, Mobility, Sustainability & Resilience, and Affordability & Prosperity.

In 2022, LABarometer moved to a biannual survey frequency and these four surveys were combined and reduced in size to two surveys, one on Livability & Affordability and one Mobility & Sustainability. The Mobility & Sustainability survey is fielded in January of each year and the Livability & Affordability Survey is fielded in July of each year. Field periods range from 8-12 weeks.

Following UAS protocols, all LABarometer surveys are fielded in English and in Spanish. To participate in a survey, panel members can use any computer, cell phone, or tablet with Internet access. The majority of panel members have their own internet access. Panel members who do not have access to internet are provided with an internet-enabled tablet to ensure their regular participation in our surveys.

Survey and Sample Information

A total of 1,207-1,499 Los Angeles County residents completed any given wave of the Mobility & Sustainability survey. Participants were recruited from the LABarometer Panel and survey participation rates ranged from 70% to 78%.

Details for each survey, including links to individual survey topline, are provided in the informational table below. For waves 1 and 2, "M" is used to denote the Mobility survey module and "S" is used to denote the Sustainability survey module.

Variable names and question wording are not provided in this release. To see the questions used in any given survey, please refer to the associated survey codebook, questionnaire, or topline.

Survey	UAS #	Sample Size	Completion Rate	Field Dates	Topline Link
Wave 1 (M)	UAS 219	1394	76%	Dec 11, 2019 – Feb 7, 2020	UAS 219 Topline
Wave 1 (S)	UAS 286	1421	75%	Jun 3, 2020 – July 13, 2020	UAS 286 Topline
Wave 2 (M)	UAS 379	1345	78%	Mar 2, 2021 – Apr 30, 2021	UAS 379 Topline
Wave 2 (S)	UAS 403	1256	74%	Jul 19, 2021 – Sep 5, 2021	UAS 403 Topline
Wave 3	UAS 510	1207	73%	Jan 27, 2023 – Mar 31, 2023	UAS 510 Topline
Wave 4	UAS 595	1499	70%	Feb 21, 2024 – Apr 21, 2024	UAS 595 Topline
Wave 5	UAS 680	1370	72%	Feb 19, 2025 – Apr 27, 2025	UAS 680 Topline
Wave 6	UAS 775	1280	71%	Feb 20, 2026 – May 10, 2026	UAS 775 Topline

Survey Weights

The method for creating sample weights for the tracking survey follows the general procedure for UAS surveys described [in CESR's online methodology documentation](#). Sample weights are constructed in two steps. First, we calculate a base weight that corrects for unequal probabilities of selection of different households into the UAS. Second, we generate post-stratification weights, which align sample distributions of key demographics, namely gender, race/ethnicity, age, education, and geographic location, with their population counterparts. Population benchmarks are derived from the Basic Monthly Current Population Survey (CPS). The provided sample weights bring the sample in line with the L.A. County adult population.

About the Panel

The LABarometer Panel is a probability-based, Internet panel of approximately 2,000 adults living in households throughout Los Angeles County. It is a sub-panel of the Understanding America Study (UAS), a national Internet panel of 15,000 Americans maintained by the USC Dornsife Center for Economic and Social Research. Following UAS procedures, LABarometer panel members are recruited in batches and refreshed through address-based sampling using postal codes. Eligible individuals are all non-institutionalized adults aged 18 and older living in a contacted household in Los Angeles County.

About LABarometer

LABarometer is a research center housed at the USC Dornsife Center for Economic and Social Research (CESR). We conduct basic and applied social science research on issues affecting Los Angeles County residents, with the aim of informing academic research, public discourse, and policy. At the heart of our research is the LABarometer Panel, a probability-based Internet survey panel of approximately 2,100 adults randomly selected from households throughout Los Angeles County.

LABarometer surveys are fielded to the LABarometer Panel on a biannual basis to monitor social and economic conditions in Los Angeles County. These longitudinal surveys focus on four dimensions of individual and community well-being: livability, affordability, mobility, and sustainability. LABarometer surveys include questions about residents' lives, their attitudes and behaviors, and the challenges they encounter in their communities, filling data gaps on topics ranging from housing insecurity and climate resilience, to transportation behavior and the economy.

Survey Team

Kyla Thomas, Ph.D., is the Director of LABarometer and a Sociologist at the USC Dornsife Center for Economic and Social Research.

Marco Angrisani, Ph.D., is the Survey Methodologist for LABarometer and a Senior Economist at the USC Dornsife Center for Economic and Social Research.

Evan Sandlin, Ph.D. is the Data Analyst for LABarometer and a Research Manager at the USC Dornsife Center for Economic and Social Research.

Nicholas Aldrich is a Research Assistant for LABarometer and an undergraduate student at USC.

Michele Warnock is Center Assistant for the USC Dornsife Center for Economic and Social Research.

Contact Us

If you would like to learn more about LABarometer or have any specific questions about our report, please contact us at labarometer-l@maillist.usc.edu.

