

SEPTEMBER 19, 2024

To:
INTERESTED PARTIES

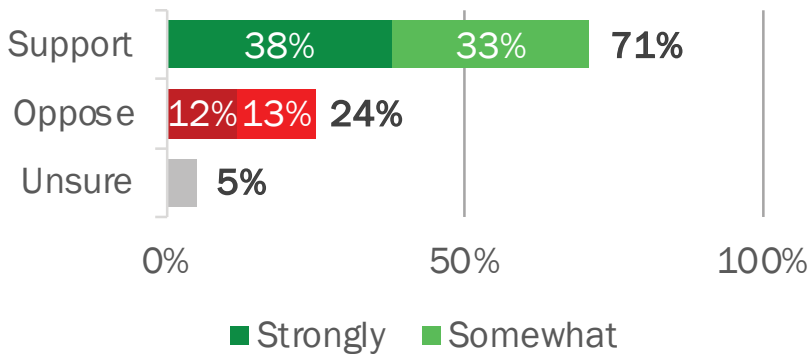
From:
TREVOR SMITH, PH.D.

Subject:
AMERICANS WANT TO LOWER
EMISSIONS WITHOUT ELIMINATING
CHOICES

A recent survey conducted nationally by WPA Intelligence on behalf of Citizens for Responsible Energy Solutions found Americans want to reduce emissions, but overwhelmingly oppose government action to ban fossil fuels and eliminate consumer vehicle choice. Voters also want to ensure any policy keeps energy affordable, emphasizing the importance of clean energy innovation.

#1: Bipartisan Support for Government Action to Develop Clean Energy

There is broad support among voters for federal action to accelerate the development and use of clean energy in the U.S., with 71% support overall, including majorities of Republicans (50%), Democrats (95%), and Independents (61%).

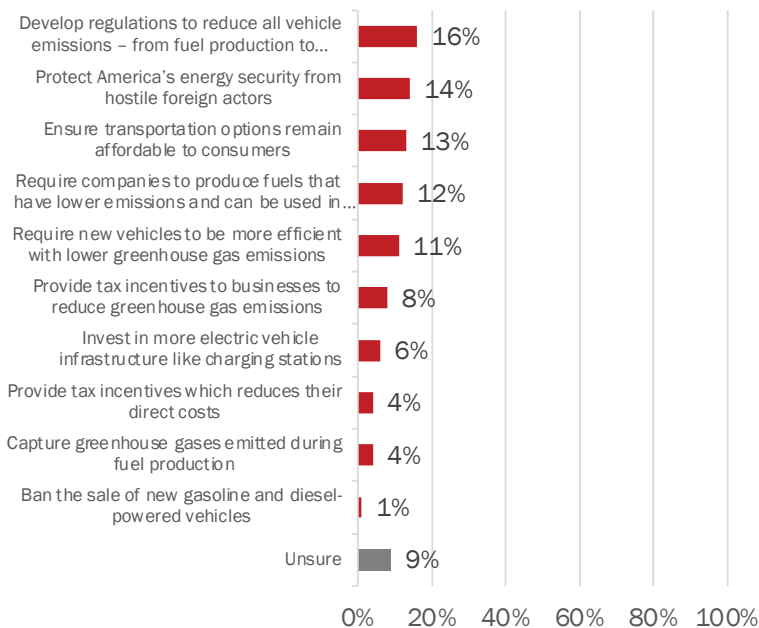


Do you support or oppose the federal government taking action to accelerate the development and use of clean energy in the United States?

#2: Voters are Split on the Most Important Issue Related to Emissions

When asked what the most important issue for elected officials is to address to reduce greenhouse gas emissions from the transportation sector, the responses were split.

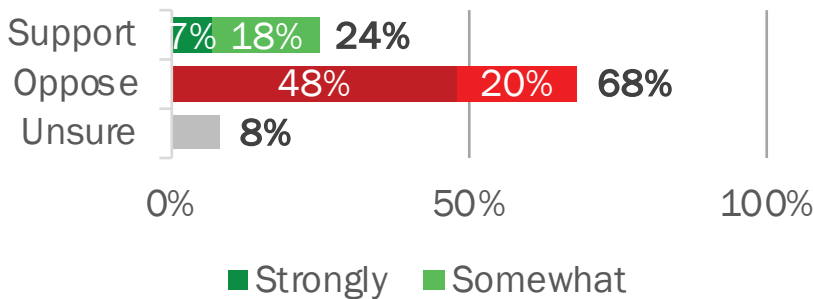
The top three answers were “Develop regulations to reduce all vehicle emissions – from fuel production to vehicle use – regardless of whether it is gas, diesel, electric, or something else,” (16%), “Protect America’s energy security from hostile foreign actors,” (14%), and “Ensure transportation options remain affordable to consumers,” (13%).



