



Fuel Economy: A Nationally Representative Multi-Mode Survey 2022 Results

Overview of Methodology

Consumer Reports fielded this Fuel Economy Survey to understand Americans' priorities and beliefs around fuel economy. These results are based on interviews conducted September 23 – October 17, 2022.

The survey was administered by NORC at the University of Chicago through its AmeriSpeak® Panel to a nationally representative sample. Interviews were conducted in English and in Spanish, and were administered both online and by phone. In total, NORC collected 2,161 interviews for this nationally representative sample. Of these, 2,097 were collected by web mode and 64 by phone mode, 2,002 in English and 159 in Spanish. Final data are weighted by age, gender, race/Hispanic ethnicity, housing tenure, telephone status, education, and Census Division to be proportionally representative of the US adult population.

Key demographic characteristics (after weighting is applied) of this sample are presented below:

51% female; median age of 47 years old; 61% white, non-Hispanic; 35% 4-year college graduates; and 62% have a household income of \$50,000 or more.

The margin of error for results based on the total sample is +/-2.72 percentage points at the 95% confidence level. Smaller subgroups will have larger error margins, and only those subgroups for which there are at least 100 unweighted cases are included.

TOPLINE RESULTS

The questions presented below were shown to respondents in this order unless otherwise noted. Where appropriate, question verbiage, response answer choices, or direction of scales were alphabetized, randomized, or rotated. Those instances are noted below.

Also shown, where available, are trends over time. The policy questions in the 2020 Fuel Economy/Electric Vehicles survey were administered by NORC from July 29 through August 12, 2020, to a nationally representative sample of 3,879 US adults.

Prepared by CR Survey Research Department, November 2022

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SURVEY TOPLINES

FE1.

Does your household currently own or lease one or more vehicles?	
	Total
	%
Yes	91
No	9
Base: All respondents	2,157

FE2. [RESPONDENTS WERE PROMPTED TWICE TO ANSWER IF THEY DID NOT INITIALLY RESPOND. RESPONSE OPTIONS DISPLAYED IN THIS ORDER: CAR/SEDAN; SUV WITH THREE ROWS OF SEATS; SUV WITH TWO ROWS OF SEATS; PICKUP TRUCK; VAN OR MINIVAN; SPORTS CAR; OTHER; DO NOT DRIVE.]

How would you describe the vehicle that you drive most often?	
	Total
	%
Car/sedan	40
SUV with two rows of seats	27
SUV with three rows of seats	12
Pickup truck	10
Van or minivan	5
Sports car	1
Other, please specify	2
I do not drive	4
Base: All respondents	2,161

FE3. [SHOW IF ANSWER TO FE2 WAS NOT 'I DO NOT DRIVE' OR MISSING.]

Did you buy or lease the vehicle you drive most often new or used?	
	Total
	%
New	43
Used	54
Unsure; I am not the one who bought or leased it	3
Base: Respondents who drive	2,075

FE4. [SHOW IF ANSWER TO FE2 WAS NOT 'I DO NOT DRIVE' OR MISSING. RESPONSES DISPLAYED IN A DROP-DOWN MENU.]

What is the model year of the vehicle you drive most often?	
	Total
	%
2023	0
2022	4
2021	6
2020	6
2019	7
2018	7
2017	7
2016	7
2015	8
2014	6
2013	6
2012	4
2011	4
2010	4
2009	2
2008	3
2007	3
2006	2
2005	2
2004	3
2003	2
2002	1
2001	1
2000	1
Earlier than 2000	3
Base: Respondents who drive	2,073

FE5. [SHOW IF ANSWER TO FE2 WAS NOT 'I DO NOT DRIVE' OR MISSING. RESPONDENTS WERE PROMPTED ONCE TO ANSWER IF THEY DID NOT INITIALLY RESPOND. RESPONSE OPTIONS WERE SHOWN IN THIS ORDER: GASOLINE; DIESEL; HYBRID; PLUG-IN HYBRID; ELECTRIC; OTHER.]

What is the engine type of the vehicle you drive most often?	
	Total
	%
Gasoline	92
NET: Either kind of hybrid or electric	7
NET: Either kind of hybrid	6
Hybrid--runs mainly on gasoline, but also uses a battery and electric motor to help power the vehicle. Cannot be plugged in to charge	5
Fully electric, like a Tesla or a Nissan Leaf--does <u>not</u> take gasoline or any fuel other than electricity	1
Diesel	1
Plug-in hybrid--hybrid that can be plugged in to charge the battery directly. Can drive a limited distance on electric power only before the gasoline engine is used	1
Other, please specify	0
Base: Respondents who drive	2,081
<i>[Rebased out of all Americans]</i>	
	Total
	%
Gasoline	88
NET: Either kind of hybrid or electric	7
NET: Either kind of hybrid	6
Hybrid	5
Fully electric	1
Diesel	1
Plug-in hybrid	1
Base: All respondents	2,161

FE6. [SHOW IF ANSWER TO FE5 WAS EITHER KIND OF 'HYBRID' OR 'ELECTRIC.' QUESTION STEM READS EITHER 'HYBRID' OR 'ELECTRIC' DEPENDING ON RESPONSE TO FE5. RESPONSES WERE WRITTEN INTO A TEXTBOX.]

