

\$4 Gas and the 2008 Elections

How Energy/Climate Issues May Resonate This Fall

Prepared for

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Background and Purpose

- This report is based on the findings of three telephone surveys conducted by Opinion Research Corporation's CARAVAN omnibus.
- The most recent was conducted among a sample of 1,001 adults (500 men and 501 women) aged 18 and older living in private households in the Continental United States. Interviewing was completed January 11-14, 2008.
- Two earlier phone surveys conducted for CSI contained some of those same questions and those are quoted here for trend purposes. The most recent of those surveys was conducted among a sample of 1,013 adults (504 men and 509 women) aged 18 and over living in private households in the Continental United States. Interviewing for this survey was completed during the period of April 19-22, 2007. The earlier survey was conducted among a sample of 1,019 adults (507 men and 512 women) aged 18 and over living in private households in the Continental United States. Interviewing for this survey was completed during the period of September 15-18, 2005.
- All three surveys were weighted by four variables: age, sex, geographic region and race to ensure reliable and accurate representation of the total population. The margin of error for both surveys at the 95% confidence level is plus or minus three percentage points for both samples. Smaller sub-groups in either survey will have larger error margins.

Executive Summary

- 71 percent of Americans expect gasoline prices to reach \$4 a gallon this summer and nearly half (48 percent) expect gas prices to *exceed* \$4 a gallon.
- High energy prices top recession fears and the mortgage foreclosure crisis as American's most often-cited economic problem in 2008. More than half of Americans cited "rising gasoline and home heating oil prices" (51 percent), followed by the recession/economic slowdown (47 percent), the mortgage crisis/falling home prices (31 percent), higher inflation (21 percent), and an increase in joblessness (18 percent). Concern about high gasoline and other fuel prices is bipartisan, but sharply divided on income lines, cited by 70 percent of households earning less than \$25,000 per year, compared to 37 percent of households earning \$75,000 or more per year.
- What presidential and Congressional candidates say about energy issues could have a big impact on the outcome of the 2008 elections. Nearly nine out of 10 Americans (89 percent) said "the views of candidates on energy-related issues -- such as gasoline prices, home heating oil prices, global warming and energy independence" will be an important factor in how they vote. Almost three out of five Americans (58 percent) said that candidate views on energy issues will be very important, compared to just 4 percent said that it would not be important at all. A strong 95 percent of Democrats and 84 percent of Republicans and Independents said energy issues would be an important factor in their votes.

Executive Summary

- Over four out of five Americans (84 percent) – including 91 percent of Democrats, 80 percent of Independents and 76 percent of Republicans -- do not “think the federal government is doing enough about high energy prices and the U.S. dependence on Middle Eastern energy sources.”
- Gas prices rising to \$4 or higher will further tighten the wobbly U.S. economy. Over half of Americans (52 percent) said that gas prices at \$4 would cause them to “cut back on ... summer or end-of-year holiday travel” and nearly three out of five (58 percent) say they would “cut back on your personal spending to help pay for higher gasoline prices.” Interestingly, Republicans (63 percent) were the most likely to cut back on personal spending at the \$4-a-gallon gasoline level, compared to 57 percent of Democrats and 49 percent of Independents. If gasoline rises over \$4 a gallon, nearly three out of five Americans (58 percent) will cut back on travel plans, while 63 percent will pull back on their personal spending.
- About half of Americans (49 percent) are “not satisfied” that “Congress did everything it could to improve fuel-efficiency rules for U.S. automakers” in recently increasing federal mile-per-gallon standards. Fewer than one in 10 Americans (8 percent) say they are “very satisfied” that Congress did all it could, compared to a quarter (24 percent) who are “not at all satisfied.”

Executive Summary

- About four out of five Americans (79 percent) would support “a tax on the windfall profits of oil companies if the resulting revenues were spent” for “research on alternative energy.” Over half of Americans (52 percent) say they would support this approach “a great deal.” The strong bipartisan support for this approach includes 72 percent of Republicans, 79 percent of Independents and 84 percent of Democrats. If the funds were used for the “creation of a federal emergency fund to offset the harm of future climate change-related disasters, such as hurricanes, droughts and wildfires,” support for a windfall profits tax comes in at 64 percent support – including 48 percent of Republicans, 55 percent of Independents and 77 percent of Democrats.
- Well over four out of five Americans (84 percent) think “big oil companies are currently gouging consumers at the gas pump”. Almost three out of five Americans (58 percent) see “a great deal of price gouging”. Women are more likely than men to see price gouging at 88 percent versus 80 percent, respectively.
- More than two out of five Americans (44 percent) now are more likely “to buy a hybrid, clean-diesel or other more fuel-efficient vehicle” than they were six months ago. Strikingly, the group that is most likely to do so is sharply divided by age: two out of three 18-24 year olds (67 percent) and fewer than three out of 10 (29 percent) of those over the age of 65. When the number of Americans who are just as likely to buy a hybrid now as they were six months ago (28 percent) is factored in, the total of number of Americans who are more or as likely to buy highly fuel-efficient vehicles climbs to 72 percent.

Executive Summary

- Sales of highly fuel-efficient vehicles are likely to increase as the price of fuel goes up. More than a third (37 percent) of Americans say they would be more likely to buy a hybrid, clean diesel or other highly fuel-efficient vehicle if the price of gasoline goes to \$4. This percentage increases to 44 percent if the price of gas exceeds \$4 a gallon.
- Rising fuel prices already have caused 34 percent of Americans who drive to or at work to cut back on their driving. Even though 65 percent are driving the same amount as before, the reason is that they have no choice but to do so. Only 12 percent of those in this group who have not cut back on their driving in the face of higher gasoline prices are doing so because they are insensitive to the prices. By contrast, over half of Americans (52 percent) who have not cut back on driving say they “have to (keep driving) in order to keep earning a living.” Half of those making \$25,000 a year or less have cut back on their driving, compared to just 23 percent of those in households earning \$75,000 or more. Democrats (39 percent) and Independents (40 percent) are more likely than Republicans (24 percent) to be driving less.
- Over half of Americans (52 percent)-- including 59 percent of men and 45 percent of women -- drive to or at work. Of these Americans, 48 percent drive a car to work and 4 percent drive at work, e.g., truck drivers, salesmen, etc. Two thirds of Americans who drive to work commute 100 miles a week or less, 18 percent travel 101-200 miles per week and 15 percent commute 201 miles per week or more, including 11 percent who log 300 miles or more behind the wheel each week.