Transportation Behavior

Transportation mode use in the last year

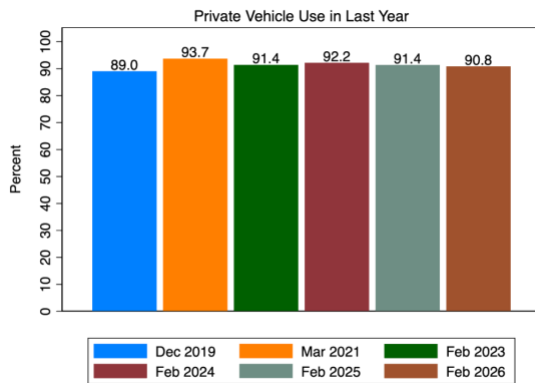


FIG. 02

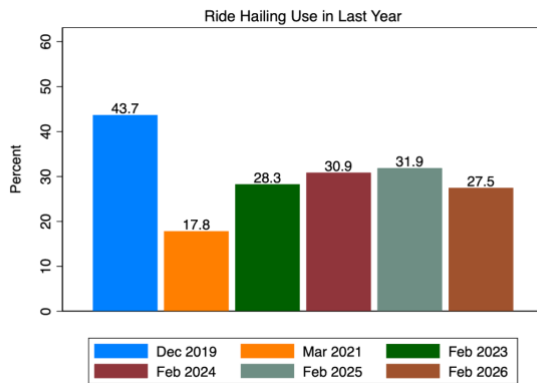


FIG. 03

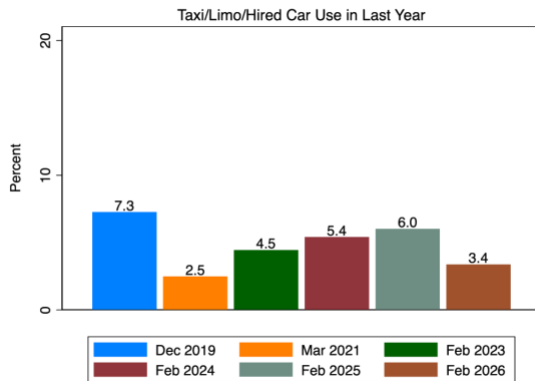


FIG. 04

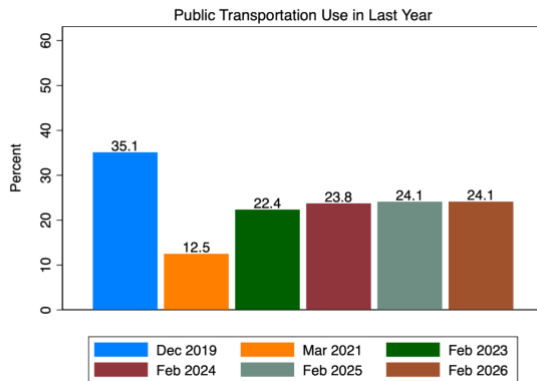


FIG. 05

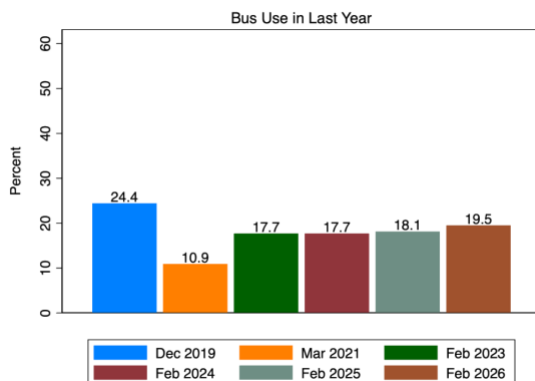


FIG. 06

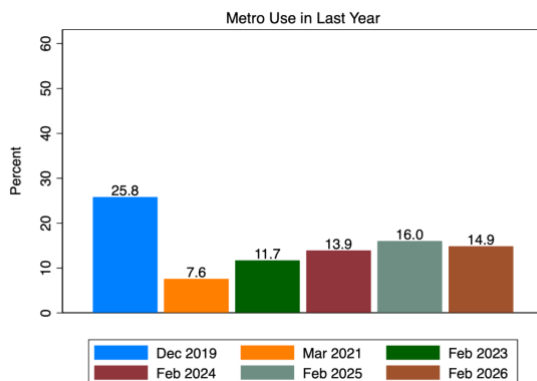


FIG. 07

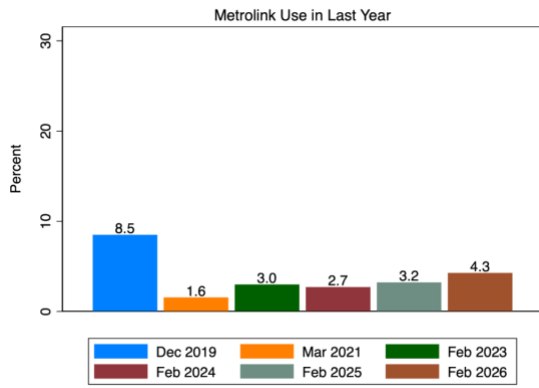


FIG. 08

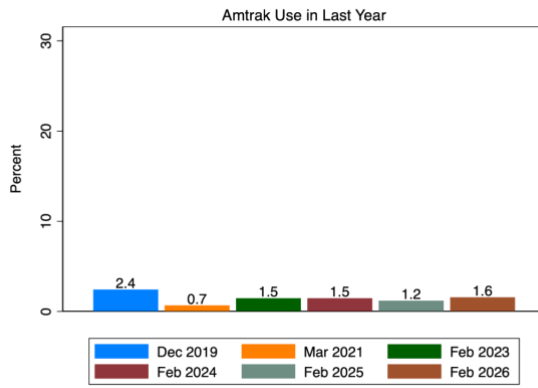


FIG. 09

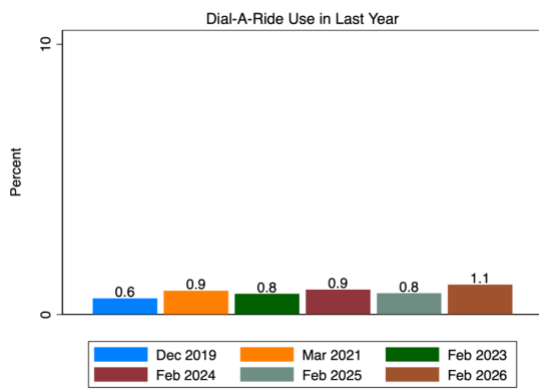


FIG. 10

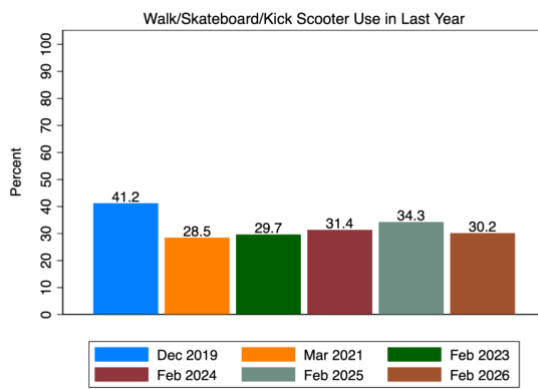


FIG. 11

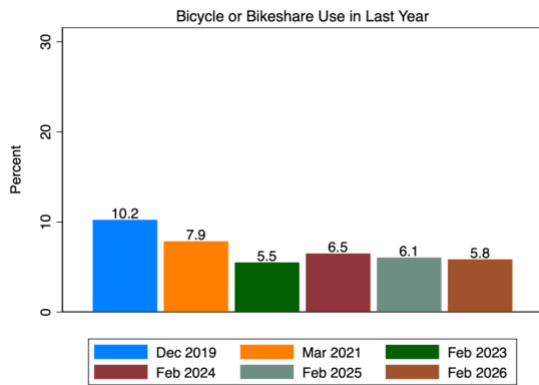


FIG. 12

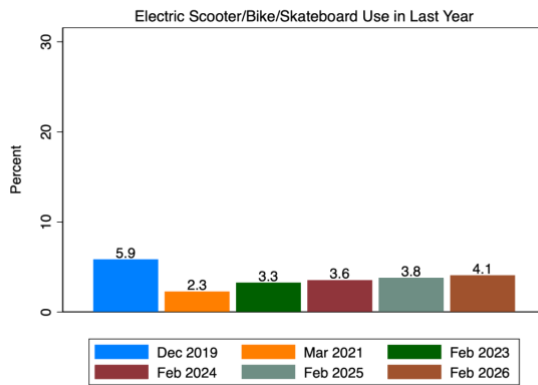


FIG. 13

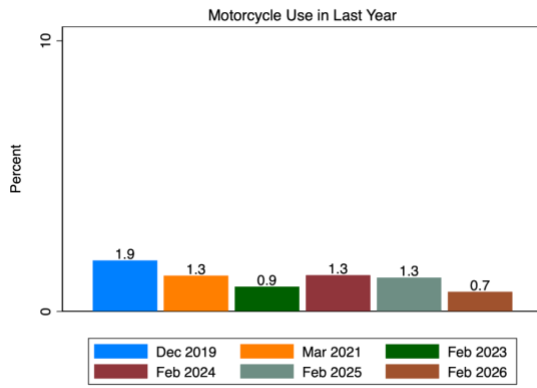