Please provide the make and model of your vehicle. *[If the vehicle was hybrid or plug-in hybrid, question read "...of your hybrid vehicle." If the vehicle was electric, question read "...of your electric vehicle."]*

For instance, Toyota Prius, Ford F-150 Lightning, or Hyundai Elantra.

FE7. [SHOW IF ANSWER TO FE2 WAS NOT 'I DO NOT DRIVE' OR MISSING. RANDOMIZE RESPONSE OPTIONS. LIMITED TO THREE SELECTIONS.]

Thinking about the vehicle you drive most often, which three attributes have the most room for improvement?

Select up to three responses.

	Total
	%
Fuel Economy	43
Purchase price	30
Maintenance costs	27
Infotainment or connectivity (e.g., Bluetooth, GPS navigation, Wi-Fi)	24
Passenger room	15
Vehicle comfort	15
Cargo space	15
Vehicle size	14
Horsepower	13
Reliability	13
Off-road capability	12
Safety	11
Style	8
Handling	7
Base: Respondents who drive	2,081

FE8. [SHOW IF ANSWER TO FE2 WAS NOT 'I DO NOT DRIVE' OR MISSING. ROTATE RESPONSE SCALE.]

How important is fuel economy to you when considering what vehicle to purchase or lease?

	Total
	%
Not at all important	2
Not very important	3
Somewhat important	26
Very important	41
Extremely important	29
Base: Respondents who drive	2,059

FE9. [SHOW IF ANSWER TO FE8 WAS NOT 'NOT AT ALL IMPORTANT' OR MISSING. RANDOMIZE RESPONSE OPTIONS, HOLDING 'OTHER' AND 'NOTHING IN PARTICULAR' AT END IN THAT ORDER. LIMITED TO TWO SELECTIONS.]

You said that fuel economy is at least a little important to you when considering what vehicle to purchase or lease. Which two, if any, of the following are reasons you think it is important?

Select up to two responses.

	Total
	%
Decrease spending on fuel or gasoline	60
Protection against future gas price increases	32
Lower carbon pollution	23
Improve air quality	18
Concern about US dependence on oil from foreign countries	16
Concern about dependence on non-renewable fuels	10
Higher resale value	9
Other	2
Nothing in particular	6
Base: Respondents who drive and said fuel economy is "not very important" through "extremely important" when considering what vehicle to get	2,034

FE10. [ROTATE ORDER OF 'AGREE' AND 'DISAGREE IN QUESTION STEM AND ROTATE RESPONSE OPTIONS TO MATCH. RANDOMIZE ITEMS ACROSS TWO SCREENS.]

Please indicate if you disagree or agree with each of the following statements.

	Fuel Economy 2022	Fuel Economy/EVs 2020
	Total	Total
	%	%
Automakers should continue to improve fuel economy for all vehicle types.		
Strongly Agree	44	56
Agree	41	34
Neither agree nor disagree	12	8
Disagree	1	1
Strongly Disagree	2	1
Base: All respondents	2,143	3,869

FE10. [CONTINUED.]

<i>Making larger vehicles such as SUVs or trucks more fuel-efficient is important.</i>		
Strongly Agree	36	47
Agree	45	37
Neither agree nor disagree	14	12
Disagree	2	3
Strongly Disagree	2	1
Base: All respondents	2,139	3,867
<i>I expect each new generation of vehicles available on the market to be more fuel-efficient than the last.</i>		
Strongly Agree	34	46
Agree	44	38
Neither agree nor disagree	17	14
Disagree	3	2
Strongly Disagree	1	1
Base: All respondents	2,139	3,863
<i>Automakers have a responsibility to consumers to improve gas mileage.</i>		
Strongly Agree	34	26
Agree	42	48
Neither agree nor disagree	17	20
Disagree	4	4
Strongly Disagree	2	1
Base: All respondents	2,142	3,849
<i>The U.S. government should continue to increase fuel-efficiency standards.</i>		
Strongly Agree	29	42
Agree	35	31
Neither agree nor disagree	24	18
Disagree	8	7
Strongly Disagree	4	3
Base: All respondents	2,141	3,863
<i>Automakers are doing a good job of making fuel-efficient passenger vehicles.</i>		
Strongly Agree	7	7
Agree	41	42
Neither agree nor disagree	39	34
Disagree	10	13
Strongly Disagree	4	3
Base: All respondents	2,146	3,839
<i>Automakers care about lowering fuel costs for their customers.</i>		
Strongly Agree	6	6
Agree	21	23
Neither agree nor disagree	42	43
Disagree	22	22
Strongly Disagree	8	5
Base: All respondents	2,139	3,844

FE10. [CONTINUED.]

