

July 18, 2022

Clean Vehicle Fleets & Public Opinion: Illinois

Living Consumer Intelligence | business.yougov.com
Prepared for Advanced Energy Economy (AEE)

METHODOLOGY

SAMPLE SIZE:

ILLINOIS: N=600

MARGIN OF ERROR
OF +/- 4.52 %

FIELD DATES OF
6/8 – 6/16

The Poll was conducted by YouGov using state-wide representative samples of 1200 Colorado and Illinois residents interviewed online between June 8th and June 16th. This report includes findings from n=600 residents of Illinois.

The sample was weighted according to gender, age, race, and education based on the American Community Survey, conducted by the U.S. Bureau of the Census, as well as 2016 and 2020 Presidential vote, and a three-way stratification of gender, age (4-categories), and education (4-categories), a three-way stratification of gender, age (4-categories), and race (4-categories), and a two-way stratification of education (4-categories) and race (4-categories) to produce the weights by state. Respondents were selected from YouGov's opt-in panel to be representative of residents of both states. The Illinois weights range from 0.25 to 5.02, with a mean of 1 and a standard deviation of 0.52.

The margin of error (a 95% confidence interval) for a sample percentage p based upon the Illinois sample is approximately 4.52%. It is calculated using the formula

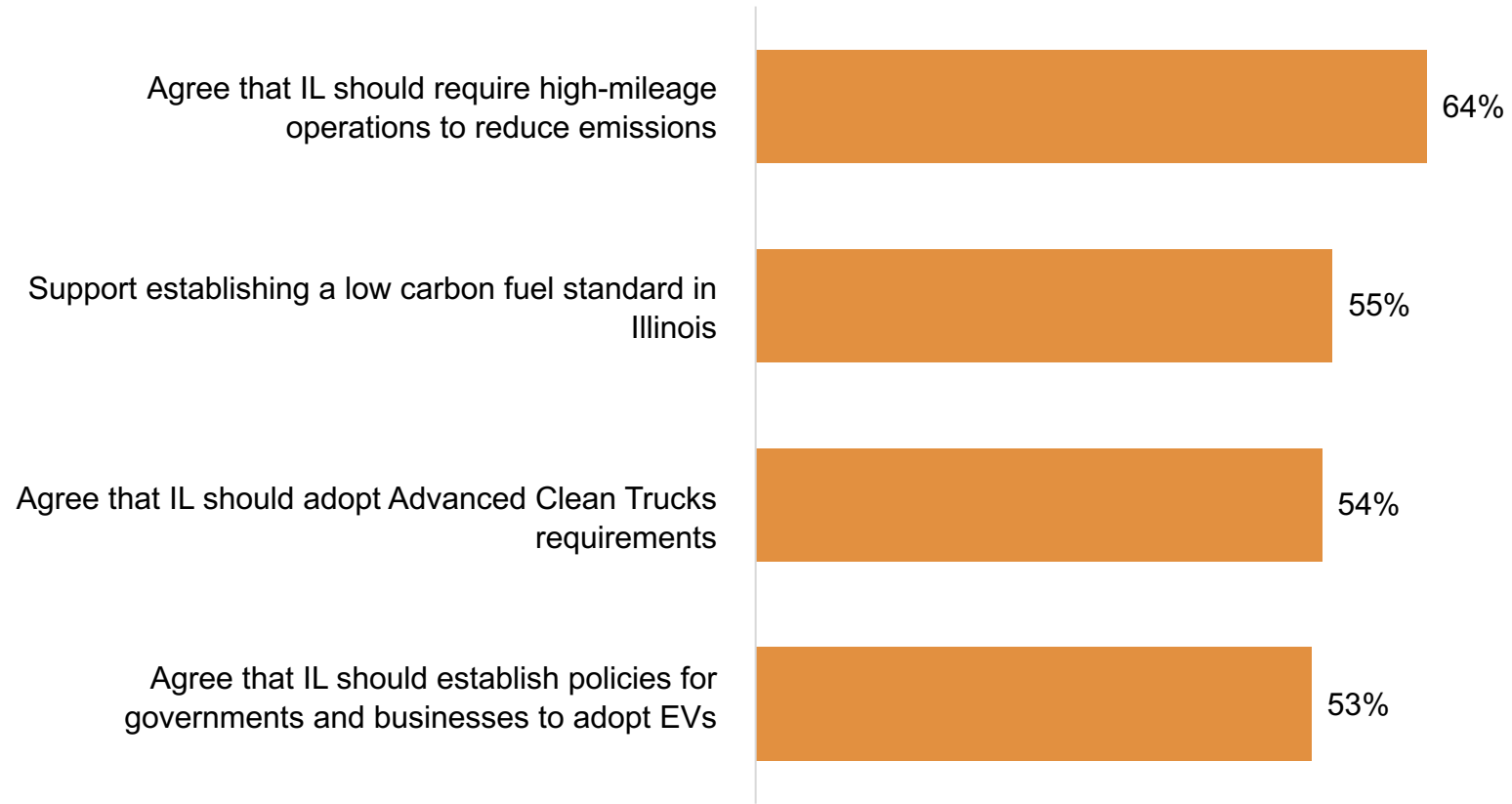
$$p \pm 100 \times \sqrt{((1 + [CV]^2)/n)}$$

where CV is the coefficient of variation of the sample weights and n is the sample size used to compute the proportion. This is a measure of sampling error (the average of all estimates obtained using the same sample selection and weighting procedures repeatedly). The sample estimate should differ from its expected value by less than margin of error in 95 percent of all samples. It does not reflect non-sampling errors, including potential selection bias in panel participation or in response to a particular survey.