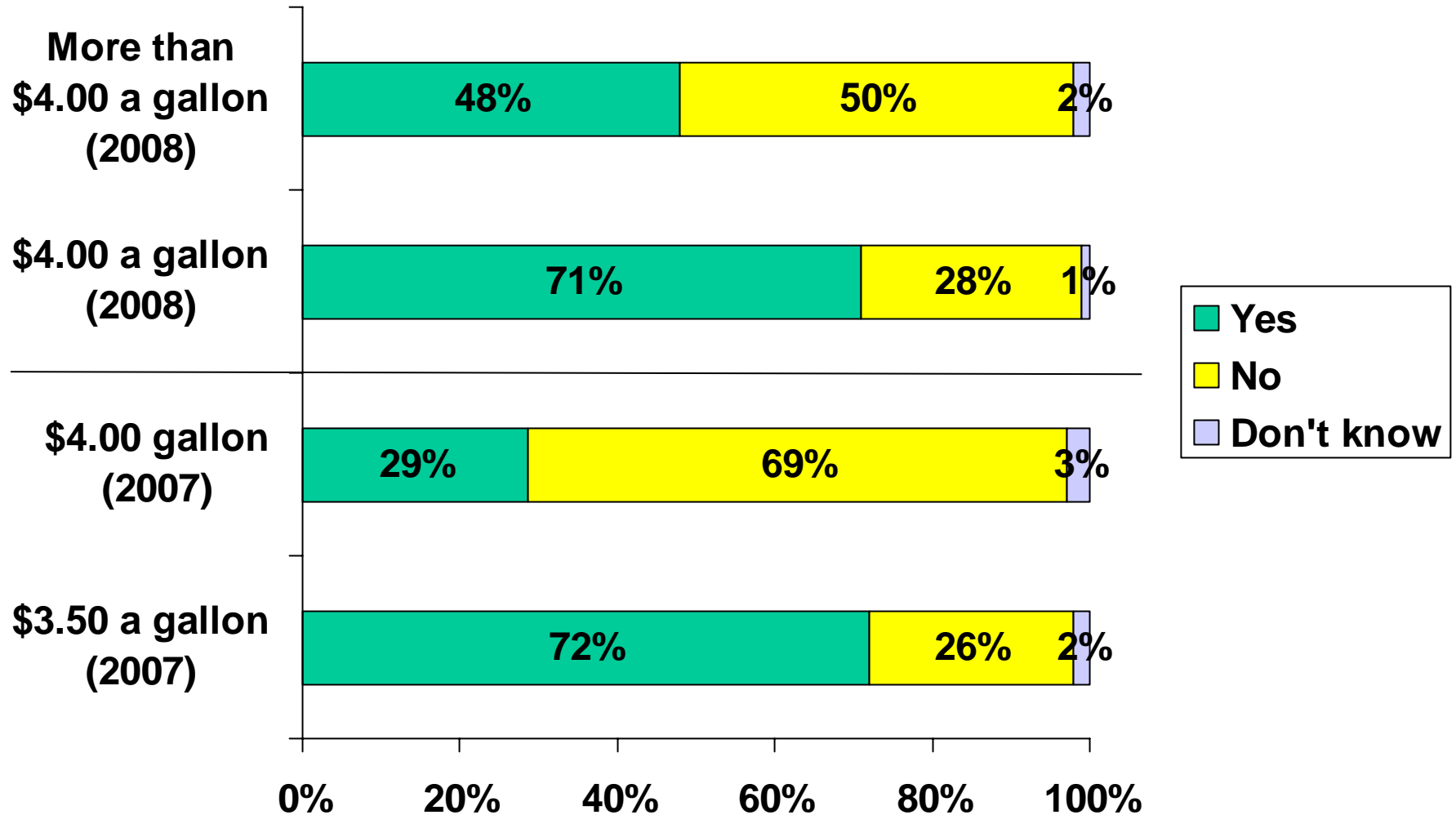
Detailed Findings

Future Price of Gasoline

- The public's outlook on gasoline prices is not that optimistic. And compared to the earlier study, Americans have gotten even more pessimistic. In the most recent survey, 71% percent think that gas will reach \$4 a gallon this summer. About half (48%) think it will cost more than \$4 a gallon this summer. In the April 2007 survey, a majority (72%) thought gas prices would reach \$3.50 a gallon in the summer of 2007 but only 28% thought the price would go as high as \$4.00 a gallon.
 - In the 2008 study, those in the Northeast (78%) are the most likely to think that gas will reach \$4 a gallon this summer compared to those in the West (74%), Midwest (69%) or South (67%). In the 2007 survey, those in the West were the most likely to think gas prices would reach \$3.50 a gallon that summer (81%) compared to those in the Northeast (65%), Midwest (68%) or South (71%).
 - In the 2008 survey, those in households with incomes of \$25,000 or less are the most likely to think gas will hit \$4 a gallon (83%) compared to those in households with \$75,000 or more in income (64%).
 - Those who are most likely to think gasoline will cost \$4 a gallon this summer include: Democrats (75%), those who say a candidate's stand on energy issues will matter a lot in their vote (73%), those who think the oil companies are price gouging at the pump (74%), those who are not satisfied that Congress did all they could when raising the federal fuel efficiency standards (74%) and those who are more likely to buy a fuel efficient car now than they were six months ago (74%).
- Half (48%) think gas will exceed \$4 a gallon by the summer and 50% think it will not.
 - The most pessimistic are those age 25-34 (62%), those in the Northeast (56%), and respondents with less than a high school education (65%).

Future Price of Gasoline

Gasoline is [at or over \$3 a gallon (2008)] [nearly \$3 a gallon (2007)]. Do you expect gasoline prices to reach [\$4.00/more than \$4.00 a gallon this summer (2008)] [\$3.50/\$4.00 (2007)]? Would you say...?



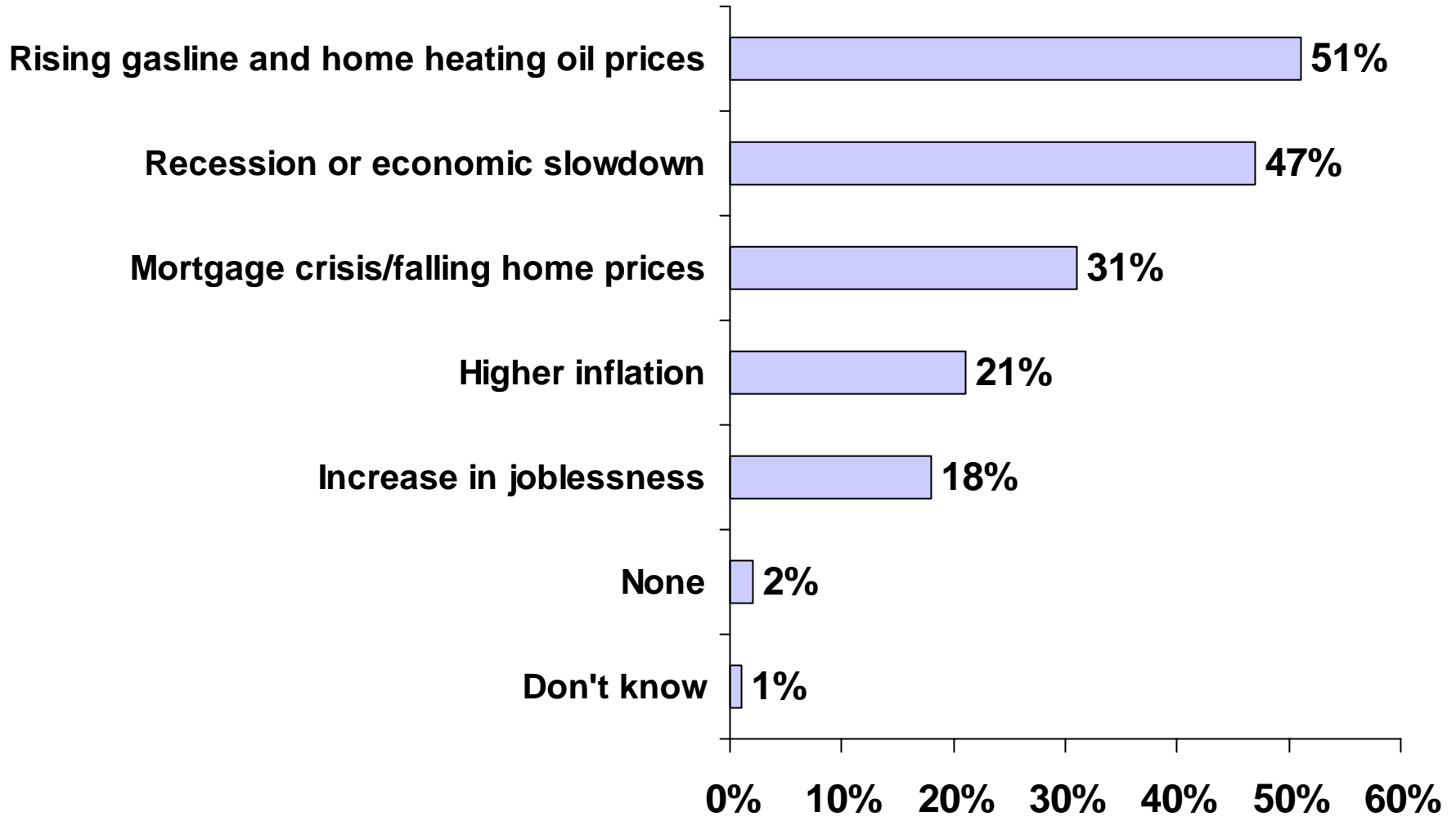
Base = Total respondents. 2008 N=1,001; 2007 N=1,013

The Biggest Economic Issues in 2008

- Americans were asked to choose the two biggest economic issues that they think might come up in 2008. Topping the list are the rising price of gasoline and home heating oil (51%), and a recession or economic slowdown (47%). In third place is the mortgage crisis (31%) followed by higher inflation (21%) or an increase in joblessness (18%). One interesting measure of the extent of economic pessimism in this country is the fact that only 2% of respondents could not choose any of these issues.
 - Interestingly, inflation is much more likely to be mentioned by those age 18-24 (35%) than any other age group. Women are also more likely than men to mention an increase in joblessness as the economic issue – 22% and 13% respectively.
 - Those in households with incomes of less than \$25,000 are more likely to mention the cost of energy (70%) or the possibility of an increase in joblessness (27%) than are those with household incomes of \$75,000 or more – 37% and 13% respectively.
 - The possibility of a recession (56%) or the mortgage crisis (41%) is more likely to be mentioned as an economic crisis by those with household incomes of \$75,000 or more than it is by those with incomes of less than \$25,000 – 36% and 21% respectively.
 - Along the lines of party identification, all of these economic issues are equally important to respondents regardless of their party.

The Biggest Economic Issues in 2008

P6: Which of the following do you see as the two biggest economic problems that may come up in 2008?



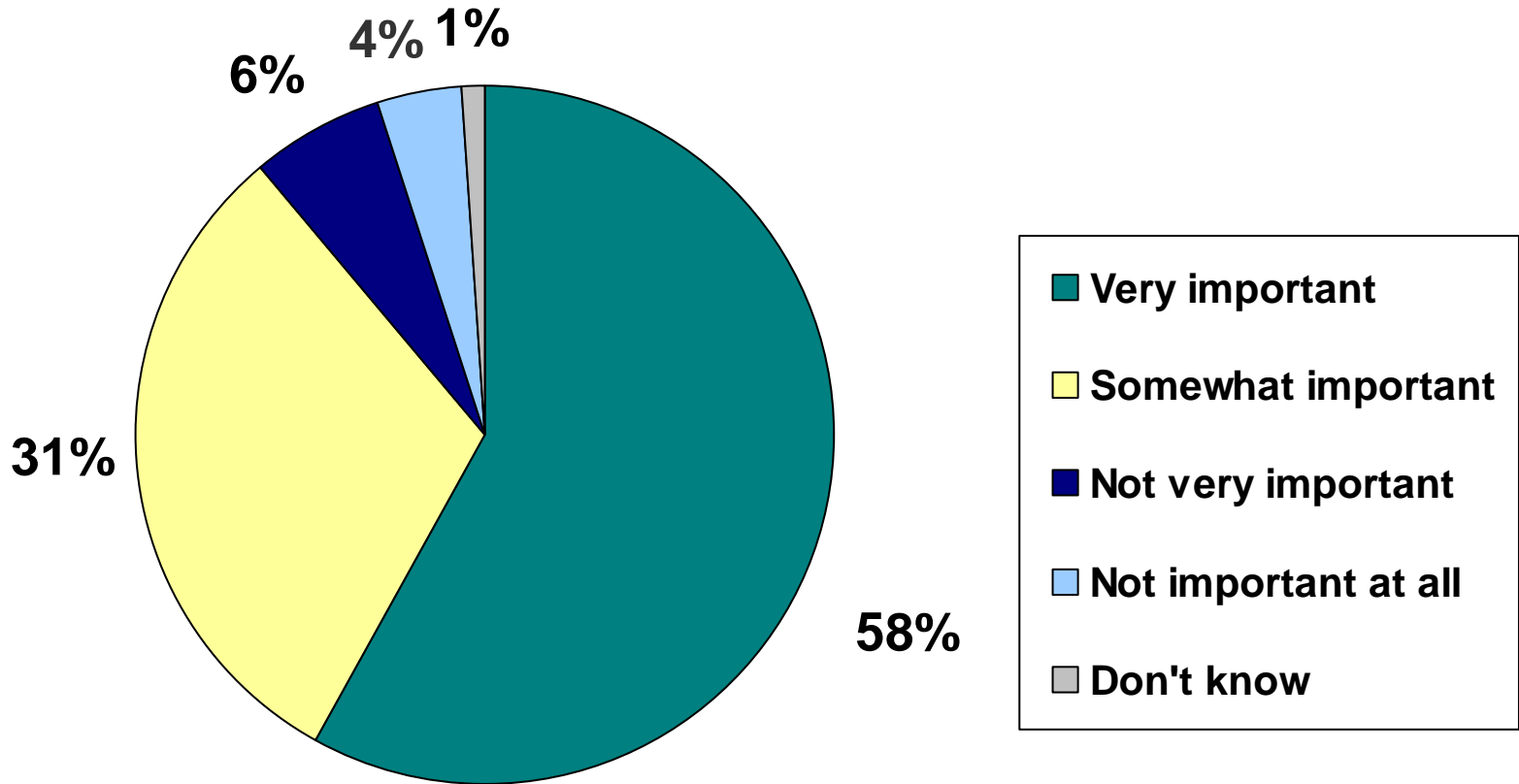
Base = Total respondents, 1,001 adults.