FIG. 14

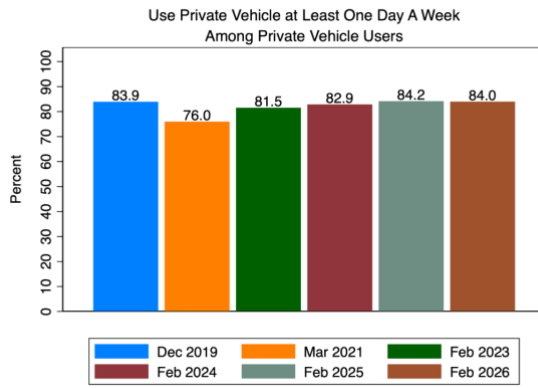


FIG. 15

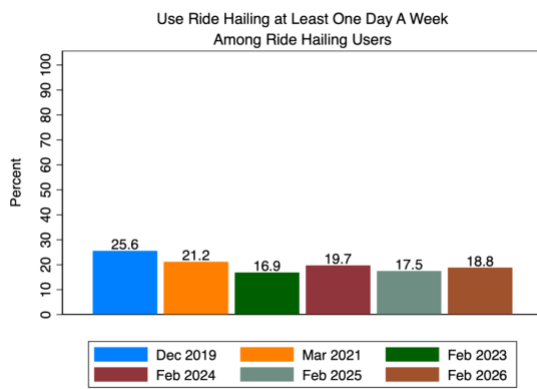


FIG. 16

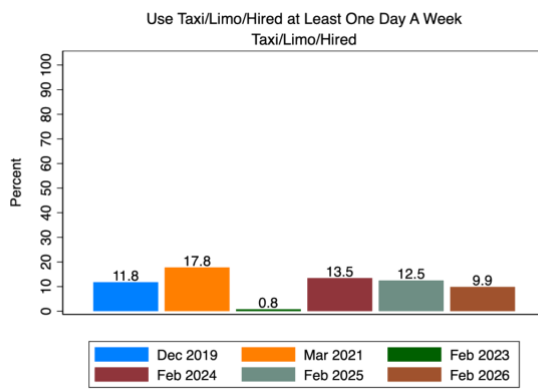


FIG. 17

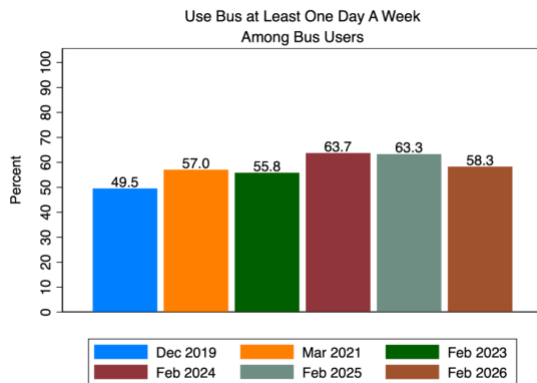


FIG. 18

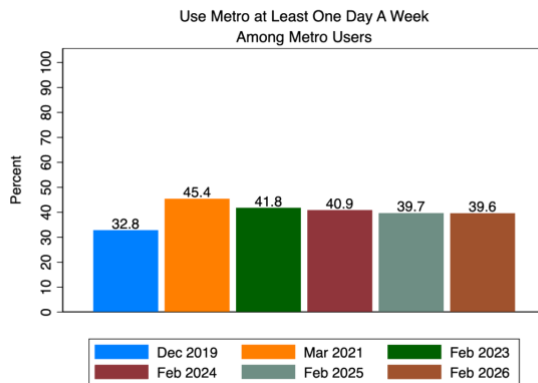


FIG. 19

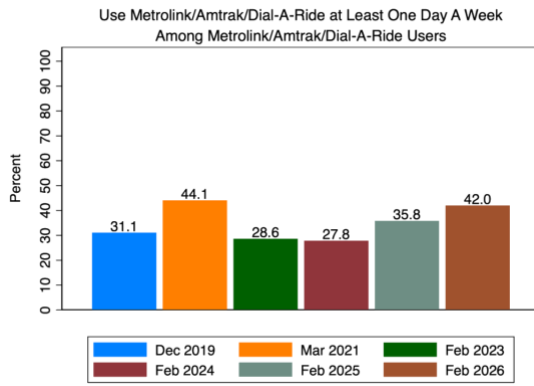


FIG. 20

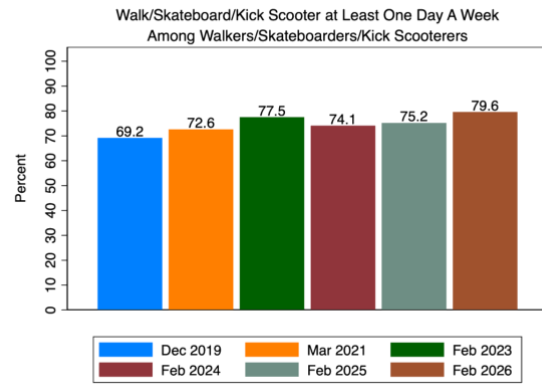


FIG. 21

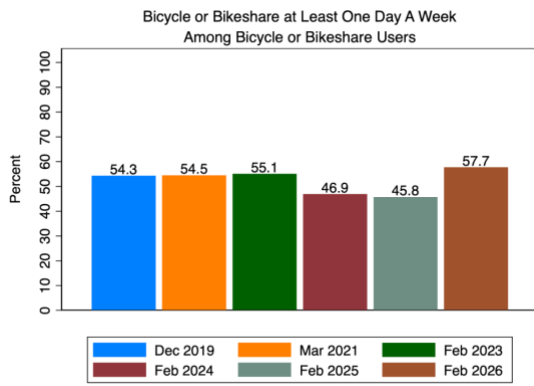


FIG. 22

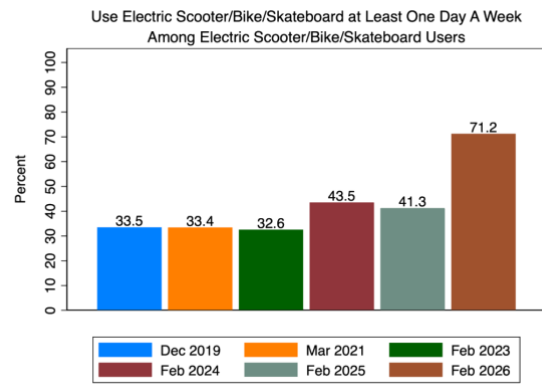


FIG. 23

Transportation Perceptions

Perceptions of safety, convenience, and cost, by transit mode

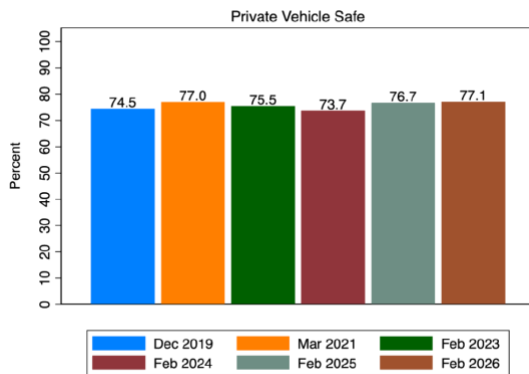


FIG. 25

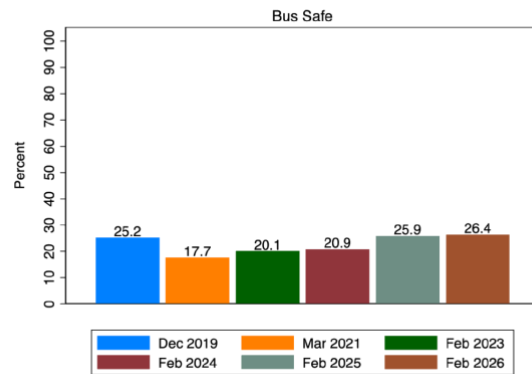


FIG. 26

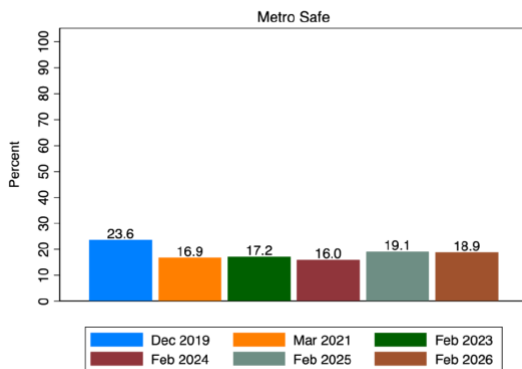


FIG. 27