EXECUTIVE SUMMARY

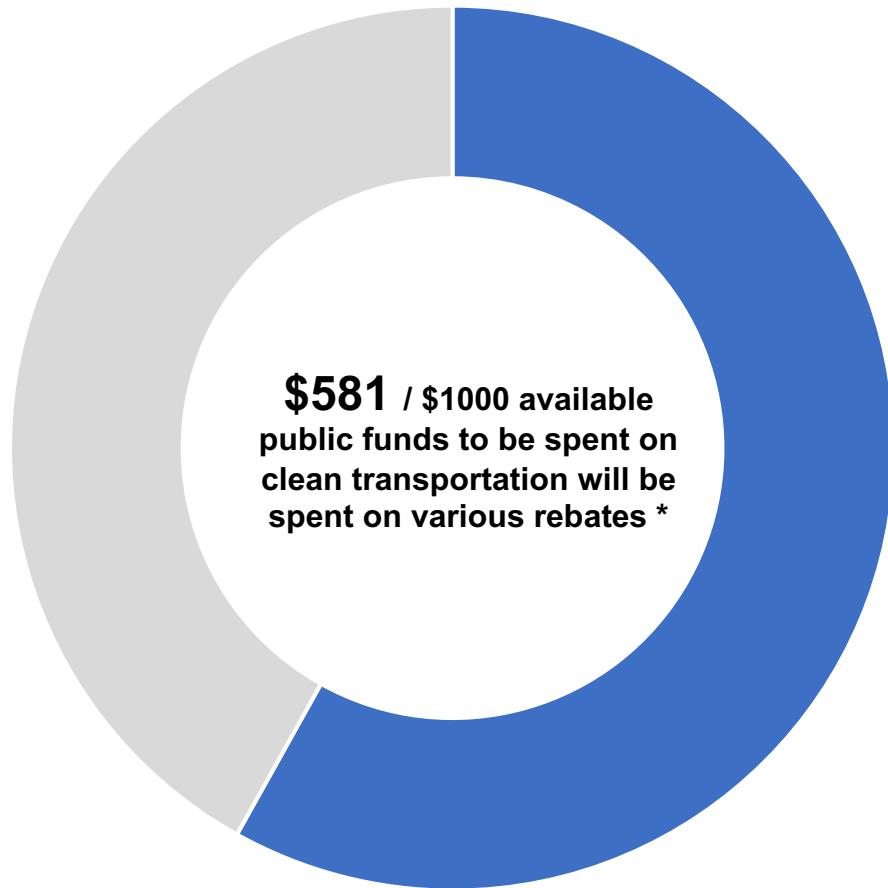


A MAJORITY OF ILLINOIS RESIDENTS SUPPORT INCREASED LEGISLATION SURROUNDING EVS AND MORE STRICT CLEAN ENERGY REQUIREMENTS. THE HIGHEST SUPPORT IS AROUND LEGISLATION REQUIRING HIGH-MILEAGE OPERATIONS TO REDUCE EMISSIONS OVER TIME.

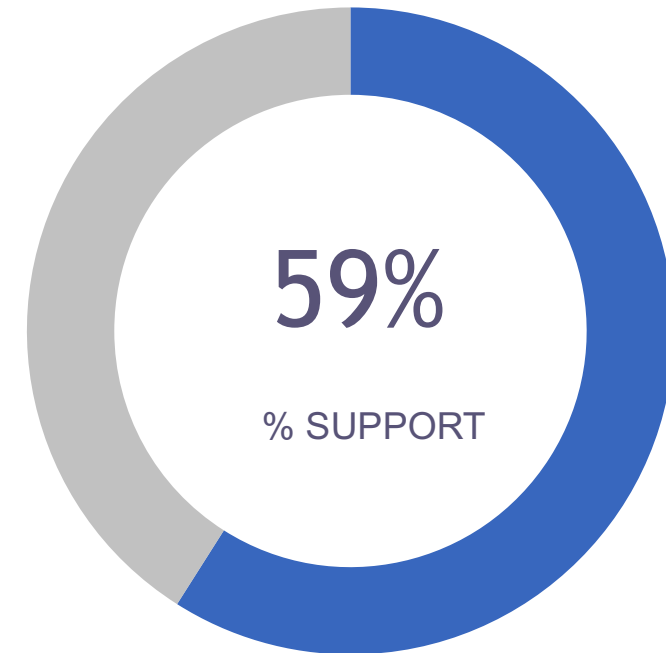


OVERALL, ILLINOIS RESIDENTS SUPPORT REBATES TO HELP REPLACE DIESEL-POWERED TRUCKS WITH ELECTRIC ONES, AND MOST WOULD SPEND MORE THAN HALF OF AVAILABLE PUBLIC FUNDS ON REBATES FOR PURCHASING EVS.

How much money would you spend on each of the following programs (mean allocation out of \$1000)?

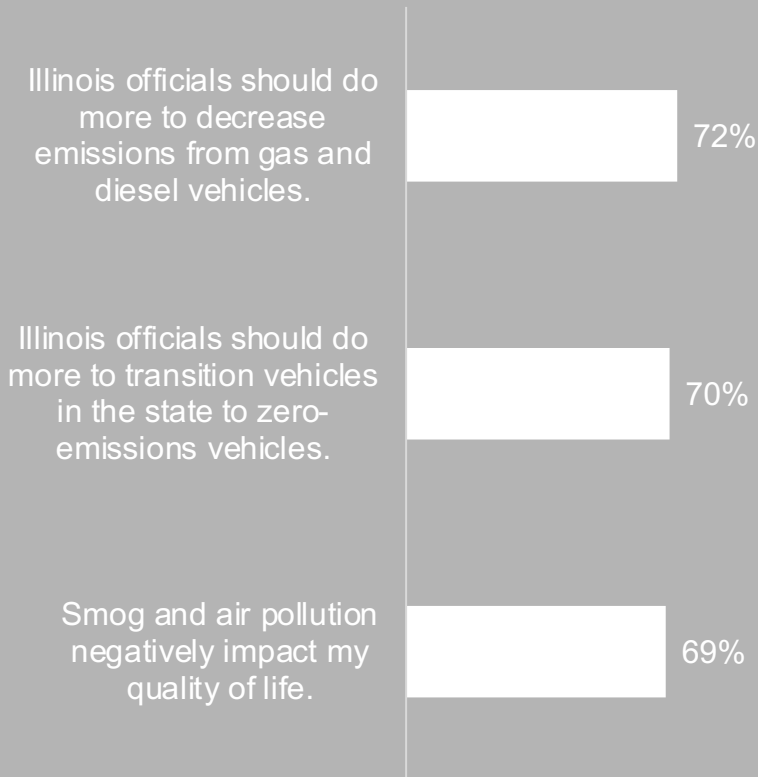


A majority of Illinois residents support legislation that would put into place rebates for the purchase of an electric medium- or heavy-duty vehicle (like vans, trucks, or buses) for commercial use.