Importance of Energy Issues in the 2008 Elections

- The views of presidential candidates on energy-related issues will be important to 89% of respondents when they cast their vote for president and Congress in the Fall of 2008.
 - Although energy-related issues are also important to men when deciding how to vote (86%), they hold an even slightly higher level of importance for women (92%).
 - Among those who say they are likely to vote in the Fall elections, 91% said that where a candidate stands on energy-related issues will be important in how they cast their vote.
 - Among Democrats (95%) a candidate's stand on energy-related issues is even more important than it is to a Republican or Independent (84%).
 - More than nine in 10 of the following types of respondents say that a candidate's stand on energy-related issues will be important in deciding how to vote: those who think the government is not doing enough about energy prices and oil independence, (91%), those who think the oil companies are price gouging (91%), and those who are more likely to buy a fuel efficient car now than they were six months ago (95%).

Importance of Energy Issues in the 2008 Elections

P5: Now, as you look ahead to the 2008 presidential and congressional elections, how important will the views of candidates on energy-related issues – such as gasoline prices, home heating oil prices, global warming and energy independence – be as you cast your vote? Would you say...



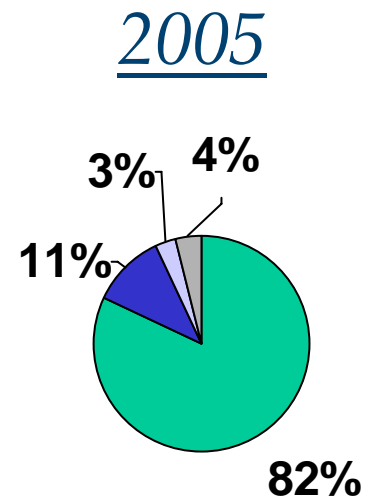
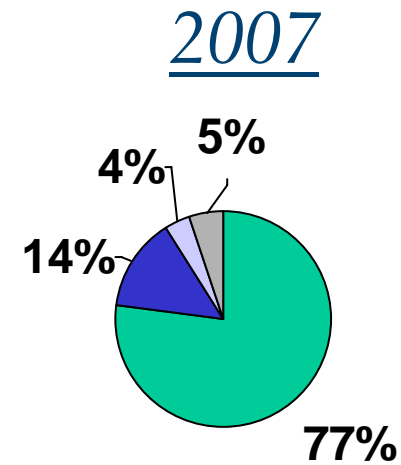
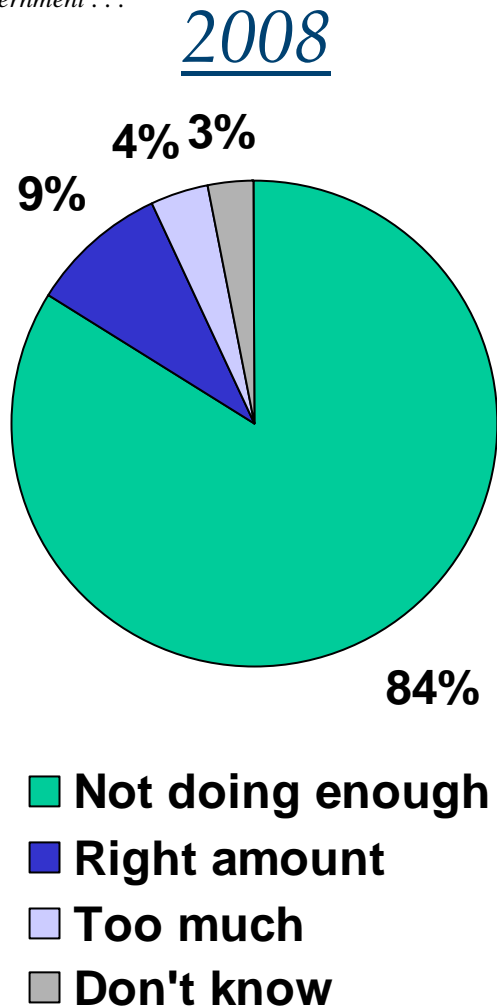
Base = Total respondents, 1,001 adults.

Federal Government Action on Energy Prices and Foreign Oil Dependency

- In the three years this question has been asked, a substantial majority believe the Federal government is not doing enough about the high cost of energy and this country's dependence on Middle Eastern oil. In the most recent survey, 84% think the government is not doing enough in this area. In 2007, 77% thought the government was not doing enough, compared with 81% who felt that way in 2005. Nine percent think the government is doing the right amount and 4% think it is doing too much.
 - In the 2007 survey, 57% of those age 18-24 think the government is not doing enough compared to 79% of those age 25 and over. In the 2008 survey this difference has disappeared.
 - Strong partisan differences exist in the 2007 and 2008 surveys. Interestingly the most recent survey shows that Republicans have become somewhat more disenchanted with the government and their actions on energy policy. In 2007, 64% of Republicans thought the government wasn't doing enough and in the 2008 survey this has increased to 76%. Eighty-eight percent of Democrats in the 2007 survey compared to 91% in the 2008 survey do not think the federal government is doing enough. Independents are relatively unchanged at 80% in the new survey and 79% in 2007.
 - Among those who do not think the government is doing enough on energy issues are those who say the candidates' views on energy-related issues matter in their vote (86%), and those who think oil companies are price gouging (89%).

Federal Government Action on Energy Prices and Foreign Oil Dependency

Do you think the federal government is doing enough about high energy prices and the U.S. dependence on Middle Eastern energy sources? Would you say the federal government . . .



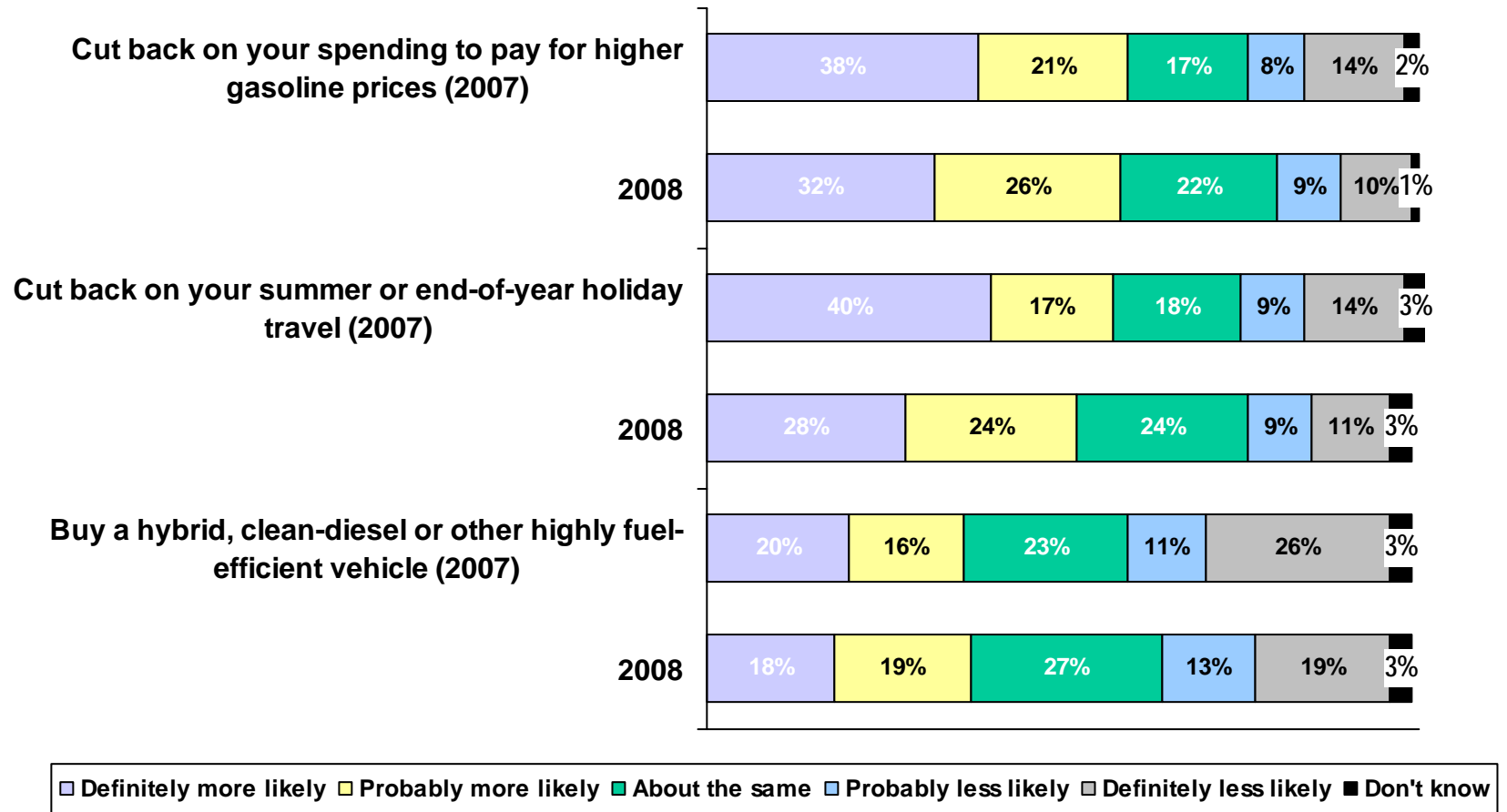
Base = Total respondents: 2008 N=,1001, 2007 N=1,013, 2005 N=1,019.