Some voters believe climate change is an existential threat to the world, others do not believe that climate change is real, while many are somewhere in the middle. Regardless of your position on the issue, which of the following do you feel is the most important issue for elected officials to address in order to reduce transportation-related greenhouse gas emissions?

#3: Bans on Gas-Powered Vehicles Through EV Mandates Are Extremely Unpopular

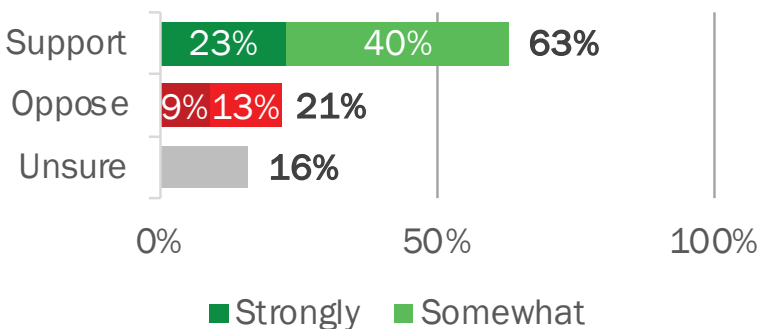
Support for federal action, however, does not extend to EV Mandates. Voters strongly disapprove of policies like the recent EPA regulations that would effectively ban the sale of new gas-powered vehicles, with 68% opposing and just 24% in support. The opposition to these policies includes majorities of Republicans (84%), Democrats (50%), and Independents (77%).



Some people have proposed a different policy to reduce greenhouse gas emissions that essentially bans the sale of new gasoline and diesel-powered vehicles beginning within the next decade, requiring all new cars sold in the future to be fully electric.

#4: Voters Support Accounting for All Sources of Emissions in Vehicle Standards

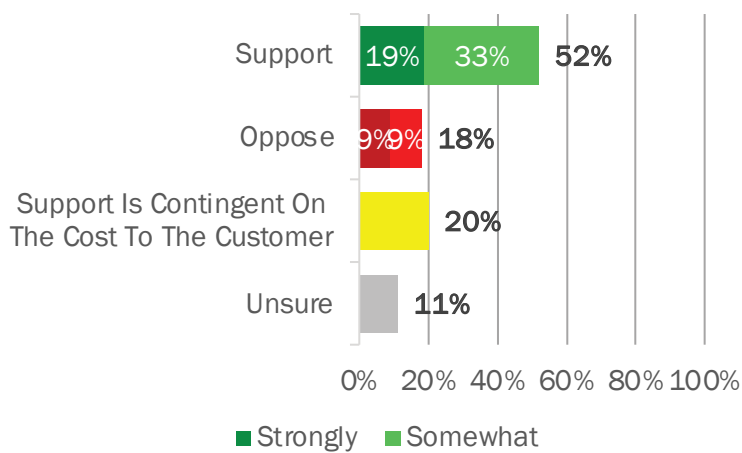
When asked whether officials should account for all sources of vehicle emissions, from fuel production to vehicle use, in emissions standards, 63% of voters support the policy, with just 21% opposed.



In general, would you support or oppose accounting for all sources of vehicle greenhouse gas emissions, from fuel production to vehicle use, in vehicle emissions standards?

#5: Voters Support a Lifecycle Approach to Accounting for Vehicle Emissions

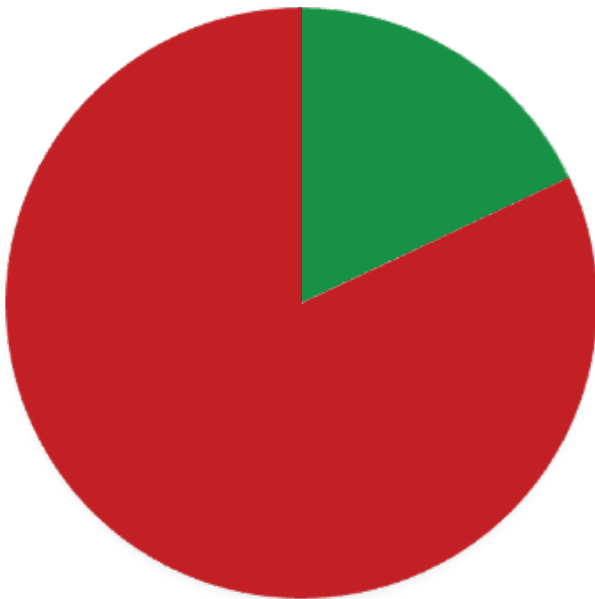
When asked whether officials should consider lifecycle emissions, including supply chain, manufacturing, fuels and tailpipe (as opposed to tailpipe only), 72% expressed support, with 20% contingent on cost. Just 18% of voters oppose this policy.