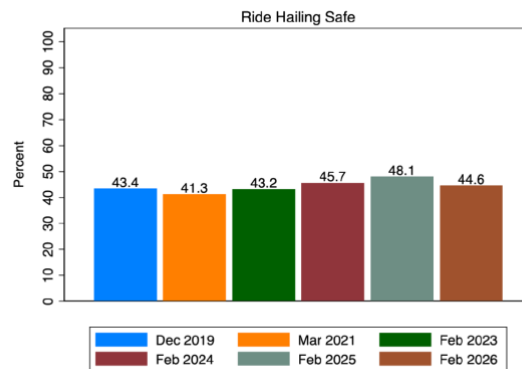


FIG. 28

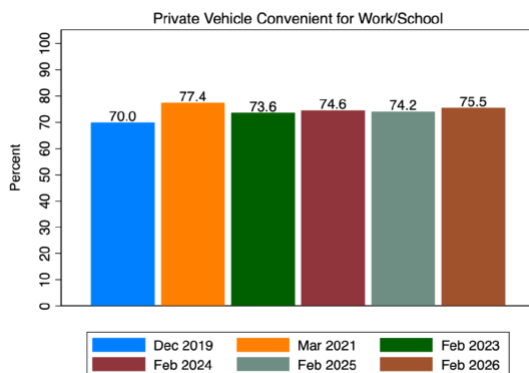


FIG. 29

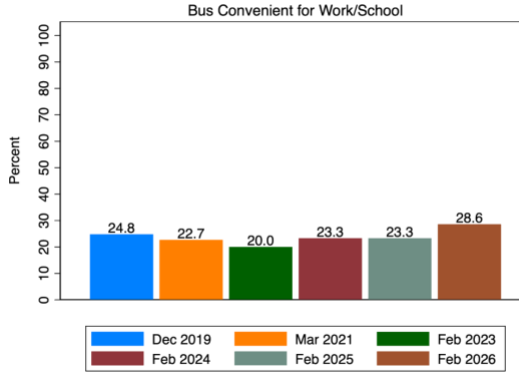


FIG. 30

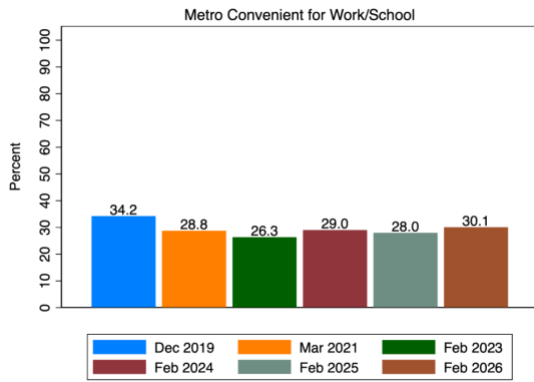


FIG. 31

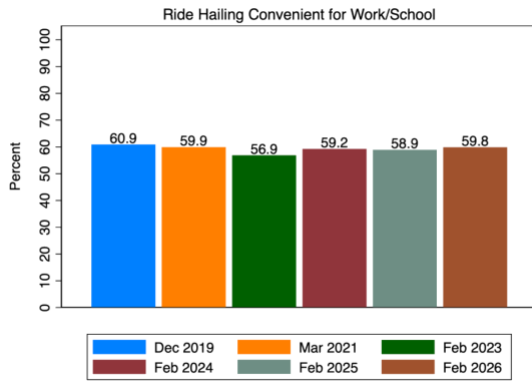


FIG. 32

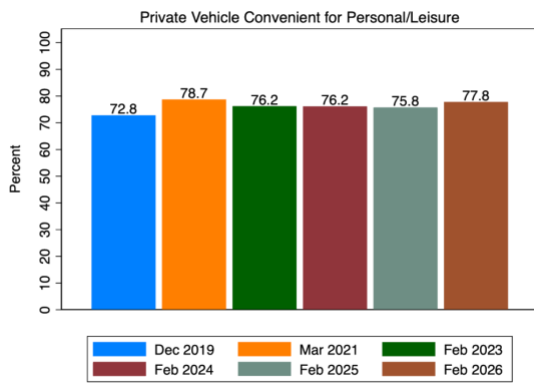


FIG. 33

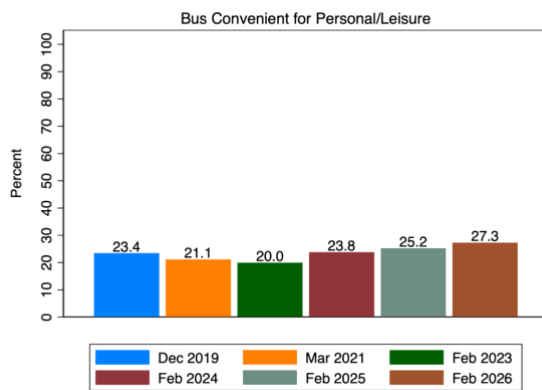


FIG. 34

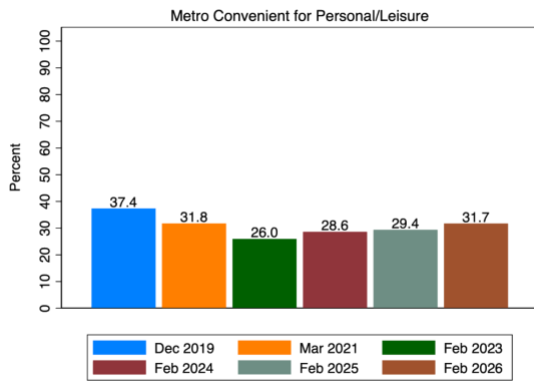


FIG. 35

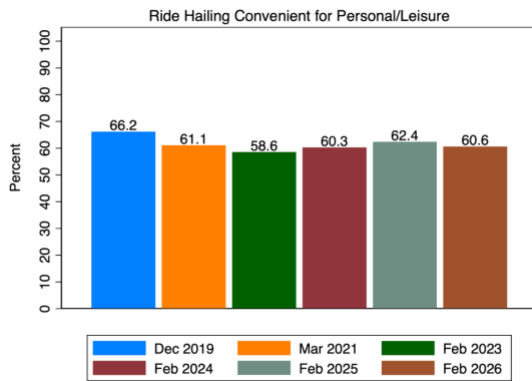


FIG. 36

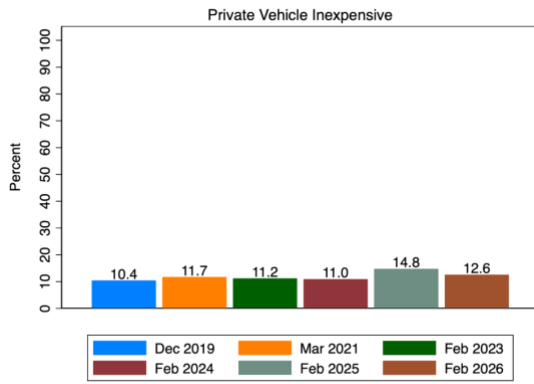


FIG. 37

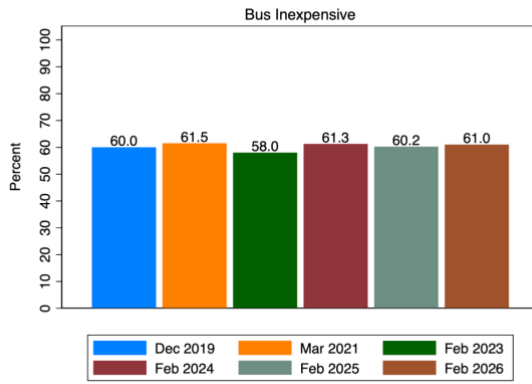


FIG. 38

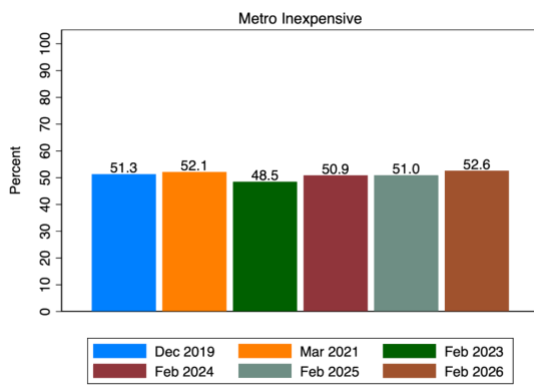


FIG. 39

Transportation Access

Vehicle ownership and commuter benefits

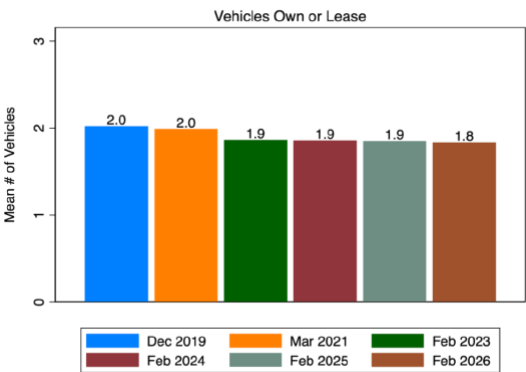


FIG. 41