Changing Behavior as a Result of \$4.00 a gallon Gasoline

- Large majorities of Americans would change their behavior if gasoline hit \$4.00 a gallon. More than half would (58%) say they will definitely or probably cut back on other spending and 52% say they will cut back on summer or end of year holiday travel if this happens. Nearly four-in-10 (37%) say they would definitely or probably buy a hybrid or fuel-efficient car in response to \$4.00 gasoline.
 - Younger respondents are the most likely to say they will definitely or probably buy a hybrid vehicle (48%) compared to those age 65 or over (24%).
 - Higher fuel prices are beginning to hit everyone. In 2007, 64% of those in households with less than \$25,000 in income say they will definitely or probably have to cut back on other spending if gasoline hits \$4.00 a gallon. This has now dropped to only 48% and it is likely that these respondents have little left to cut back on. Most interestingly, only 50% of those in households with incomes of \$75,000 or more said this in the 2007 survey -- a figure which has now risen to 62%. Clearly the cutting back has begun to affect upper income households as well.
 - If gasoline reaches \$4 a gallon, Republicans are more likely to say they will cut back personal spending (63%) while Democrats are the most likely to buy a hybrid vehicle (44%).
 - Those who drive 101-201 miles a week for work are the most likely to say they will cut back on personal spending if gas hits \$4 a gallon (78%).

Changing Behavior as a Result of \$4.00 a Gallon Gasoline

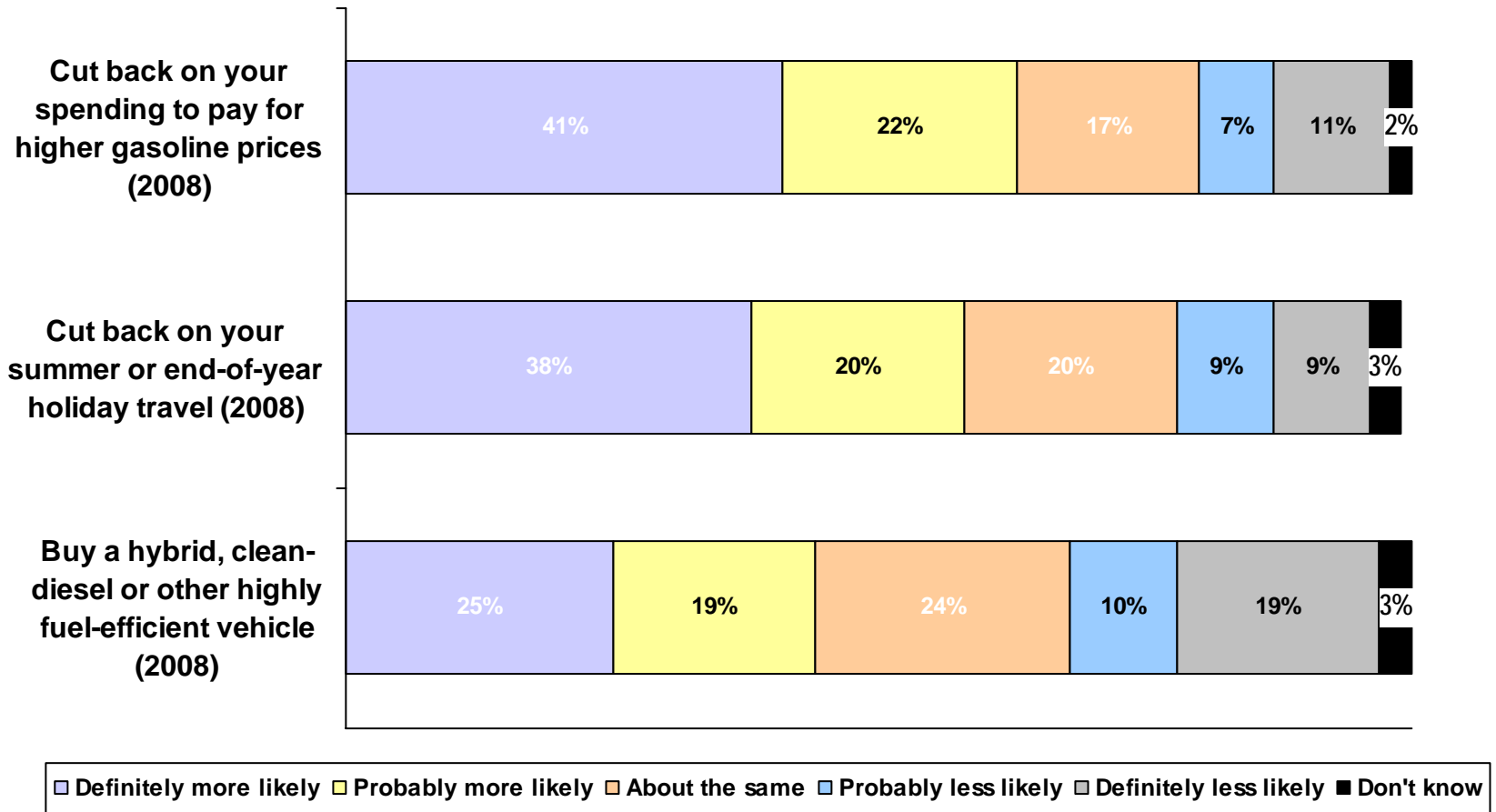
Some experts say that gasoline prices will go even higher this summer. If gasoline prices rose to the \$4.00 per gallon level, how likely would you be to do the following things?



Base = Total respondents: 2008 N=1,001, 2007 N= 1,013 adults.

Changing Behavior as a Result of Gasoline Costing More Than \$4

And if gasoline prices rose to more than \$4 per gallon, how likely would you be to do the following things?



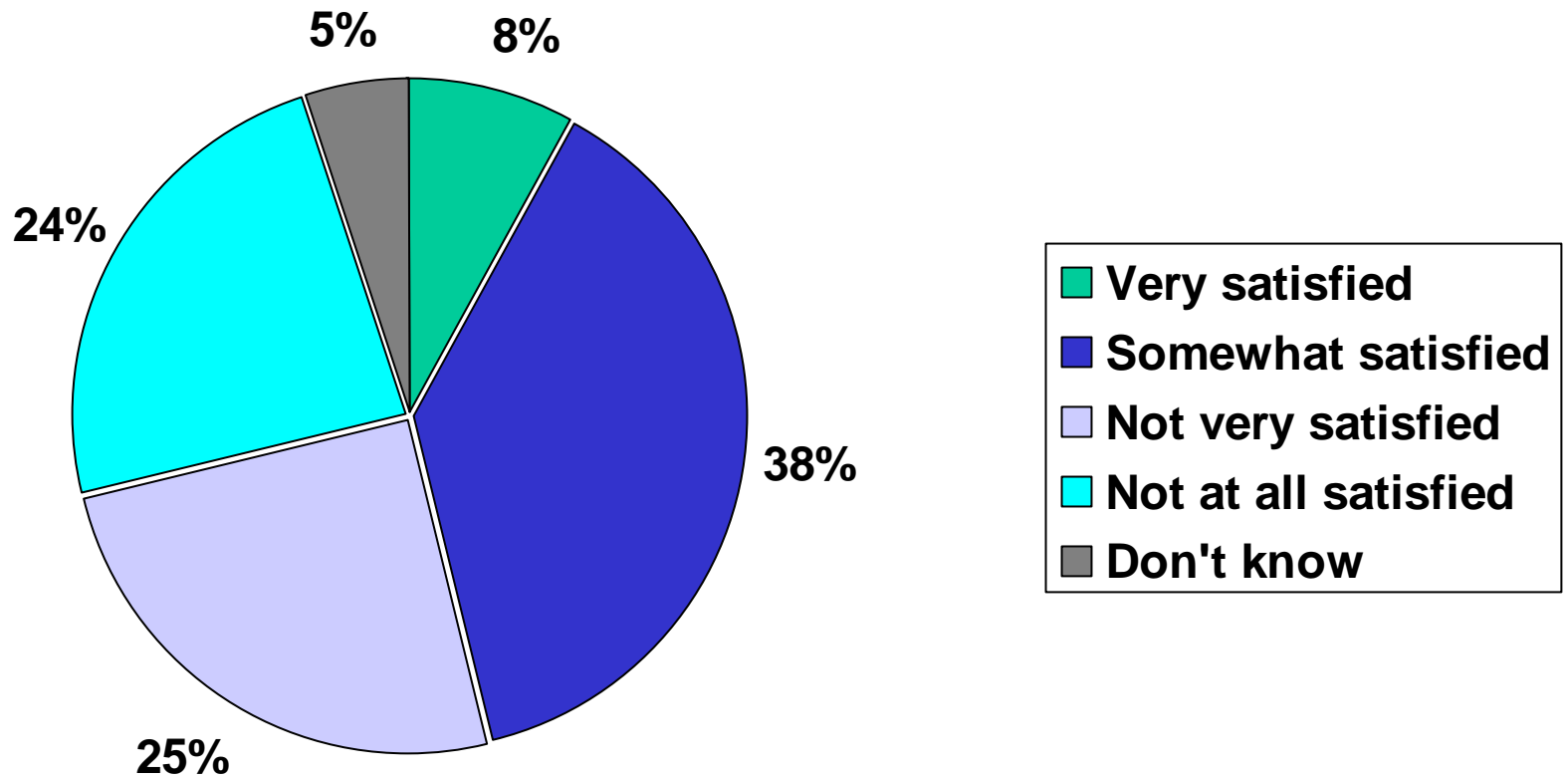
Base = Total respondents: 2008 N=1,001.

Satisfaction with Congressional Action on Fuel-Efficiency Rules

- Americans are split in their opinion of the recent Congressional action to raise the fuel-efficiency standards for U.S. automakers. Forty-six percent are satisfied that Congress did everything it could to improve the efficiency standards and 49% say they are not satisfied.
 - The youngest respondents between the ages of 18 and 24 are the most satisfied that Congress did all it could when changing the federal fuel-efficiency rules (66%) compared to all other age groups (43%).
 - Satisfaction or dissatisfaction with Congressional action is the same regardless of party affiliation.