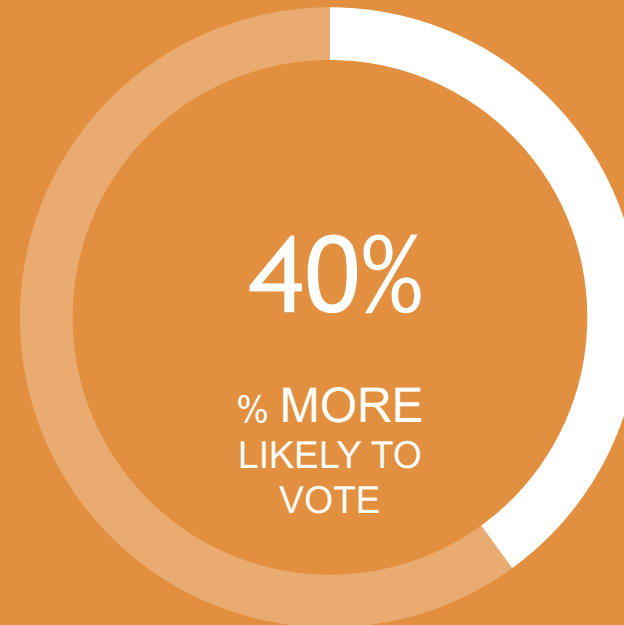
* Results reported are a net score of "Rebate for passenger electric vehicles," "Rebate for medium- and heavy-duty vehicles," and "Residential electric vehicle charging equipment rebates"

A vast majority of Illinois residents agree that state officials should be doing more to decrease emissions from gas and diesel vehicles and to transition fully to EVs. A majority are also concerned about the impact smog and pollution have on their lives.



A majority of Illinois residents are highly concerned about emissions, smog, and pollution in their immediate environment, and think that state officials are not doing enough to address these concerns and to transition to EVs.

Many Illinois residents say that a politician who takes action to reduce emissions from vehicles is more likely to get their vote.



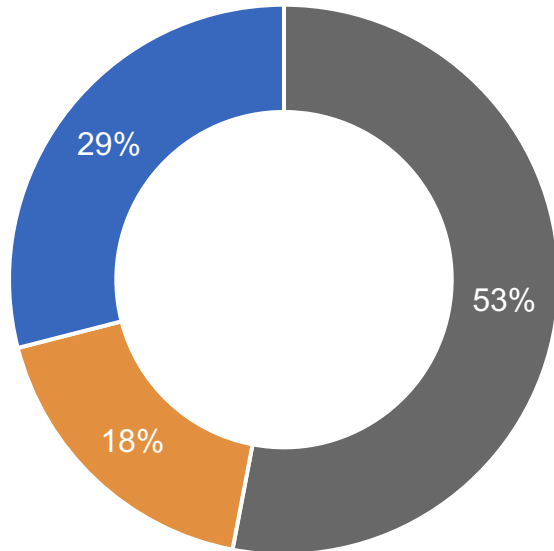
4 in 10 Illinois residents surveyed are more likely to vote for a candidate who focuses on reducing emissions from vehicles.

**Support for
policies,
legislation, and
incentives
programs to
encourage EV
adoption**



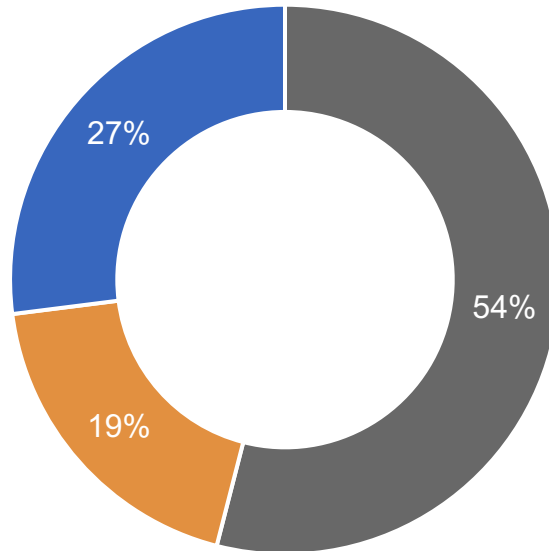
MORE THAN HALF OF ILLINOIS RESIDENTS SURVEYED SUPPORT VARIOUS POLICIES THAT WOULD REQUIRE BUSINESSES AND AUTO MANUFACTURERS IN THE STATE TO INCREASE EV PREVALENCE AND REDUCE EMISSIONS.