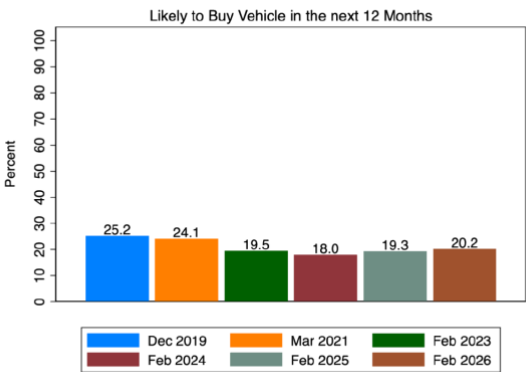


FIG. 42

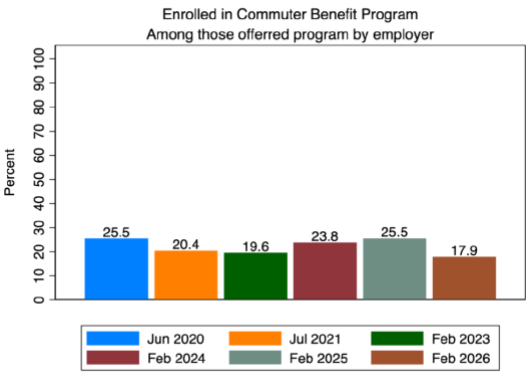


FIG. 43

Coolness and Heat

Heat exposure and cooling behavior

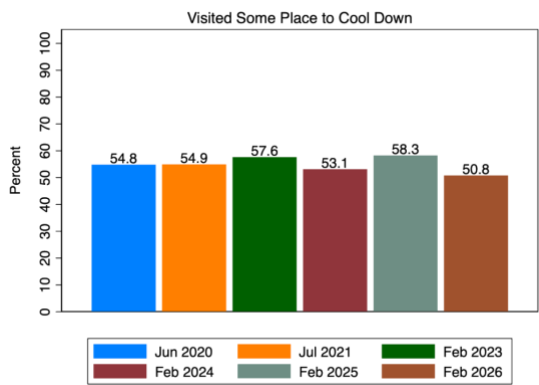


FIG. 44

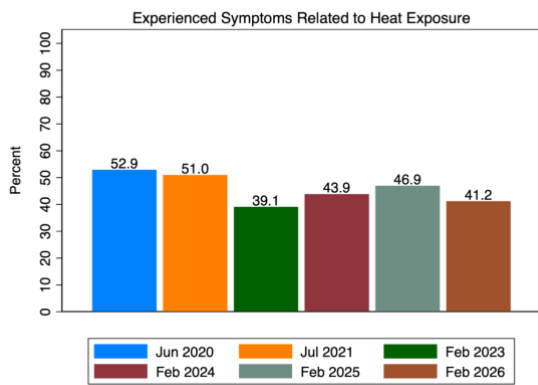


FIG. 45

Pollution

Experiences of air and water pollution

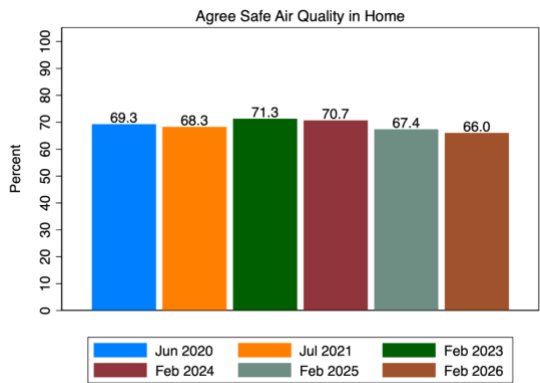


FIG. 46

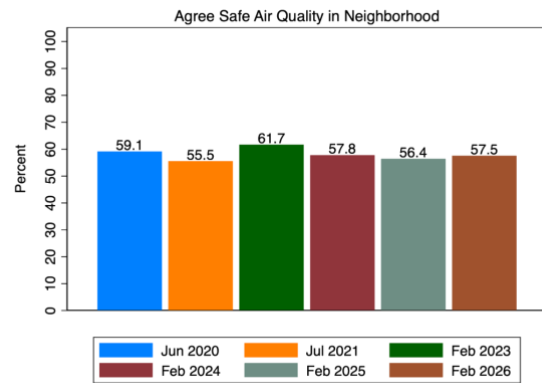


FIG. 47

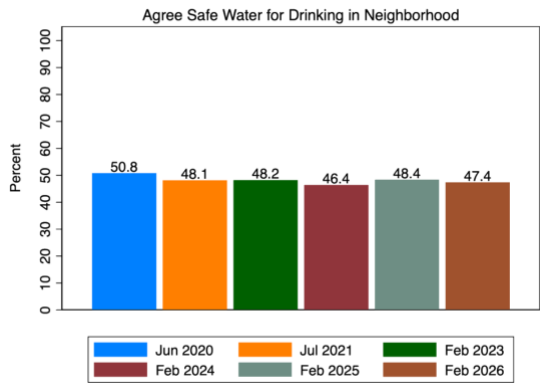


FIG. 48

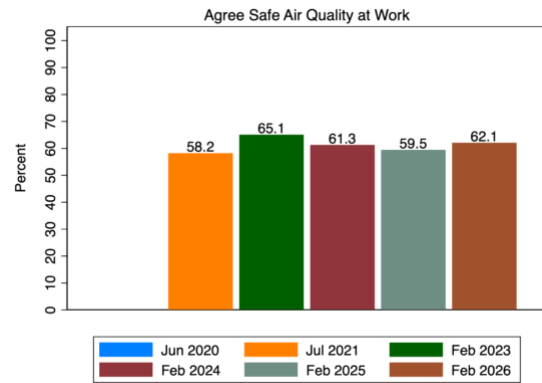


FIG. 49

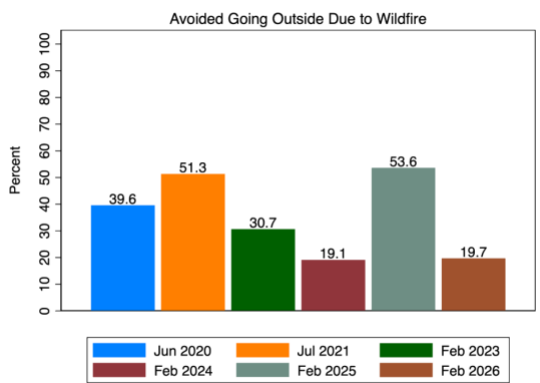


FIG. 50

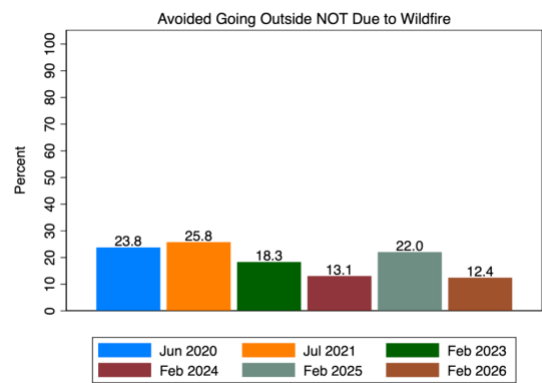


FIG. 51

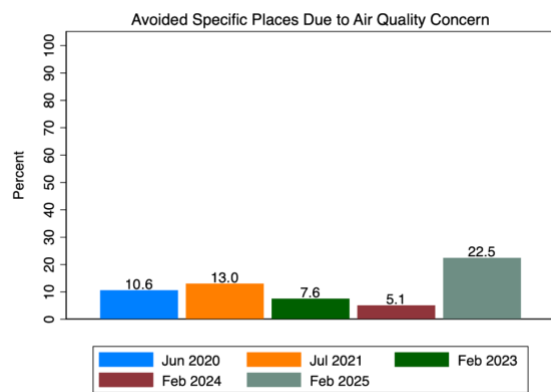


FIG. 52

Climate Change

Beliefs about climate change causes and consequences