Satisfaction with Congressional Action on Fuel-Efficiency Rules

P9: Congress recently made changes in the federal miles-per-gallon requirements of the automakers. How satisfied are you that Congress did everything it could to improve the fuel-efficiency rules for U.S. automakers? Are you...



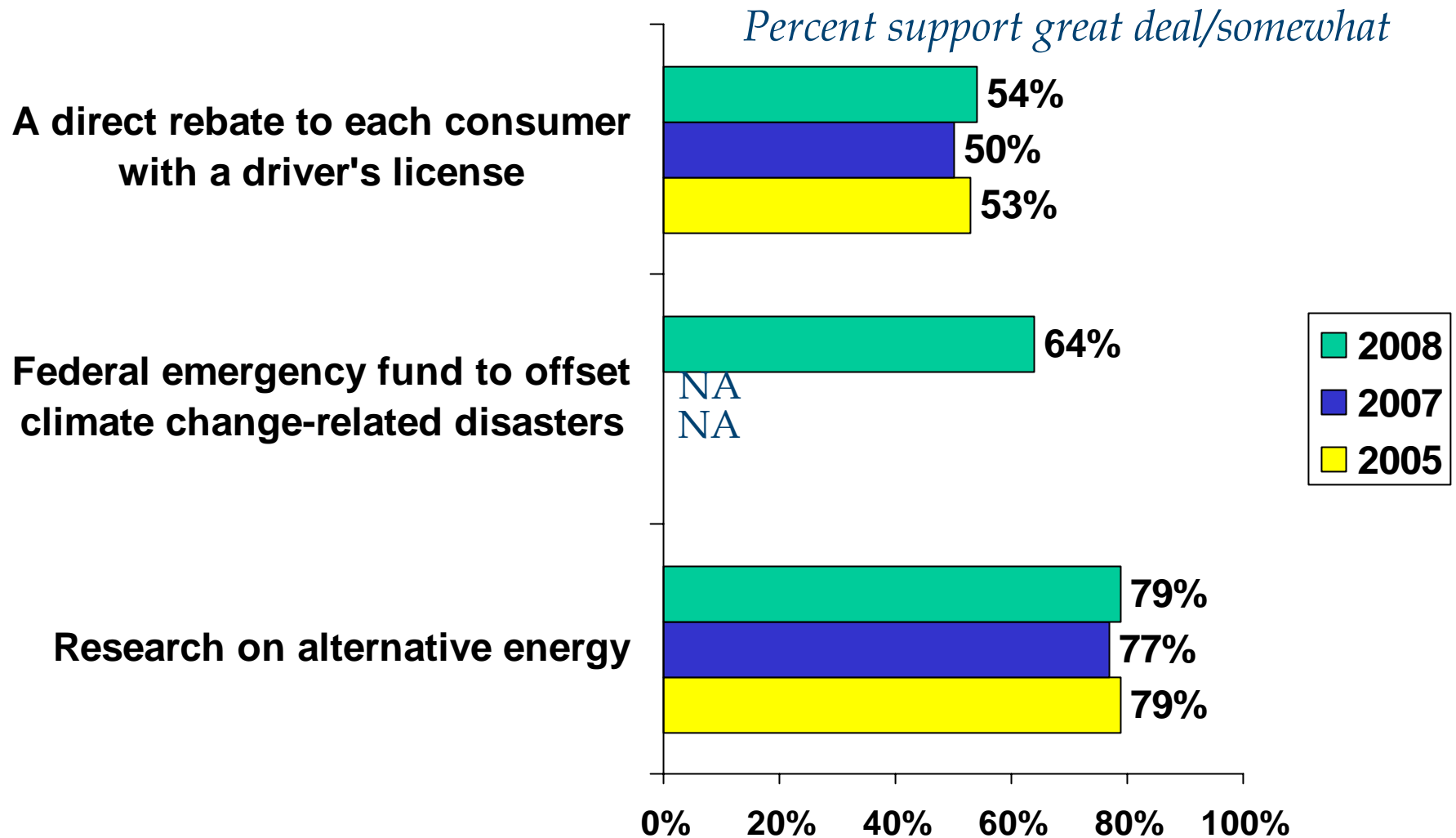
Base = Total respondents: 2008 N=1,001.

A Dedicated Windfall Profits Tax

- Taxes are often the least popular aspect of public policy. Yet there is actually strong support (great deal and somewhat) for a windfall profits tax on oil companies if the revenue is used to research alternative energy (79% in 2008, 77% in 2007 and 79% in 2005), create a federal fund to offset the harm of natural disasters (64% in 2008), or a direct rebate to holders of a driver's license (54% in 2008, 50% in 2007 and 53% in 2005).
 - In the 2008 survey, younger respondents age 18-24 are very much in support of a windfall profits tax to be used for research into alternative energy (91%). Although all other age groups are also in support of this idea, none support it as strongly as the youngest respondents do.
 - The partisan split on this question reveals that Republicans are the least likely to support a windfall tax that would be spent on each of these activities, Independents are a little more likely than Republicans and Democrats are more likely than each of the other two. However, the difference between Republicans and Democrats on using a windfall profits tax on alternative energy is not as large as in previous surveys.
 - In terms of creating a federal emergency fund, 77% of Democrats support this idea as opposed to 48% of Republicans and 55% of Independents. As for a direct rebate, 61% of Democrats support this idea compared with only 47% of Republicans and 50% of Independents.
 - Support for each of these three initiatives is higher among the following types of respondents: those who say a candidate's view on energy issues will be important in how they vote, those who think the government is not doing enough on energy issues, those who think the oil companies are price gouging, those who are satisfied that congress did all they could in raising the fuel-efficiency rules and those who are more likely to buy a fuel-efficient vehicle now than they were six months ago.

A Dedicated Windfall Profits Tax

Would you support a tax on the windfall profits of oil companies if the resulting revenues were spent on each of the following? Would you support this idea a great deal, support this idea somewhat, oppose this idea somewhat or oppose this idea a great deal?



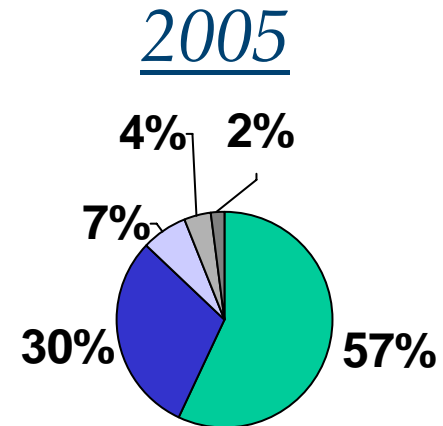
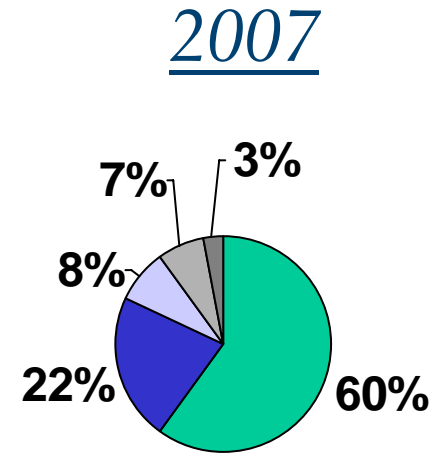
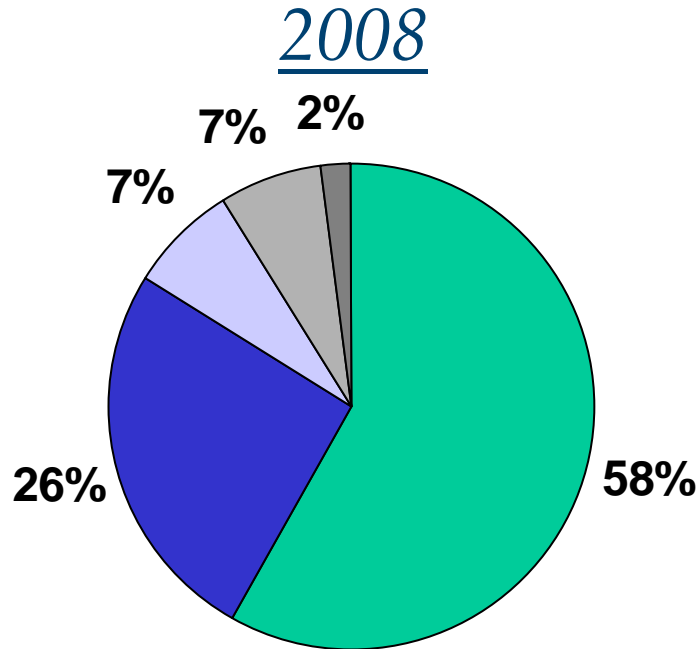
Base = Total respondents. 2008 N=1,001; 2007 N=1,013; 2005 N=1,019.

Oil Company Price Gouging

- More than half of Americans in both surveys think there is a great deal (58% in 2008, 61% in 2007 and 57% in 2005) or some (26% in 2008, 22% in 2007 and 30% in 2005) price gouging going on by the oil companies. In total, this means that 84% of those in 2008, 83% of those in 2007 and 86% of those in the 2005 survey think big oil companies are currently gouging consumers at the gas pump.
 - In both the 2008 and 2007 survey, women are more likely than men to say there is a great deal or some price gouging going on (88% vs. 80% in 2008 and 88% vs. 78% in 2007.)
 - Also, far more Democrats or Independents (89% and 83%) think there is price gouging going on than Republicans (78%).
 - Those who say a candidates position on energy will be important in their vote are more likely to think there is price gouging going on (86%).
 - Fully 89% of those who think the government is not doing enough about energy prices and energy independence think there is price gouging going on.

Oil Company Price Gouging

Do you think big oil companies are CURRENTLY gouging consumers at the gas pump? Would you say there is . . .