Should IL establish policies for governments and businesses to adopt EVs



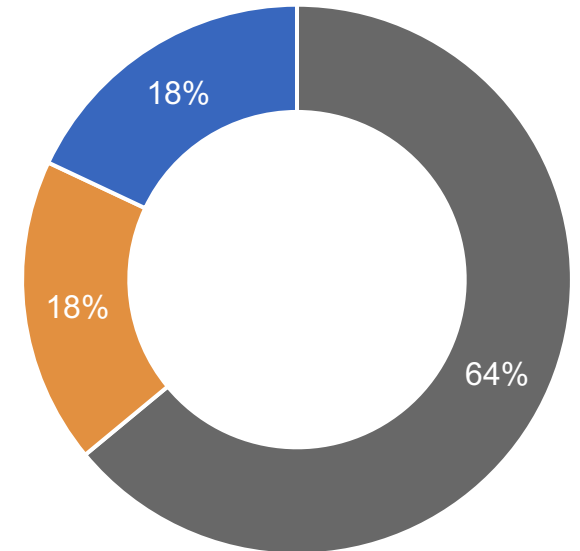
■ Yes ■ Unsure ■ No

Should IL adopt Advanced Clean Trucks requirements



■ Yes ■ Unsure ■ No

Should IL require high-mileage operations to reduce emissions



■ Yes ■ Unsure ■ No

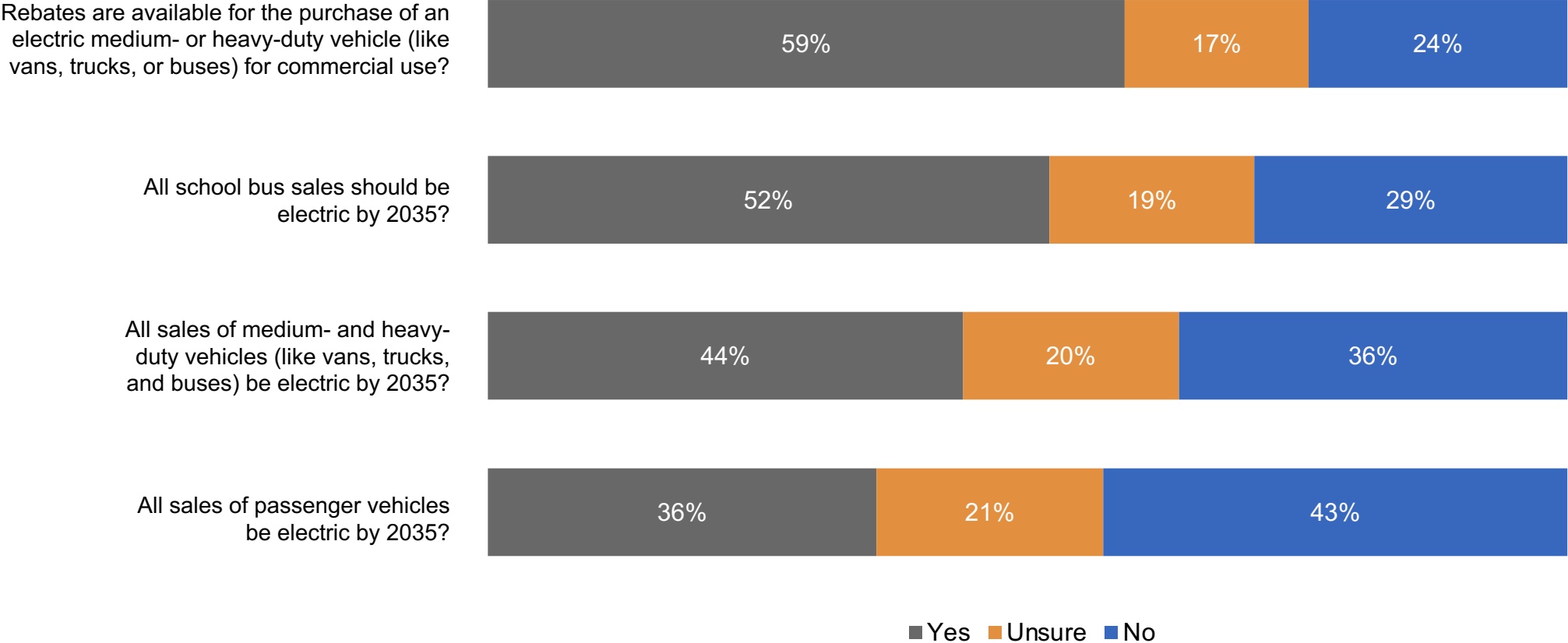
Q2: Should Illinois establish policies to encourage local governments and businesses to adopt electric vehicles for their operations? (N = 600)

Q3: Some states have adopted the Advanced Clean Trucks rule, which requires auto manufacturers who sell medium- and heavy-duty vehicles (like vans, trucks, and buses) to sell zero-emissions vehicles as an increasing percentage of their annual sales from 2024 to 2035. Should Illinois adopt such requirements? (N = 600)

Q4: Should businesses that drive fleets of vehicles a high number of miles in Illinois be required to reduce the emissions from their operation over time? (N = 600)

Nearly 6 in 10 Illinois residents who were surveyed support rebate programs for electric medium- and heavy-duty vehicles, while over 5 in 10 support all school bus sales being electric by 2035.

Do you support legislation establishing that...



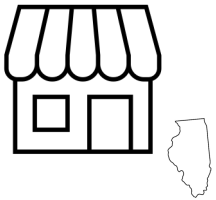
■ Yes ■ Unsure ■ No

Only a minority of Illinois respondents are swayed in their support or opposition of rebate programs by legislative restrictions on the program. Half of Illinois respondents are unaffected by any possible restriction on rebate programs.

Would the following limitations make you more or less likely to support such legislation? (TOP 3 More Likely)



34% More Likely Rebates must include a scrappage requirement (a trade in of a more polluting version of the vehicle).

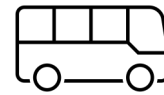


30% More Likely Rebates are only eligible for businesses located in Illinois.



26% More Likely Rebates are only eligible for vehicles that drive through areas with significant air pollution.

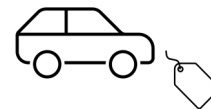
Would the following limitations make you more or less likely to support such legislation? (BOTTOM 3 Less Likely)



29% Less Likely Rebates are only eligible for a certain type of vehicle, such as a bus, van or truck.



26% Less Likely Rebates are only eligible for small businesses under a certain size.



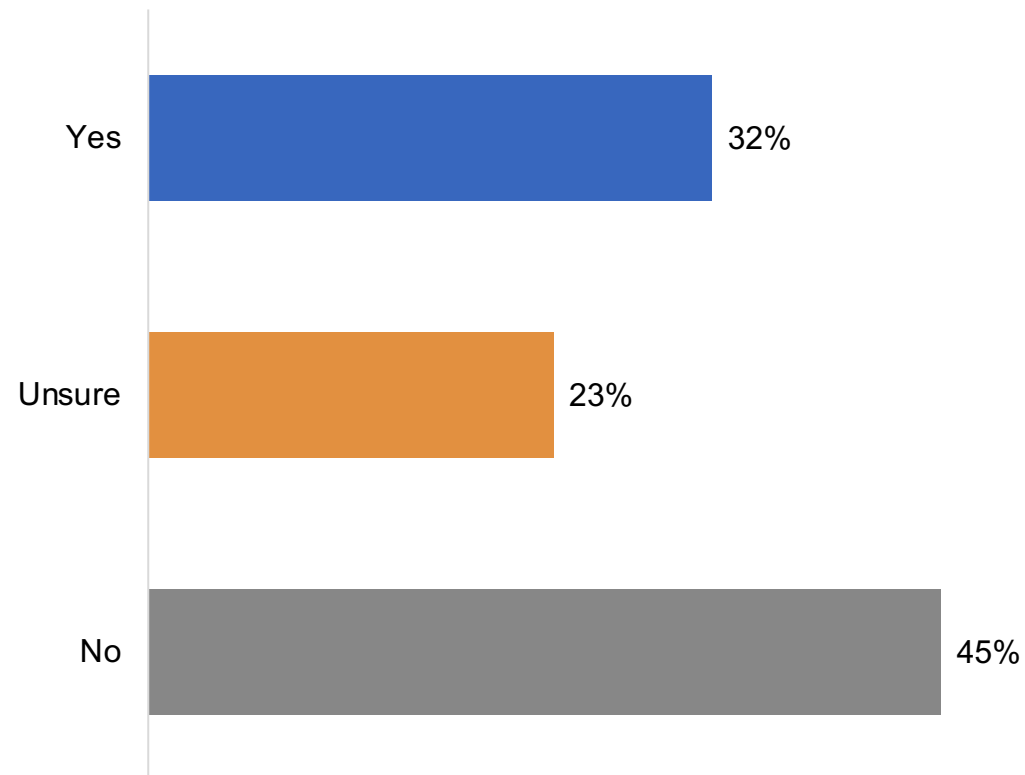
25% Less Likely Rebates are only available for vehicles under a certain price.