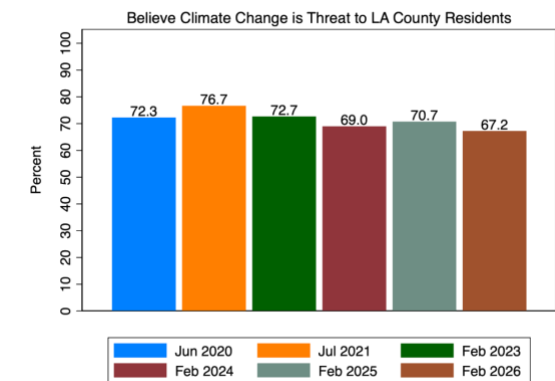


FIG. 53

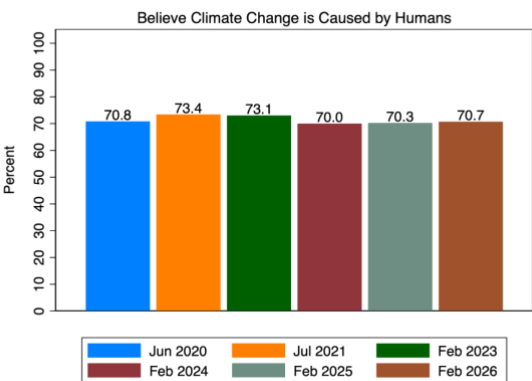


FIG. 54

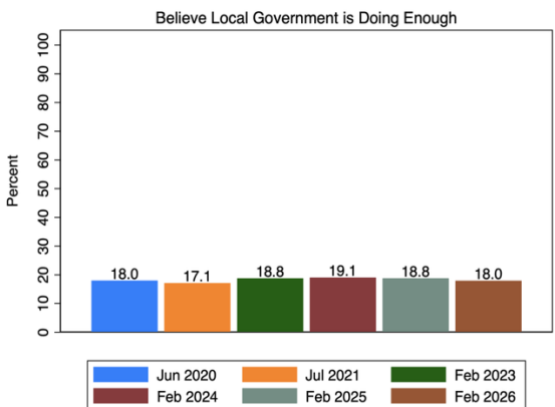


FIG. 56

Sustainable Behavior

Pro-environmental consumption and behavior

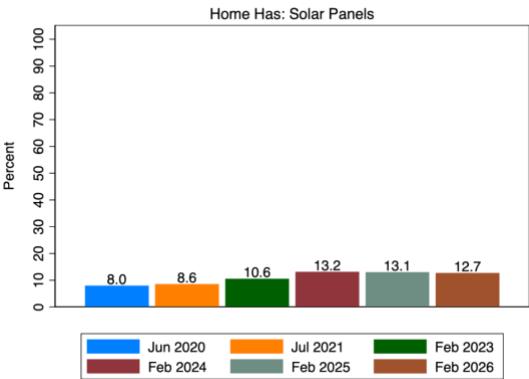


FIG. 56

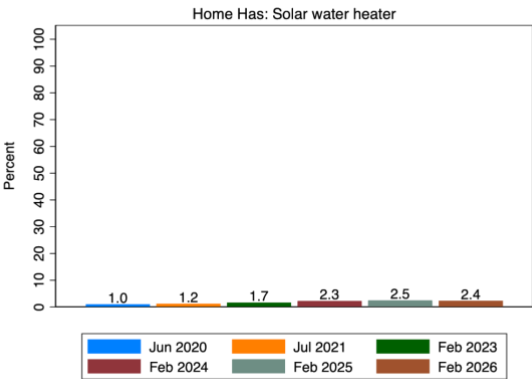


FIG. 57

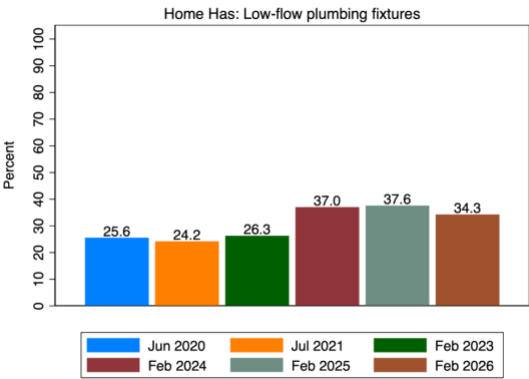


FIG. 58

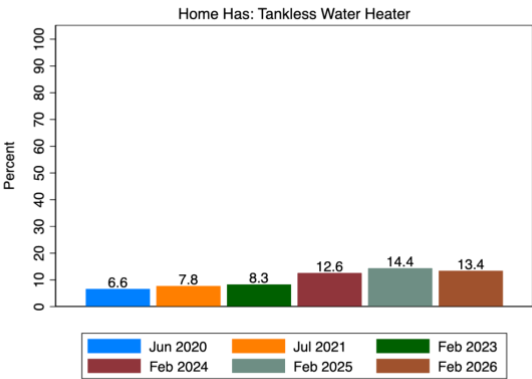


FIG. 59

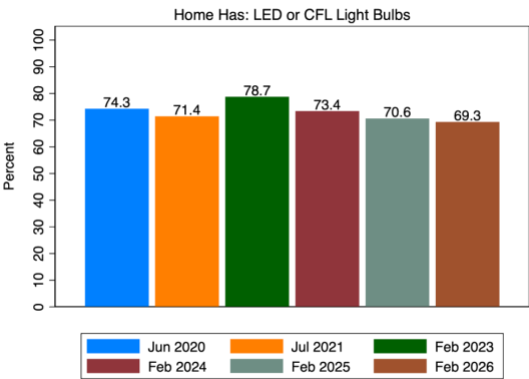


FIG. 60

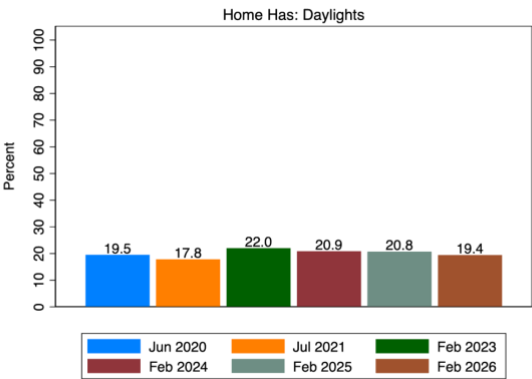


FIG. 61

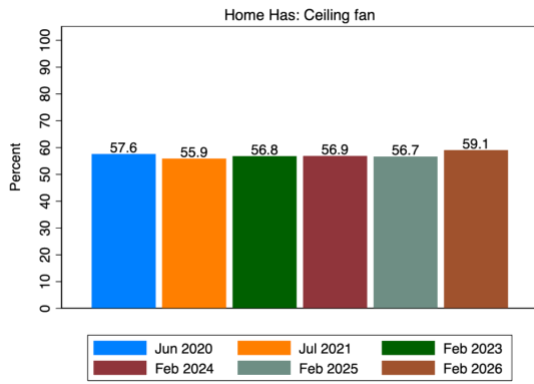


FIG. 62

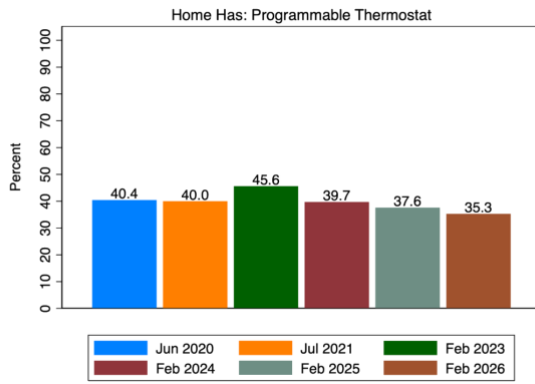


FIG. 63

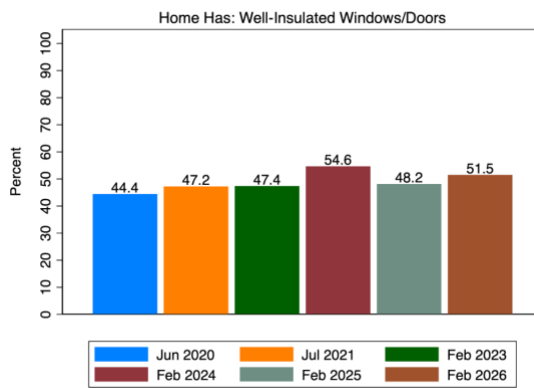


FIG. 64

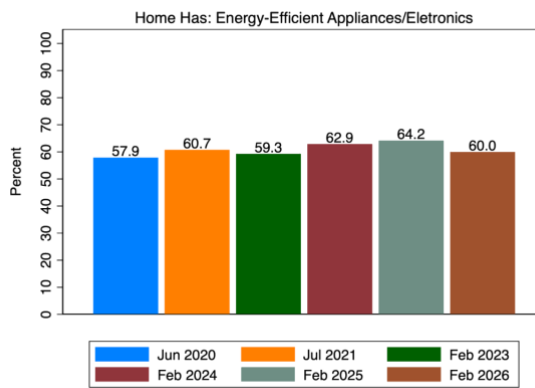