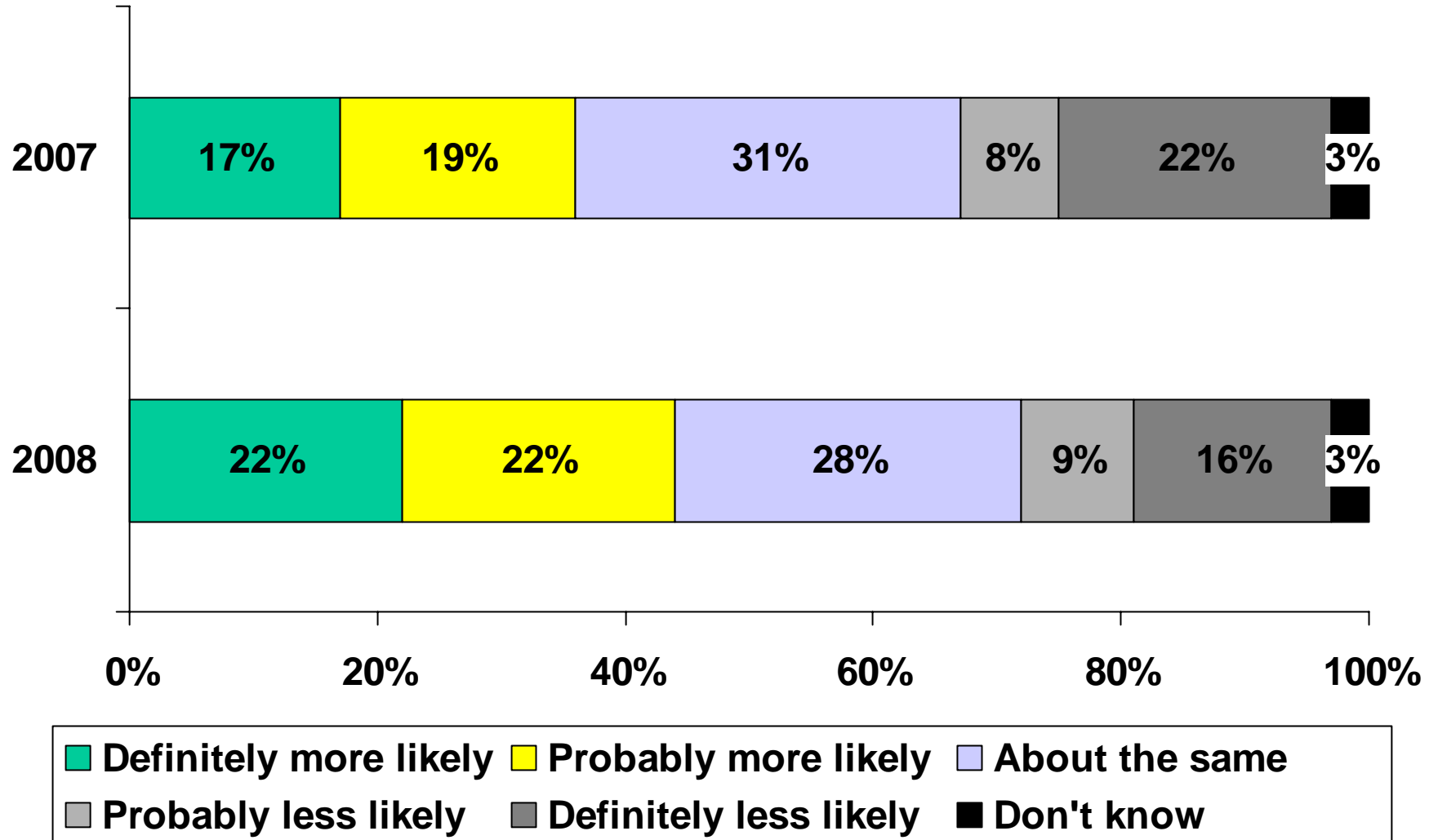
Base = Total respondents: 2008 N=,1001, 2007 N=1,013, 2005 N=1,019.

Likelihood to Buy a Fuel-Efficient Vehicle

- More than four-in-10 (44%) of respondents they are more likely now than they were six months ago to buy a hybrid, clean-diesel or other more fuel efficient car. Twenty-eight percent are as likely now as they were then. And another quarter (25%) say they are less likely. In the 2007 survey, 36% said they were more likely, 31% said the same and 30% said less likely.
 - Respondents aged 18-24 are the most likely age group to want to buy a hybrid car (67%) compared to any other age group and especially to those age 65 and over (29%).
 - Only 41% of those in households with incomes of \$25,000 or more are more likely to be considering a hybrid now than six months ago compared to 51% of those in households making \$75,000 or more.
 - Across partisan lines, Democrats (52%) are more likely to be considering a hybrid now than are Independents (34%) or Republicans (39%).

Likelihood to Buy a Fuel-Efficient Vehicle

A7/P7: Do you consider yourself more or less likely to buy a hybrid, clean-diesel or other more fuel efficient vehicle NOW than you were SIX MONTHS AGO?



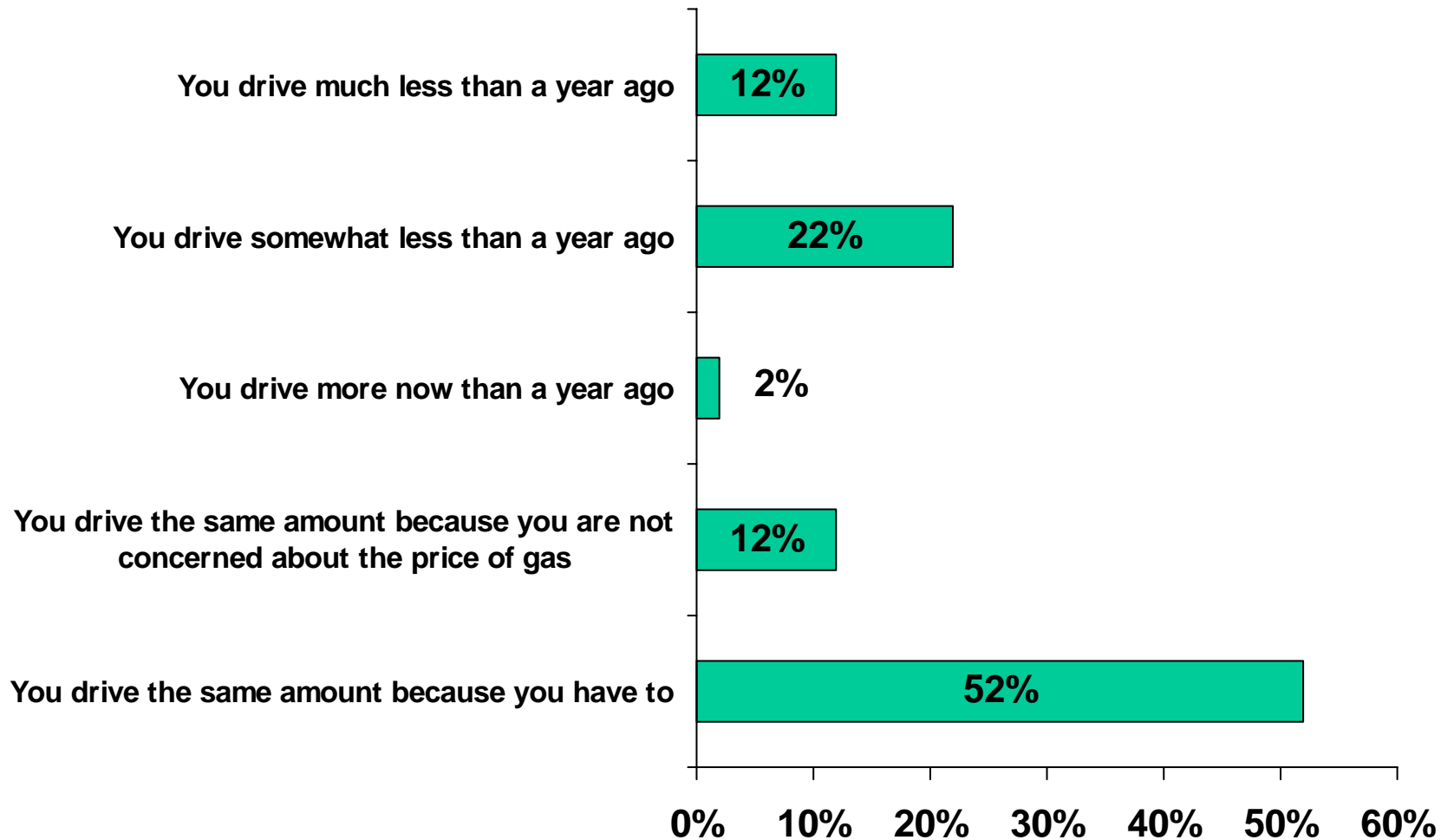
Base = Total respondents: 2008 N= 1,001; 2007 N= 1,013 adults.

Changes in Driving Behavior as a Result of Gasoline Costs

- Respondents who drive for a living or drive to work, were asked if they are driving more (2%), the same amount (65%) or less (34%) as a result of the cost of gasoline. Interestingly more Americans said that their driving habits have been not been affected by gas prices but there is an interesting detail in the results. Respondents were offered two different choices for driving the same amount. Only 12% said they are driving the same amount as before because they don't care about gas prices. The interesting finding is that 52% are driving the same amount as before because they do not have any choice if they want to keep earning a living. Clearly for these Americans, gasoline is a necessity and if it continues to rise in price they will have to spend less on something else.
 - Independents (40%) and Democrats (39%) are a bit more likely than Republicans (24%) to say they are driving less than before as a result of the price of gasoline.
 - Republicans (75%) are more likely than Democrats or Independents (both 60%) to say they are driving the same amount as before.

Changes in Driving Behavior as a Result of Gasoline Costs

P4: As a result of rising gasoline prices, which one of the following best describes your driving habits today, compared to a year ago?