Some people have said that we need a more complete way to measure the greenhouse gas emissions our vehicles generate. This would mean accounting for the total emissions generated by the energy sources that fuel our cars and trucks, not just what comes out the tailpipe. In addition to counting tailpipe emissions like we do now, the policy would count the emissions generated from making and using any fuel for cars and trucks.

#6: When Given a Binary Choice Between Banning New Gasoline or Diesel Engines or Allowing All Fuels, Provided Those Fuels Would Have Lower Emissions, Voters Want Consumer Choice

Now you're going to read two different policies and please indicate which one you would choose if you had to decide between the two... Policy 1: A fleet transition and electrification policy accomplished by banning the sale of new gasoline and diesel powered cars by 2035. OR. Policy 2: A policy that would allow all vehicle types, including gasoline and diesel-powered vehicle sales, provided that the fuel used in these vehicles would have lower greenhouse gas emissions.



 **Policy 1:** Policy 1: A fleet transition and electrification policy accomplished by banning the sale of new gasoline and diesel powered cars by 2035 18%

 **Policy 2:** A policy that would allow all vehicle types, including gasoline and diesel-powered vehicle sales, provided that the fuel used in these vehicles would have lower greenhouse gas emissions 82%

When given a choice between two policies – “a policy that would allow all vehicle types, including gasoline and diesel-powered vehicle sales, provided that the fuel used in those vehicles would have lower greenhouse gas emissions,” or fleet transition accomplished through a ban on new gas and diesel-powered vehicles, voters overwhelmingly choose the first policy by an 82%-18% margin.

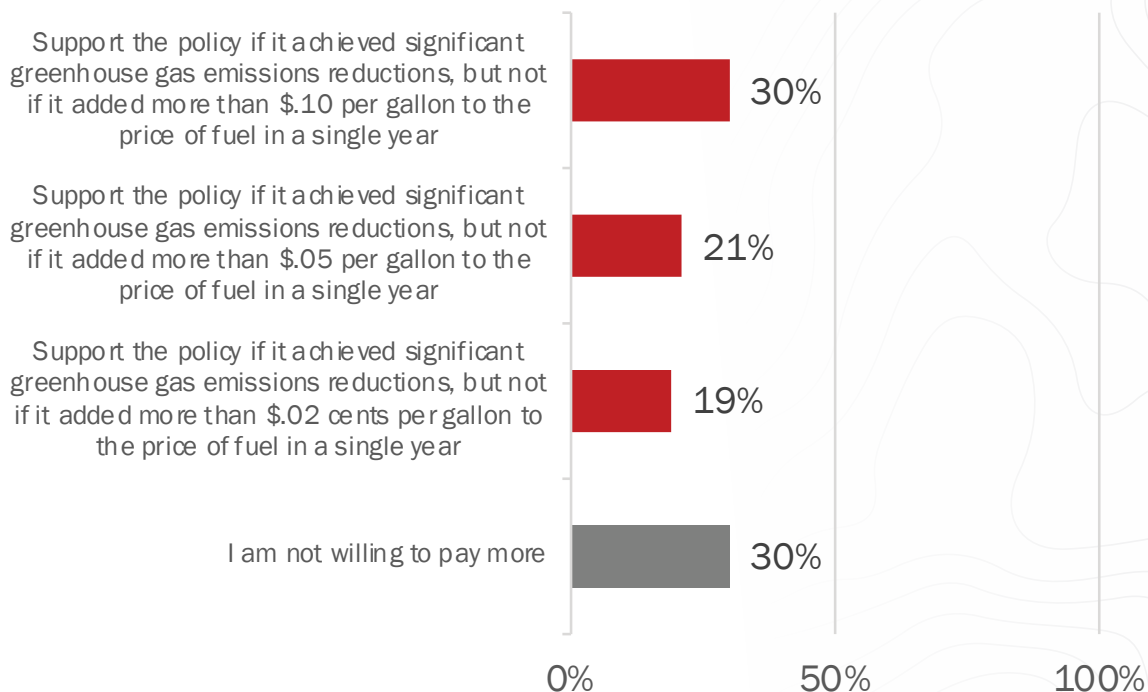
Those who reject car bans include supermajorities of Republicans (90%), Democrats (71%) and Independents (91%).

This data makes clear that in order to gain public support for lowering the carbon emissions of our automobiles, the federal government should shift its focus from broadly unpopular EV mandates.