25% Less Likely Rebates are only eligible for vehicles that drive a large number of miles in Illinois.

Over 4 in 10 Illinois residents surveyed oppose a customer-funded incentive program for businesses to purchase EVs that is funded by a surcharge on all customer electric bills; this is especially true of Republicans (65%) and those in rural areas (61%).

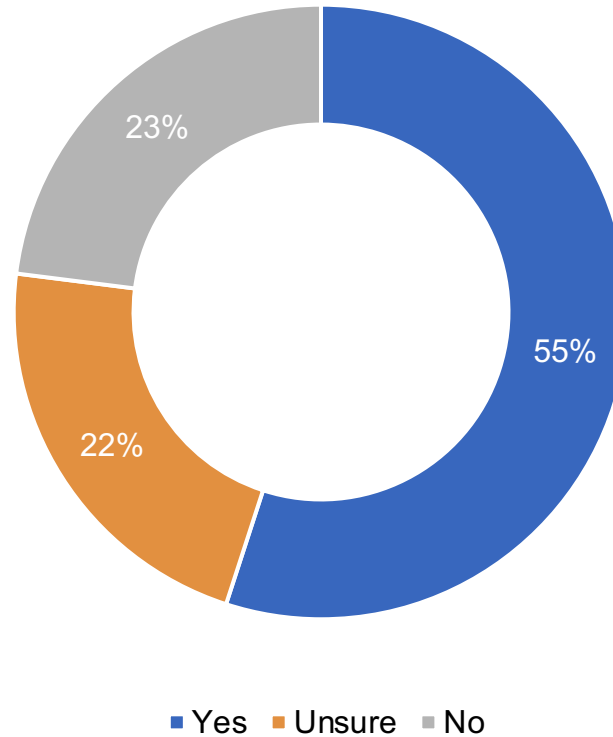
Do you support an incentive program for businesses to purchase electric medium- and heavy-duty vehicles?



Q7: Do you support an incentive program for businesses to purchase electric medium- and heavy-duty vehicles? This would be paid for by a surcharge on all customer electric bills. (N = 600)

More than half of Illinois residents surveyed support establishing a low carbon fuel standard in the state; this is especially true of Democrats (76%) and those in urban areas (66%).

Do you support establishing a low carbon fuel standard in Illinois?



Q8: A low carbon fuel standard is a policy to reduce the amount of carbon in transportation fuels and thus carbon emissions over time. Providers of fuels can generate credits or deficits based on the fuels they sell which can generate revenue for related incentive programs. Do you support establishing a low carbon fuel standard in Illinois? (N = 600)

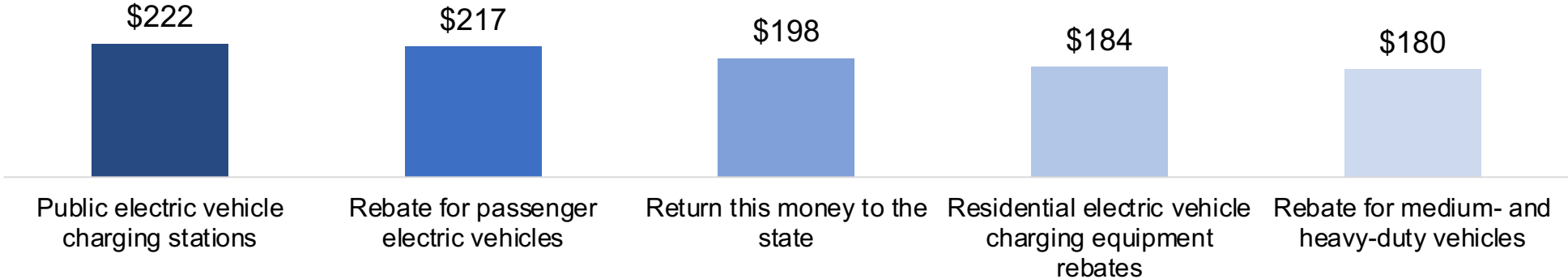
Sources of funding for implementing EVs across Illinois



OVERALL, ILLINOIS RESIDENTS SURVEYED WOULD SPEND ~1/4 OF AVAILABLE PUBLIC FUNDS ON PUBLIC EV CHARGING STATIONS; ANOTHER 1/4 WOULD BE USED FOR A REBATE FOR PASSENGER ELECTRIC VEHICLES.



How much money would you spend on each of the following programs (mean allocation out of \$1000)?