FIG. 65

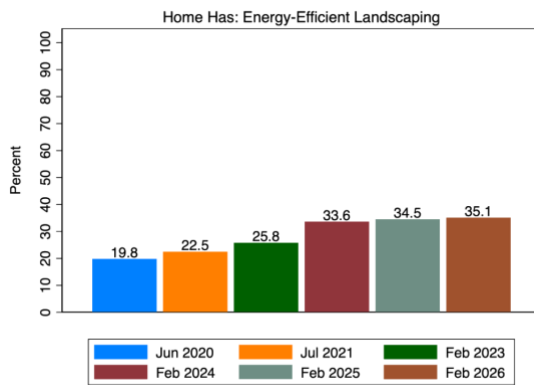


FIG. 66

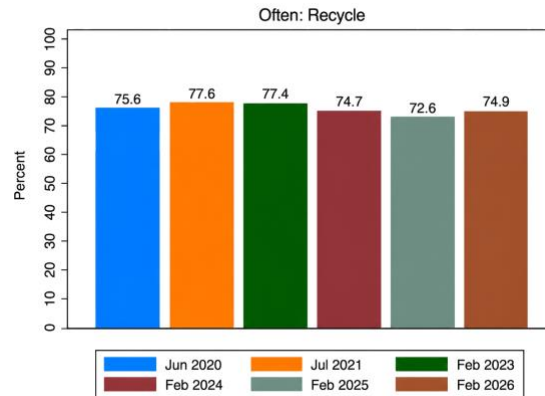


FIG. 67

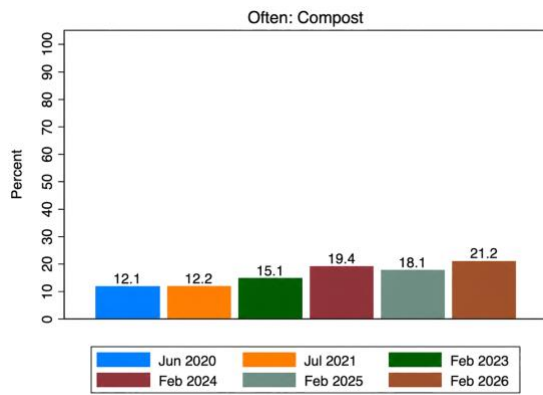


FIG. 68

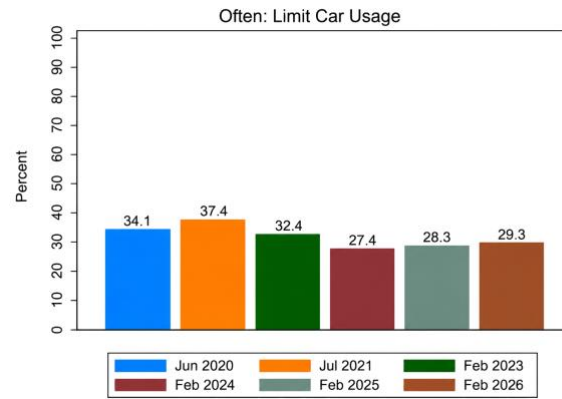


FIG. 69

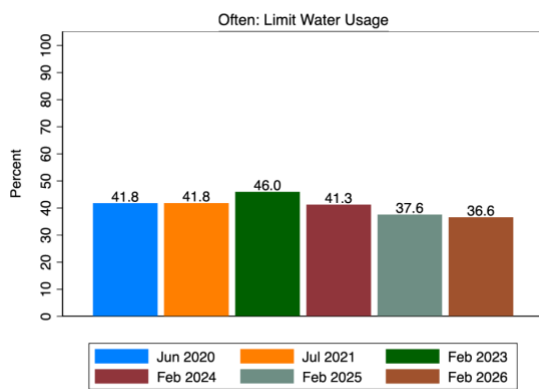


FIG. 70

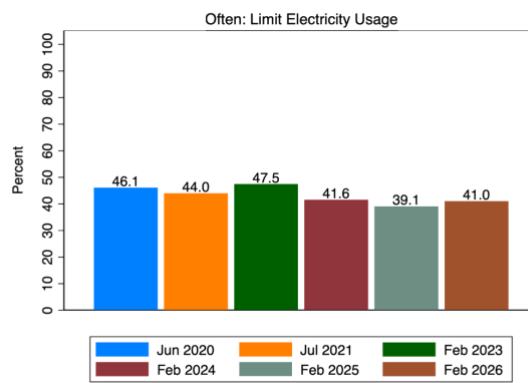


FIG. 71

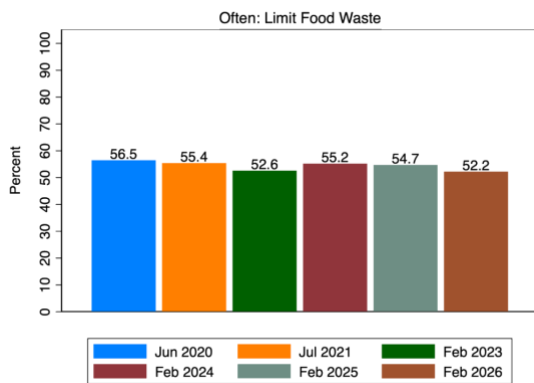


FIG. 72

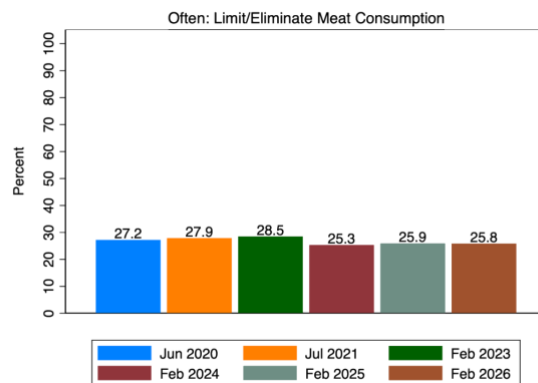


FIG. 73

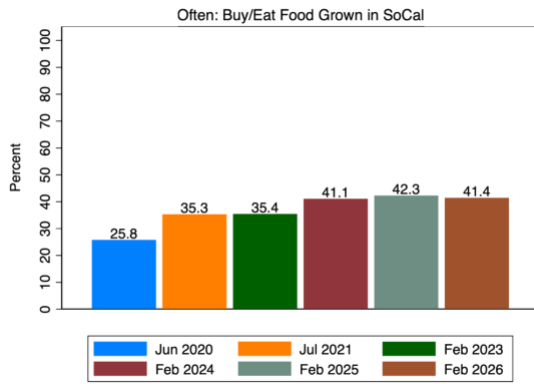


FIG. 74

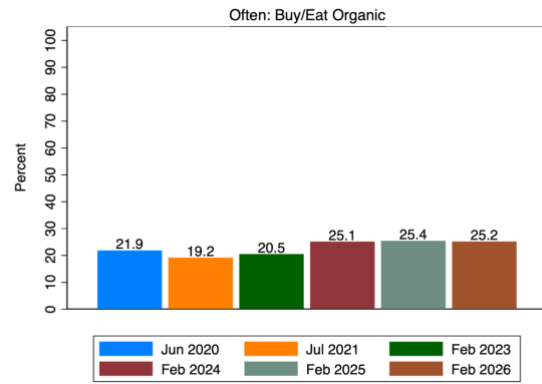


FIG. 75

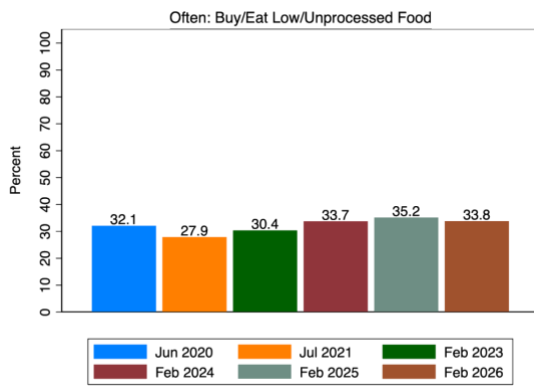


FIG. 76

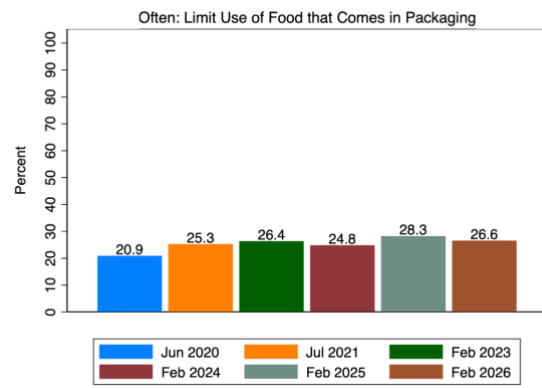


FIG. 77

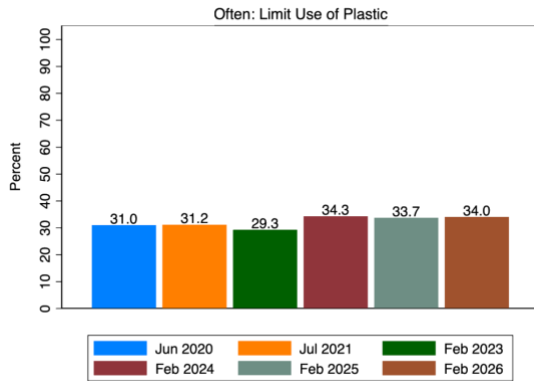


FIG. 78

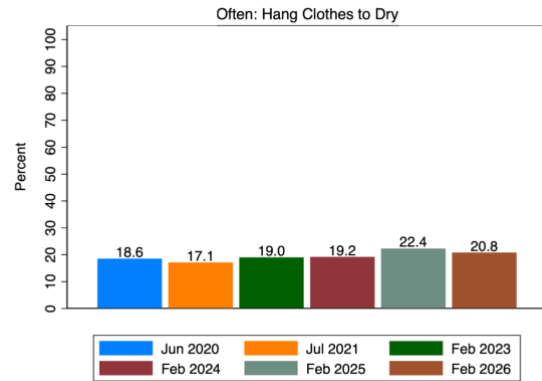


FIG. 79