#7: There is Limited Tolerance for Increased Gas Prices

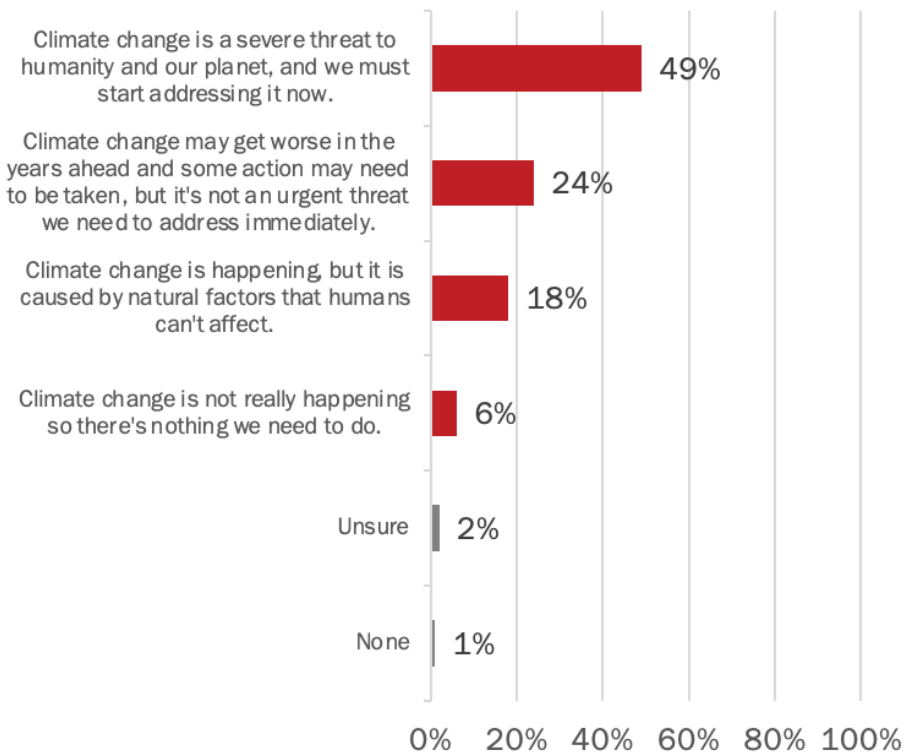
The data also shows the public has very little tolerance for increased gas prices as a result of policy requiring lower emissions fuels. 30% of those polled were not willing to pay any more per gallon for such a policy. An additional 19% were supportive as long as the price impact was no more than two cents per gallon, and 21% were willing to accept up to five cents per gallon. In total, 70% of those polled had a tolerance for only a nickel or less price increase per gallon.

Think some more about the lower carbon transportation policy that would allow all vehicle types, including gasoline and diesel-powered vehicles sales, provided that the fuel used in these vehicles would have lower greenhouse gas emissions. That policy would require policymakers to establish a low carbon fuel standard that reduces the carbon intensity of fuels. Which of the following would you support:



#8: There is Widespread Agreement That Climate Change is Happening

Still thinking about climate change, which of the following best describes your views?



Voters are overwhelmingly in agreement (91%) that climate change is happening. Nearly half (49%) consider it a severe threat that needs to be addressed now, and another 24% believe that some action may need to be taken in the years ahead.

Tracking Questions

As part of this survey, we asked voters several questions that CRES has asked on a regular basis to track voter sentiment over time. Below is a summary of those results.

Q: Do you support or oppose the federal government taking action to accelerate the development and use of clean energy in the United States?

	1/21	2/22	8/24
Strongly Support	40%	40%	38%
Somewhat Support	35%	36%	33%
Somewhat Oppose	10%	9%	13%
Strongly Oppose	5%	8%	12%
Not Sure	11%	8%	5%
Total Support	74%	76%	71%
Total Oppose	14%	16%	24%

Q: And overall, on the issue of climate change, over the past few years have you become more concerned, less concerned, or about the same as before about climate change?

	1/21	2/22	8/24
More Concerned	44%	51%	48%
Less Concerned	14%	11%	11%
About the Same/Has Not Changed	42%	38%	40%

Q: Do you feel your life has directly been affected by Climate Change?

	1/21	2/22	8/24
Definitely Yes	15%	20%	15%
Probably Yes*	25%	34%	37%
Probably Not	**	22%	23%
Definitely Not	44%	17%	19%
Not Sure	16%	8%	7%
Total Yes	39%	53%	51%
Total Not	44%	39%	42%

*Asked Somewhat Yes in 2021
**No intensity asked on no side in 2021

Methodology

WPA Intelligence conducted a study of likely voters in the United States. WPAi selected a random sample of registered voters from the National voter file using a combination of Registration Based Sampling (RBS) and Probability Proportionate to Size (PPS) Sampling. The sample for this survey was stratified based on geography, age, party, ethnicity, cells, and gender. This methodology allows us to reduce the amount of post-survey “weighting” needed of the general electorate. Respondents completed an online panel interview from August 27-31, 2024. The study has a sample size of n=1000 likely voters with a margin of error of $\pm 3.1\%$ in 95 out of 100 cases.