The federal government should prevent states from setting stronger vehicle emissions standards than the federal government.		
Strongly Agree	8	10
Agree	19	20
Neither agree nor disagree	38	34
Disagree	19	19
Strongly Disagree	16	17
Base: All respondents	2,139	3,833

[FE11 AND FE12 APPEARED IN A RANDOM ORDER.]

FE11.

Some people are interested in fuel-efficient vehicles even if the initial price for the vehicle is a little higher because it saves them money on gas, and thus larger savings over time. How quickly would fuel savings have to offset a higher purchase price for you to be willing to pay extra for a more fuel-efficient vehicle?	
	Total
	%
NET: In less than one year	49
NET: In less than six months	31
Within the first month	12
One month to less than three months	9
Three months to less than six months	10
Six months to less than one year	18
One year to less than two years	17
Two years to less than three years	8
Three years to less than five years	5
Over the lifetime of the vehicle	10
I would be willing to pay extra for a more fuel-efficient vehicle regardless of whether I would make the money back	10
Base: All respondents	2,131

FE12.

Sometimes more fuel-efficient vehicles have a higher sticker price than less fuel-efficient vehicles. This means higher monthly payments. However, vehicles that are more fuel efficient do not need to be fueled as often, leading to lower monthly gas expenses.

If you had the choice to buy or lease a vehicle at a higher monthly payment, but would save enough at the pump that your total monthly expense would be lower, would you buy that vehicle?

	Total
	%
Yes	70
No	30
Base: All respondents	2,151

FE13. [SHOW IF FE5 WAS 'GASOLINE,' 'DIESEL,' OR EITHER 'HYBRID.']

On average, what is the MPG (miles per gallon) that you get with the vehicle you drive most often?

If you're uncertain, please make your best estimate.

	Total
	%
NET: Less than 25	38
NET: 25 to less than 35	40
NET: 35 or more	15
Less than 20	15
20 to 24	24
25 to 29	23
30 to 34	17
35 to 39	7
40 to 44	3
45 to 49	2
50 to 54	1
55 to 59	0
60+	1
Unsure	7
Base: Respondents who most often drive a gasoline, diesel, hybrid, or plug-in hybrid vehicle	2,047

FE14. [RANDOMIZE ITEMS ACROSS THREE SCREENS.]

Please indicate, to the best of your knowledge, whether the following statements about hybrid vehicles are true or false.

A hybrid vehicle is a vehicle that runs on a combination of electricity and gasoline.

	Total
	%
Hybrid vehicles are typically more fuel-efficient than conventional non-hybrid gasoline vehicles of the same class.	
NET: Any "True"	86
NET: Any "False"	11
True	43
Mostly true	43
Mostly false	9
False	2
Skipped or said "don't know"	3
Base: All respondents	2,161
Hybrid vehicles typically cost <u>more</u> to repair than conventional non-hybrid gasoline vehicles.	
	Total
	%
NET: Any "True"	79
NET: Any "False"	19
True	31
Mostly true	48
Mostly false	16
False	3
Skipped or said "don't know"	2
Base: All respondents	2,161
Most hybrid vehicles will pay for any additional purchase cost in fuel savings within a few years of ownership.	
	%
NET: Any "True"	69
NET: Any "False"	29
True	16
Mostly true	53
Mostly false	23
False	5
Skipped or said "don't know"	3
Base: All respondents	2,161

Hybrid vehicles typically have <u>similar</u> power/performance to that of non-hybrid gasoline vehicles of the same class.	
	Total
	%
NET: Any "True"	67
NET: Any "False"	31
True	17
Mostly true	50
Mostly false	24
False	7
Skipped or said "don't know"	2
Base: All respondents	2,161
Hybrid vehicles typically require <u>more</u> maintenance than conventional non-hybrid gasoline vehicles.	
	%
NET: Any "True"	51
NET: Any "False"	45
True	16
Mostly true	35
Mostly false	38
False	7
Skipped or said "don't know"	3
Base: All respondents	2,161
Hybrid vehicles are <u>less</u> reliable (e.g., break down more) than conventional non-hybrid gasoline vehicles.	
	Total
	%
NET: Any "True"	33
NET: Any "False"	64
True	9
Mostly true	25
Mostly false	49
False	15
Skipped or said "don't know"	3
Base: All respondents	2,161

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