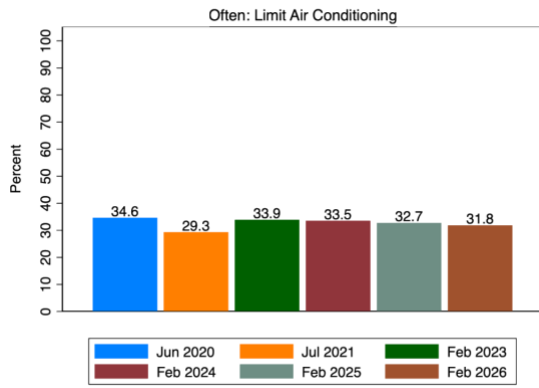


FIG. 80

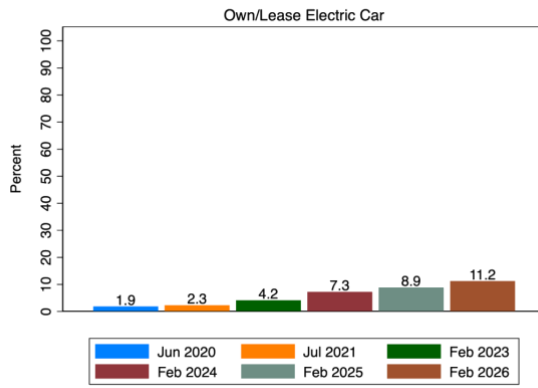


FIG. 81

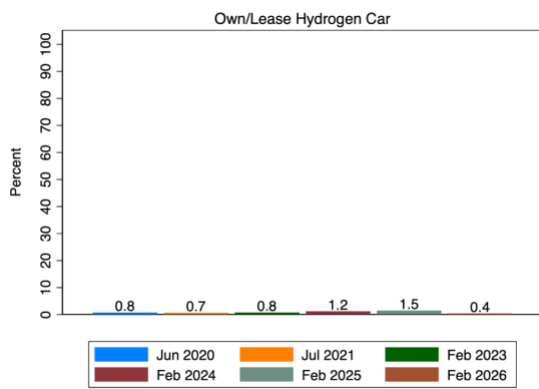


FIG. 82

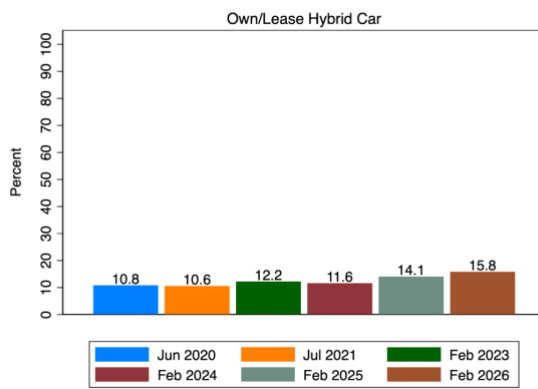


FIG. 83

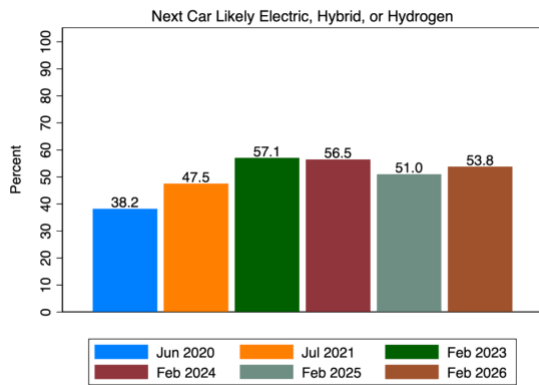


FIG. 84

Natural Disasters

Natural disaster exposure and preparedness

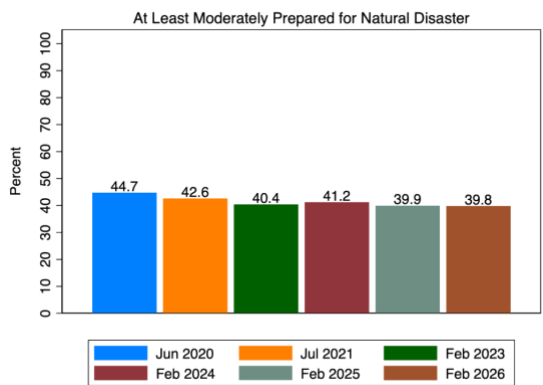


FIG. 85

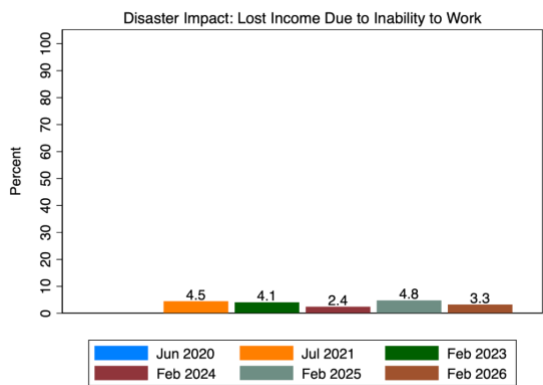


FIG. 86

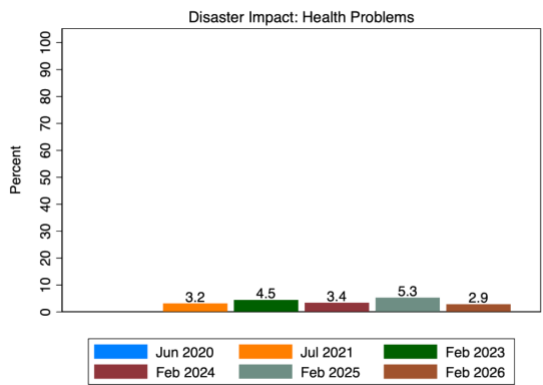


FIG. 87

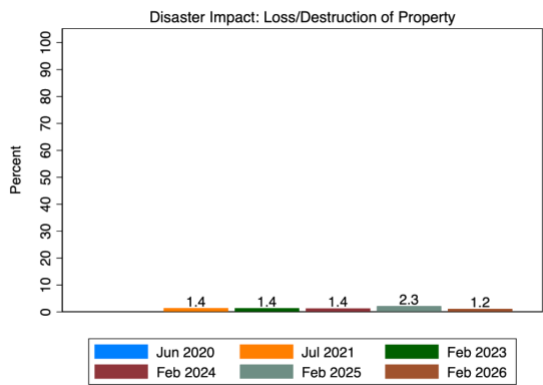


FIG. 88

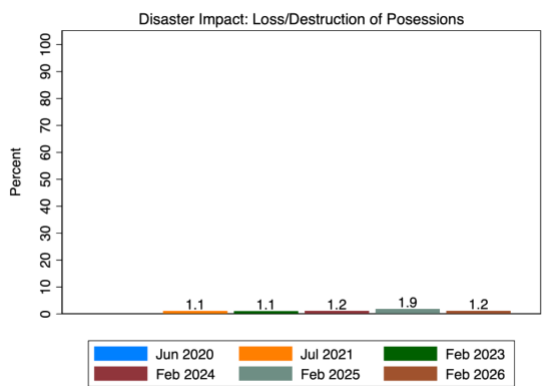


FIG. 89

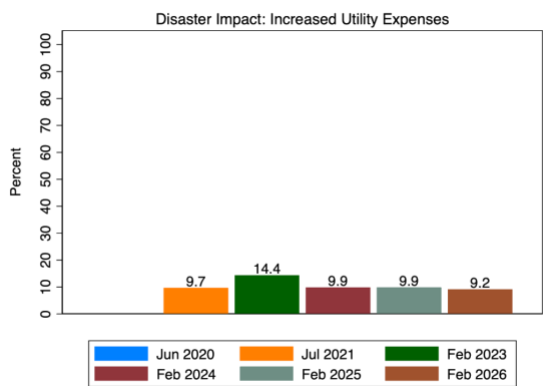


FIG. 9

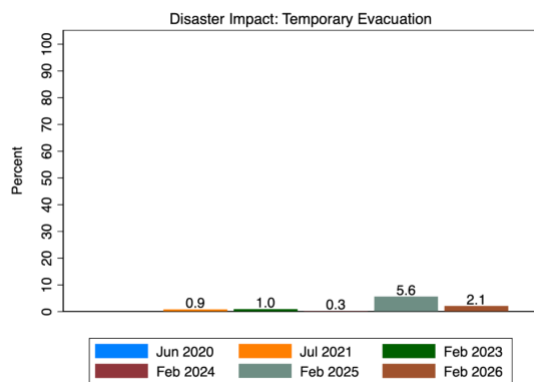


FIG. 91

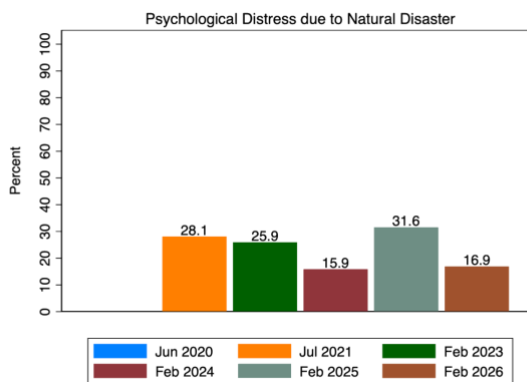


FIG. 92