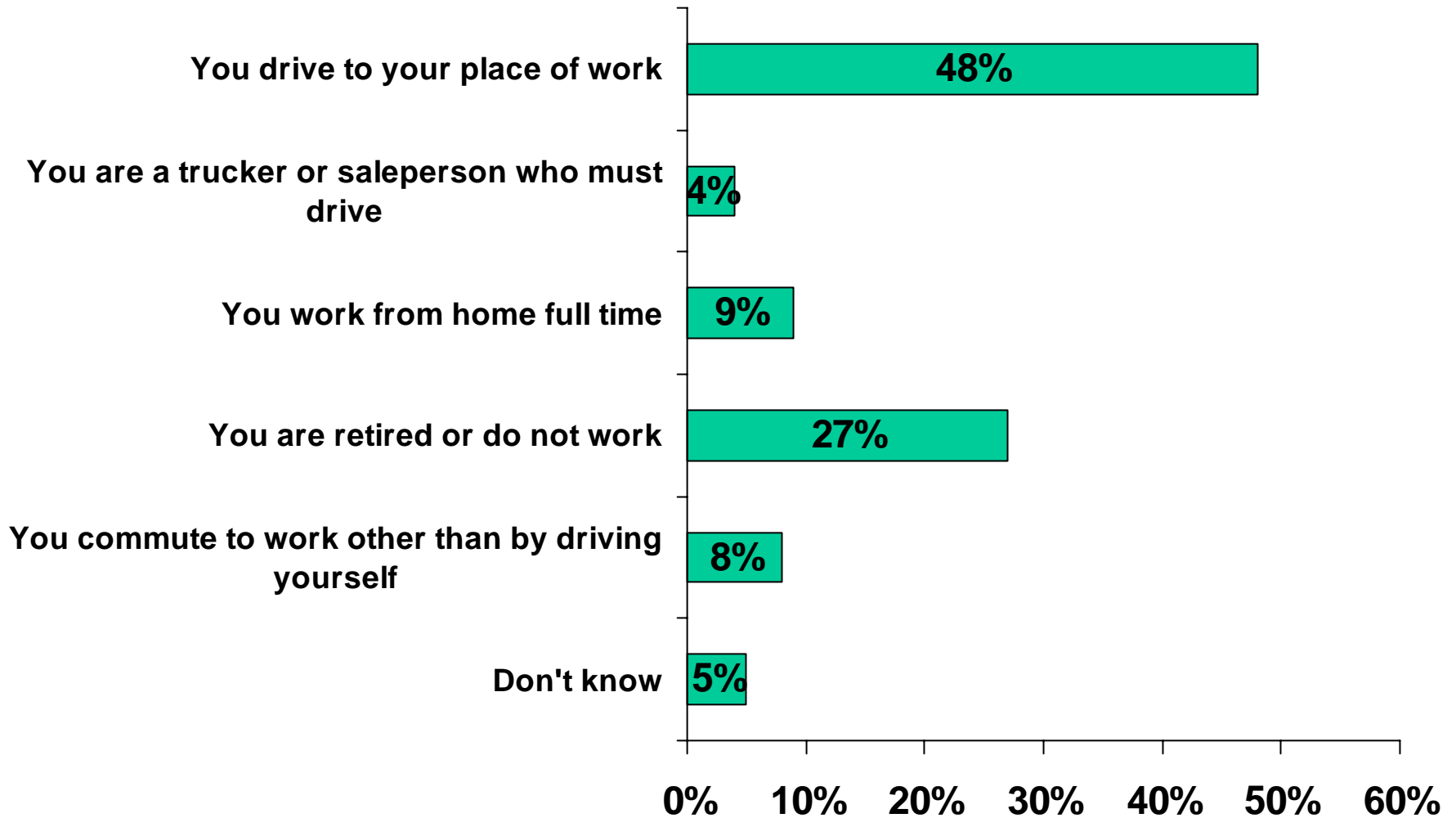
Base = Total respondents: 2008 N= 473 who drive to or for work for a living.

Current Driving Behavior

- Half of Americans (52%) were categorized as “driving for a living” either because they drive to their place of work (48%) or they drive as part of their job (4%). Thirty-six percent are retired or work from home full time and 8% use some other means of commuting to work other than driving themselves in a car to get to work.
 - Men are more likely to fall into the “drive for a living” category than are women (59% vs. 45%).
 - Among the different age categories, those age 25-54 are the most likely to say they drive to work or for a living (66%).
 - The likelihood of driving to work or driving for work increases as the household income of the respondent increases. Only 27% of those who earn less than \$25,000 fall into the category of “drive for a living” compared to 47% of those with household incomes of \$25,000 to \$50,000. This is in sharp contrast to the 66% of those who have household incomes of \$50,000 or more who drive for a living.
 - The likelihood of driving for a living also increases along with the education level of the respondent. Only 30% of those with less than a high school education say they drive to work or for a living compared to 50% of high school graduates, 52% of those who have some college and 58% of those who are college graduates.
- Those who drive to work or drive for a living, tend to drive an average of 98 miles a week.
 - Men in this category drive an average of 108 miles a week compared to women who drive 87 miles.

Current Driving Behavior

P3: Which of the following best describes you?



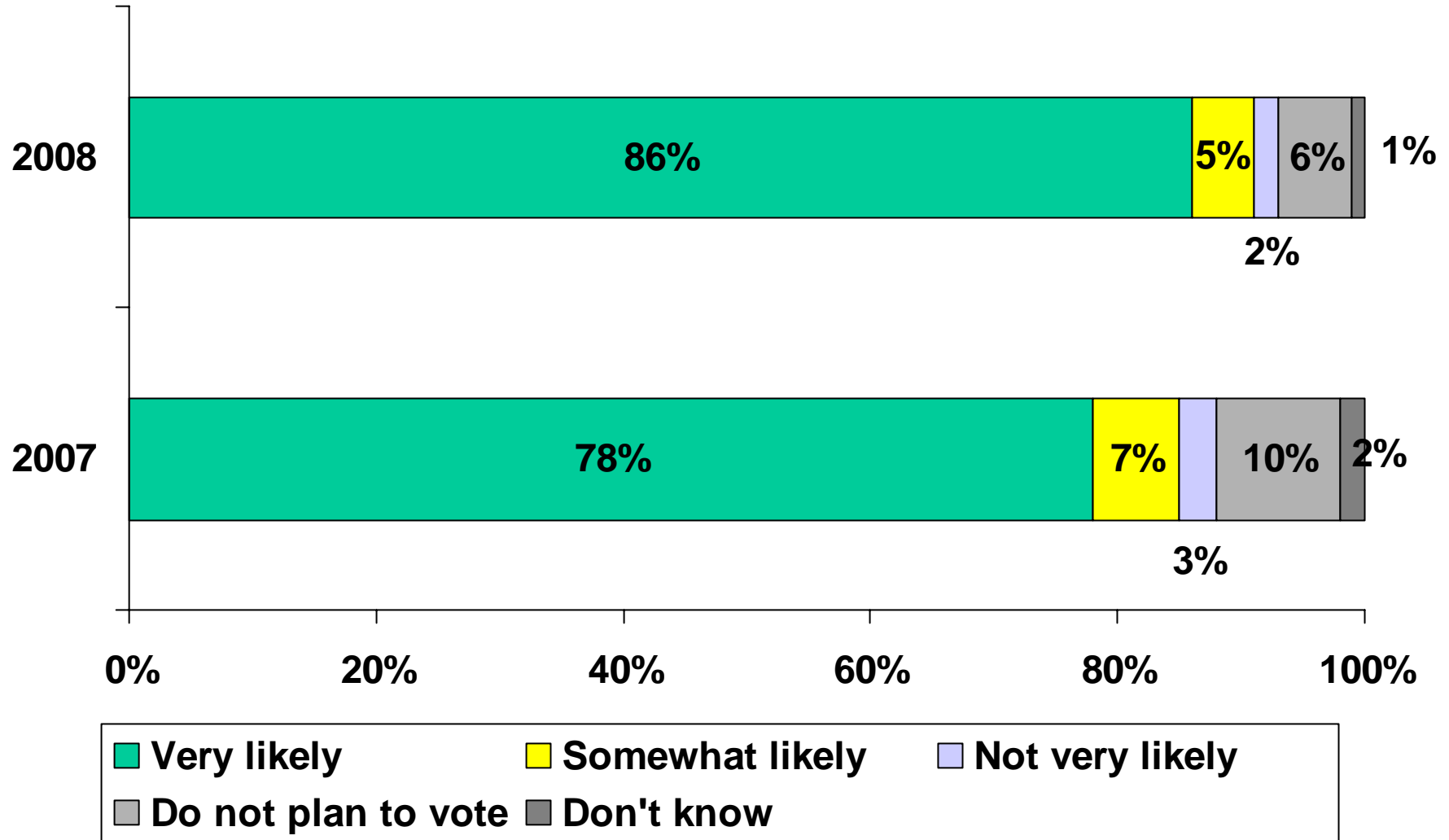
Base = Total respondents: N=1,001.

Likelihood to Vote in the 2008 Elections

- A substantial majority of Americans (92%) say they plan to vote in the 2008 Presidential and congressional elections. While turnout is unlikely to be that high, certain segments of the American population say they are a lot more likely to vote than others.
 - A substantial 98% of those age 55-64 say they will vote in 2008.
 - Self-reported intention to vote is also lower in households with lower levels of income and among respondents with lower levels of education. 81% of those in households with less than \$25,000 in annual income and 69% of those with less than a high school education say they will vote in 2008. This is substantially lower than the 96% of those in households with incomes of \$50,000 or more, or 98% of those with a college degree who say they intend to vote.

Likelihood to Vote in the 2008 Elections

A1: How likely is it that you will vote in the 2008 Presidential and Congressional elections?



Base = Total respondents: 2008 N=1,001, 2007 N= 1,013 adults.

APPENDIX

RELIABILITY OF SURVEY PERCENTAGES

Results of any sample are subject to sampling variation. The magnitude of the variation is measurable and is affected by the number of interviews and the level of the percentages expressing the results.

The table below shows the possible sample variation that applies to percentage results reported herein. The chances are 95 in 100 that a survey result does not vary, plus or minus, by more than the indicated number of percentage points from the result that would be obtained if interviews had been conducted with all persons in the universe represented by the sample.