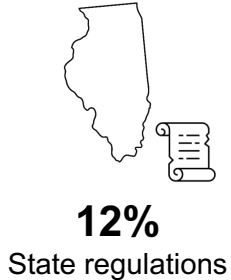
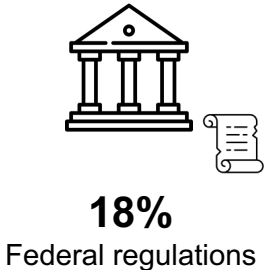
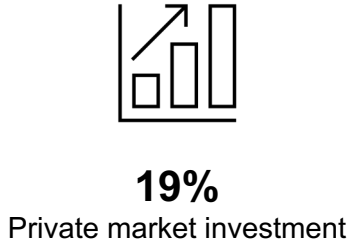
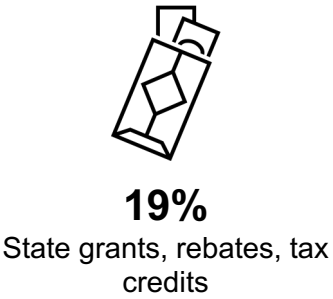
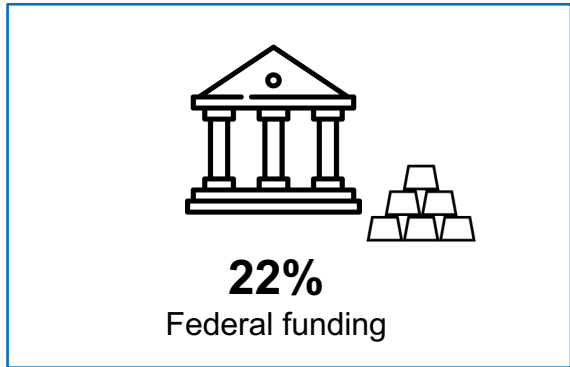


Q8: Please imagine that you are helping to allocate \$1,000 of public funds to be spent on clean transportation. How much money would you spend on each of the following programs? (N = 597)



NEARLY 1/4 OF ILLINOIS RESIDENTS SURVEYED FEEL THAT FEDERAL FUNDING WOULD BE THE MOST EFFECTIVE TOOL TO REPLACE GAS VEHICLES WITH ELECTRIC VERSIONS. AMONG DEMOCRATS, 26% THINK FEDERAL REGULATIONS WOULD BE THE MOST EFFECTIVE WHILE 35% OF REPUBLICANS THINK PRIVATE MARKET INVESTMENT WOULD BE THE MOST SUCCESSFUL.

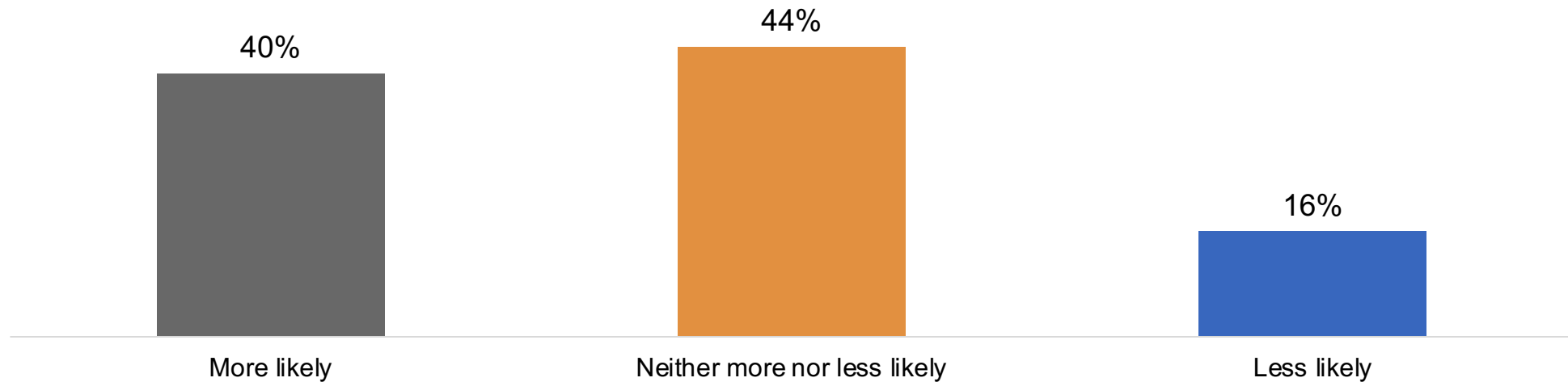
What is the most effective tool to replace aging diesel with electric? (% who ranked each item as most effective)



Q11: Please rank the tools you think are most effective to replace aging diesel medium- and heavy-duty vehicles with electric alternatives, with 1 being most effective and 6 being least effective. (N= 598)

4 IN 10 OF ILLINOIS RESIDENTS SURVEYED WOULD BE MORE LIKELY TO VOTE FOR A CANDIDATE WHO PRIORITIZED REDUCING VEHICLE EMISSIONS. AMONG DEMOCRATS, 62% AND AMONG THOSE LIVING IN AN URBAN AREA 51% SAY THEY WOULD BE MORE LIKELY TO VOTE FOR A CANDIDATE WHO PRIORITIZES THIS.

Would you be more or less likely to vote for a candidate who focused on reducing emissions from vehicles?

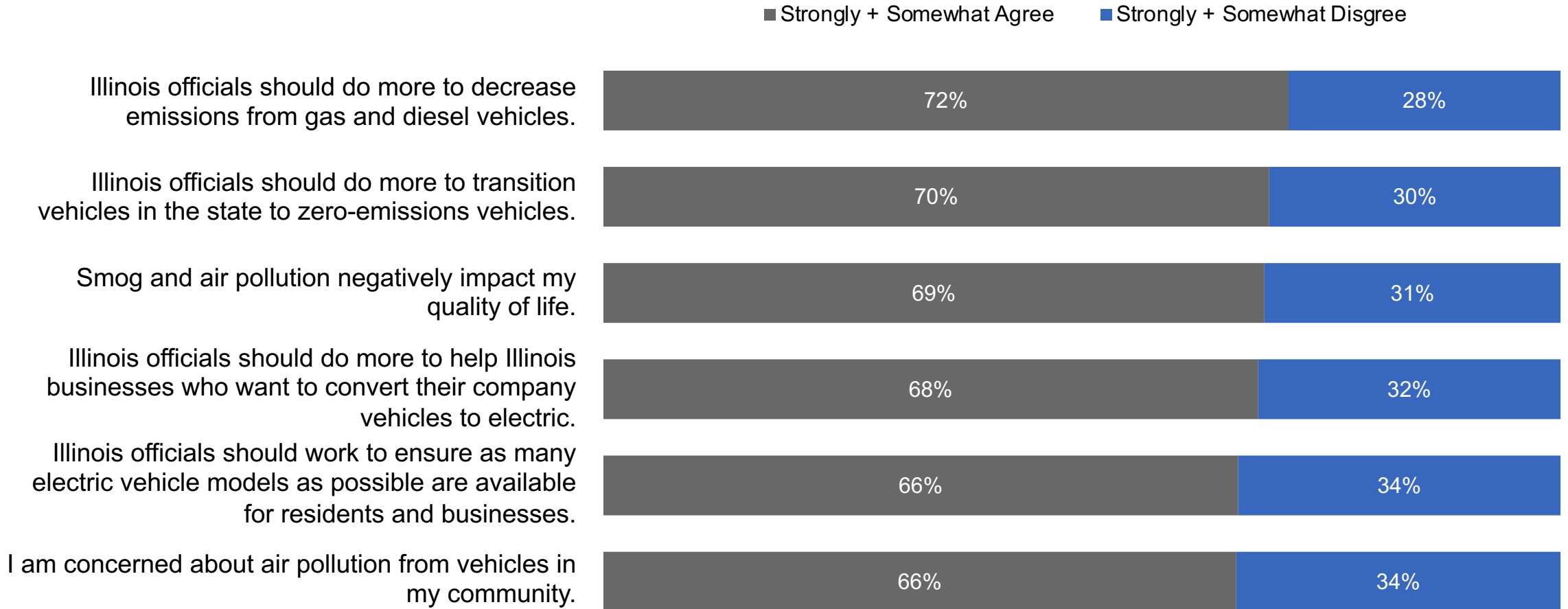


Q10: Would you be more or less likely to vote for a candidate who focused on reducing emissions from vehicles? (N= 600)

Other concerns and feelings regarding electrification

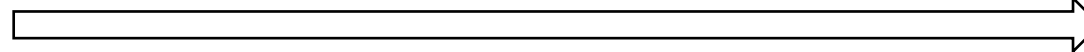
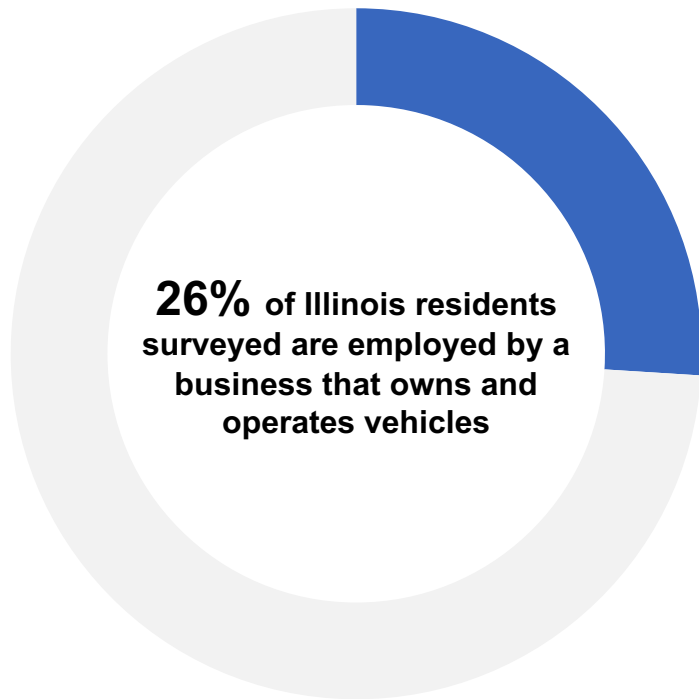


A majority of Illinois residents surveyed are generally concerned about pollution and smog issues, and feel that state officials should be doing more to decrease emissions.



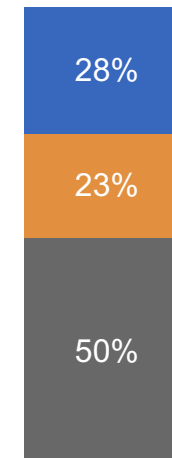
Q1: How much do you agree or disagree with the following statements? (N = 600)

1/4 OF ILLINOIS RESIDENTS WORK AT BUSINESSES THAT OWN AND OPERATE VEHICLES. AMONG THOSE, 50% THINK THAT THEIR EMPLOYERS ARE LIKELY TO PURCHASE EVS FOR THEIR BUSINESSES WITHIN THE NEXT 10 YEARS; THIS IS ESPECIALLY TRUE OF DEMOCRATS (68%).



How likely is your employer to purchase electric vehicles for its operations in the next ten years?
(Among those with an employer that owns and operates vehicles)