Size of Sample on Which Survey Results Are Based	Approximate Sampling Tolerances Applicable to Percentages At or Near These Levels				
	10% or 90%	20% or 80%	30% or 70%	40% or 60%	50%
1,000 interviews	2%	2%	3%	3%	3%
500 interviews	3%	4%	4%	4%	4%
250 interviews	4%	5%	6%	6%	6%
100 interviews	6%	8%	9%	10%	10%

Additional Sampling Tolerances for Samples of 1,000 Interviews

<u>9% or 91%</u> 2%	<u>8% or 92%</u> 2%	<u>7% or 93%</u> 2%	<u>6% or 94%</u> 1%	<u>5% or 95%</u> 1%
<u>4% or 96%</u> 1%	<u>3% or 97%</u> 1%	<u>2% or 98%</u> 1%	<u>1% or 99%</u> 2%	

SAMPLING TOLERANCES WHEN COMPARING TWO SAMPLES

Tolerances are also involved in the comparison of results from independent parts of the sample. A difference, in other words, must be of at least a certain number of percentage points to be considered statistically significant – that is not due to random chance. The table below is a guide to the sampling tolerances in percentage points applicable to such comparisons, based on a 95% confidence level.

Size of Samples Compared	Differences Required for Significance At or Near These Percentage Levels				
	10% or 90%	20% or 80%	30% or 70%	40% or 60%	50%
1,000 and 1,000	3%	4%	4%	4%	4%
1,000 and 500	3%	4%	5%	5%	5%
1,000 and 250	4%	6%	6%	7%	7%
1,000 and 100	6%	8%	9%	10%	10%
500 and 500	4%	5%	6%	6%	6%
500 and 250	5%	6%	7%	7%	8%
500 and 100	6%	9%	10%	11%	11%
250 and 250	5%	7%	8%	9%	9%
250 and 100	7%	9%	11%	11%	12%
100 and 100	8%	11%	13%	14%	14%

Topline Results of 1,001 Telephone Interviews with Adult Americans, conducted January 11-14, 2008

P1 How likely is it that you will vote in the 2008 Presidential and congressional elections?

- 86% Very likely
- 5 Somewhat likely
- 2 Not very likely
- 6 Or, you do not plan to vote
- 1 DON'T KNOW/NOT SURE

Next, I'd like to get a sense of your driving habits...

P2 Which of the following BEST describes you? [READ ENTIRE LIST BEFORE RECORDING ONE ANSWER]

- 48% You drive to a job in an office, plant, or some other place of work
- 4 You are a trucker or salesperson who must drive to earn a living
- 9 You work from home full-time
- 27 You are retired or do not work for another reason
- 8 You commute to work using a means of transportation -- such as by bus or subway -- OTHER than driving yourself
- 5 DON'T KNOW/NOT SURE

IF DRIVE TO EARN A LIVING, P2 [01-02], CONTINUE.
ALL OTHERS SKIP TO P5

P3 Which of the following commuter categories do you fall into? Do you commute or drive to or for your job...[READ LIST. RECORD ONE ANSWER]
N=473

- 27% Zero to 20 miles per week
- 19 21 to 50 miles per week
- 20 51 to 100 miles per week
- 9 101 to 150 miles per week
- 9 151 to 200 miles per week
- 5 201 to 300 miles per week
- 11 More than 300 miles per week
- DON'T KNOW/NOT SURE

*Average Miles Driven
Per Week: 98*

P4 As a result of rising gasoline prices, which ONE of the following BEST describes your driving habits today, compared to A YEAR AGO? [READ ENTIRE LIST BEFORE RECORDING ONE ANSWER]

- 12% You drive much less now than a year ago
- 22 You drive somewhat less now than a year ago
- 2 You drive more now than a year ago
- 12 You drive the same amount now as a year ago because you are not concerned about gasoline prices
- 52 You drive the same amount as a year ago, but only because you have to in order to keep earning a living

P5 Now, as you look ahead to the 2008 presidential and congressional elections, how important will the views of candidates on energy-related issues -- such as gasoline prices, home heating oil prices, global warming and energy independence -- be as you cast your vote? Would you say . . . [READ LIST. RECORD ONE ANSWER]

N=1,001

- 58% Very important
- 31 Somewhat important
- 6 Not very important
- 4 Not important at all
- 1 DON'T KNOW/NOT SURE

P6 Which of the following do you see as the TWO BIGGEST economic problems that may come up in 2008? [READ ENTIRE LIST BEFORE RECORDING UP TO 2 ANSWERS. ROTATE]

- 51% Rising gasoline and home heating oil prices
- 47 A recession or economic slowdown
- 31 The mortgage crisis or falling home prices
- 21 Higher inflation
- 18 An increase in joblessness
- 2 NONE OF THESE
- 1 DON'T KNOW/NOT SURE

P7 Do you think big oil companies are CURRENTLY gouging consumers at the gas pump? Would you say there is . . . [READ LIST. RECORD ONE ANSWER]

- 58% A great deal of price gouging going on
- 26 Some price gouging going on
- 7 Very little price gouging going on
- 7 No price gouging going on
- 2 DON'T KNOW/NOT SURE

P8 Do you think the federal government is doing enough about high energy prices and the U.S. dependence on Middle Eastern energy sources? Would you say the federal government . . . [READ LIST. RECORD ONE ANSWER]

- 84% Is not doing enough on energy issues
- 9 Is doing the right amount on energy issues
- 4 Is doing too much on energy issues
- 3 DON'T KNOW/NOT SURE

P9 Congress recently made changes in federal miles-per-gallon requirements of automakers. How satisfied are you that Congress did everything it could to improve fuel-efficiency rules for U.S. automakers? Are you . . . [READ LIST. RECORD ONE ANSWER]

- 8% Very satisfied
- 38 Somewhat satisfied
- 25 Not very satisfied
- 24 Not at all satisfied
- 5 DON'T KNOW/NOT SURE

P10 Would you support a tax on the windfall profits of oil companies if the resulting revenues were spent on each of the following? [ROTATE ITEMS]

Would you support this idea a great deal, support this idea somewhat, oppose this idea somewhat or oppose this idea a great deal?

A. Research on alternative energy

- 52% Support this idea a great deal
- 27 Support this idea somewhat
- 9 Oppose this idea somewhat
- 11 Oppose this idea a great deal
- 1 DON'T KNOW/NOT SURE

B. Creation of a federal emergency fund to offset the harm of future climate change-related disasters, such as hurricanes, droughts and wildfires

- 27% Support this idea a great deal
- 37 Support this idea somewhat
- 14 Oppose this idea somewhat
- 19 Oppose this idea a great deal
- 3 DON'T KNOW/NOT SURE

C. A direct rebate to each consumer with a driver's license

- 23% Support this idea a great deal
- 31 Support this idea somewhat
- 18 Oppose this idea somewhat
- 23 Oppose this idea a great deal
- 5 DON'T KNOW/NOT SURE

P11 Gasoline is at or over \$3 a gallon. Do you expect gasoline prices to reach [INSERT]? Would you say . . . [PROGRAMMING NOTE: IF 04 GIVEN FOR ITEM A, AUTOPUNCH INTO 04 FOR ITEM B]

A. \$4 a gallon this summer

- 20% Definitely yes
- 51 Probably yes
- 22 Probably no
- 6 Definitely no
- 1 DON'T KNOW/NOT SURE

B. More than \$4 a gallon this summer

- 14% Definitely yes
- 34 Probably yes
- 36 Probably no
- 15 Definitely no
- 2 DON'T KNOW/NOT SURE

P12 Do you consider yourself more or less likely to buy a hybrid, clean-diesel or other more fuel-efficient vehicle NOW than you were SIX MONTHS AGO? Would you say you are . . . [READ LIST. RECORD ONE ANSWER]

- 22% Definitely more likely
- 22 Probably more likely
- 28 About the same
- 9 Probably less likely
- 16 Definitely less likely
- 3 DON'T KNOW/NOT SURE

P13 Some experts warn that gasoline prices will go even higher this year. If gasoline prices rose to the \$4 PER GALLON LEVEL, how likely would you be to do the following things? [ROTATE ITEMS]

A. Buy a hybrid, clean diesel or other highly fuel-efficient vehicle

- 18% Definitely more likely
- 19 Probably more likely
- 27 About the same
- 13 Probably less likely
- 19 Definitely less likely
- 3 DON'T KNOW/NOT SURE

B. Cut back on your summer or end-of-year holiday travel

- 28% Definitely more likely
- 24 Probably more likely
- 24 About the same
- 9 Probably less likely
- 11 Definitely less likely
- 3 DON'T KNOW/NOT SURE

C. Cut back on your personal spending to help pay for higher gasoline prices

- 32% Definitely more likely
- 26 Probably more likely
- 22 About the same
- 9 Probably less likely
- 10 Definitely less likely
- 1 DON'T KNOW/NOT SURE

[IF 01 (DEFINITELY MORE LIKELY) TO INDIVIDUAL ITEM IN P13 (A-C), AUTOPUNCH INTO 01 FOR CORRESPONDING ITEM IN P14]

P14 And, if gasoline prices rose to MORE than \$4 PER GALLON, how likely would you be to do the following things? [ROTATE ITEMS]

A. Buy a hybrid, clean diesel or other highly fuel-efficient vehicle

- 25% Definitely more likely
- 19 Probably more likely
- 24 About the same
- 10 Probably less likely
- 19 Definitely less likely
- 3 DON'T KNOW/NOT SURE

B. Cut back on your summer or end-of-year holiday travel

- 38% Definitely more likely
- 20 Probably more likely
- 20 About the same
- 9 Probably less likely
- 9 Definitely less likely
- 3 DON'T KNOW/NOT SURE

C. Cut back on your personal spending to help pay for higher gasoline prices

- 41% Definitely more likely
- 22 Probably more likely
- 17 About the same
- 7 Probably less likely
- 11 Definitely less likely
- 2 DON'T KNOW/NOT SURE

Please tell me...

SP1 In politics, as of today, do you consider yourself a Republican, a Democrat, or an Independent?

- 26% REPUBLICAN
- 35 DEMOCRAT
- 35 INDEPENDENT
- 1 OTHER PARTY
- 4 DON'T KNOW/REFUSED

[ASK IF SP1 (03-99)]

SP2 As of today, do you lean more to the Democratic Party or the Republican Party?

- 16% DEMOCRATIC
- 10 REPUBLICAN
- 11 NEITHER/OTHER
- 3 DON'T KNOW/REFUSED