■ Very + somewhat likely ■ Unsure ■ Very + somewhat unlikely

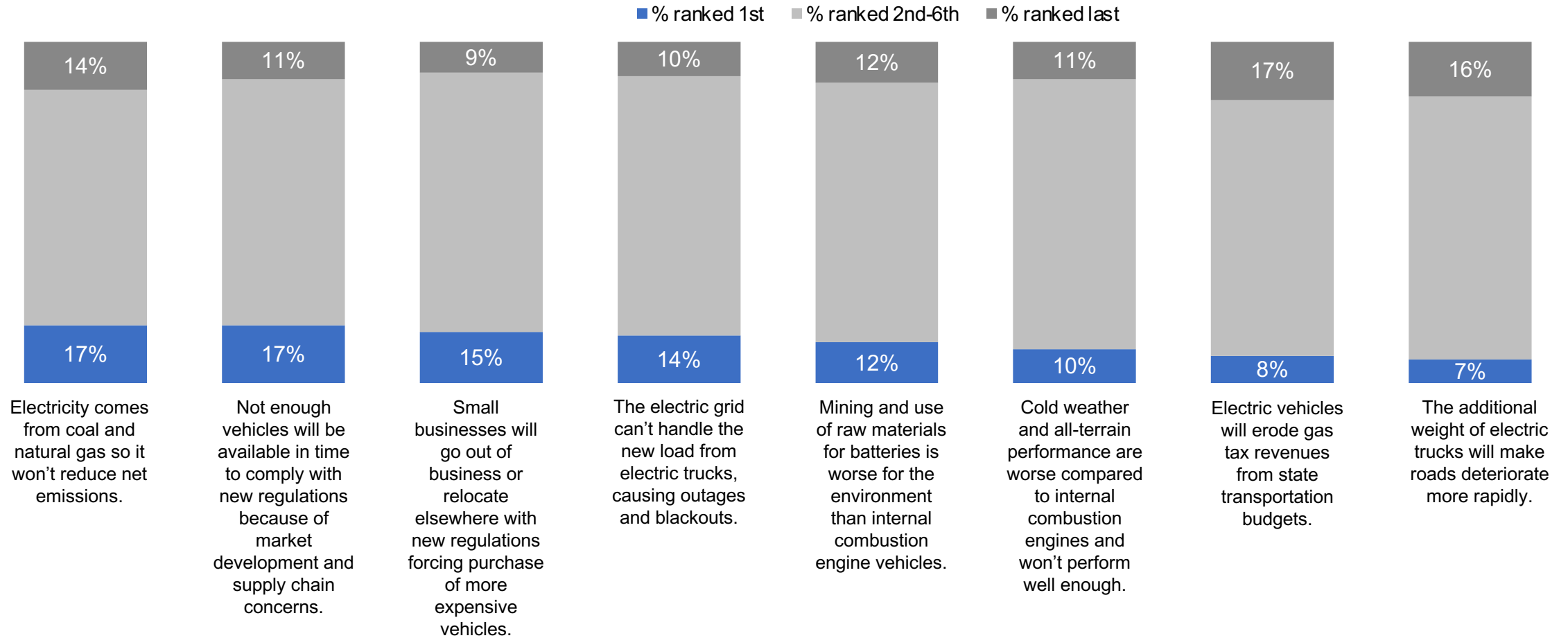


Q12: Are you employed by a business that owns and operates vehicles? (N= 600)

Q13: How likely is your employer to purchase electric vehicles for its operations in the next ten years? (N = 143)

ILLINOIS RESIDENTS SURVEYED FEEL THAT ELECTRICITY COMING FROM COAL AND NATURAL GAS ALONG WITH SUPPLY CHAIN ISSUES ARE THE STRONGEST ARGUMENTS AGAINST MEDIUM- AND HEAVY-DUTY VEHICLE ELECTRIFICATION.

Arguments against medium- and heavy-duty vehicle electrification, by effectiveness



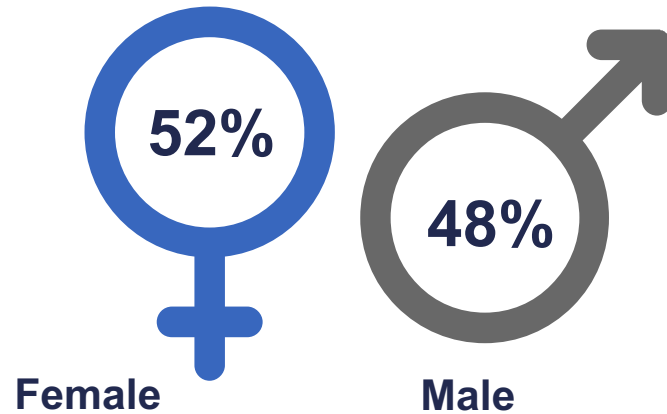
Q16: Please rank the following arguments against medium- and heavy-duty vehicle electrification by their effectiveness, with 1 being most effective and 8 being least effective. (N= 599)

Demographics

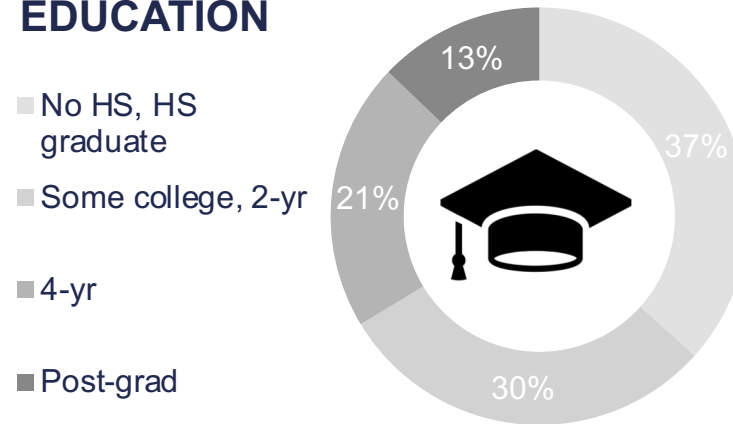


Demographics of Illinois Survey

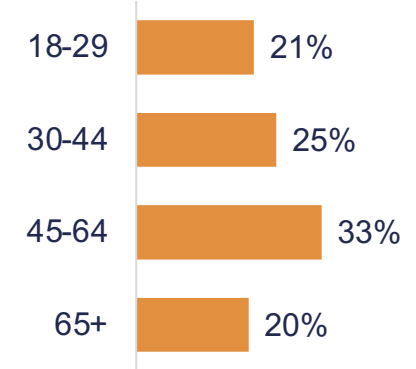
GENDER



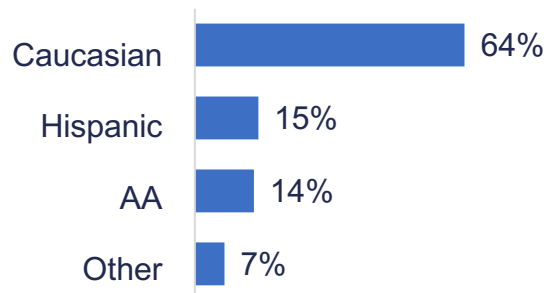
EDUCATION



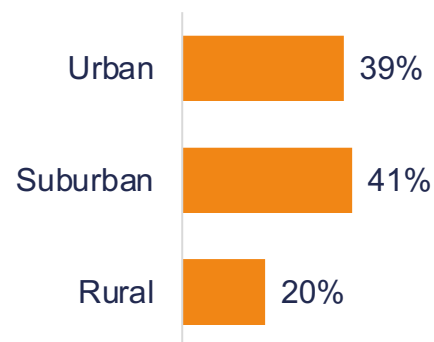
AGE



ETHNICITY



RESIDENCE TYPE



PARTY ID

