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Daniel R. Gotoff
Partner

Joshua E. Ulibarri
Partner

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Senior Vice President

Robert X. Hillman
Chief Financial Officer

Shannon Marshall
Chief Operating Officer

To: Interested Parties

Cc: Truck Safety Coalition

From: Joshua Ulibarri, Lake Research Partners

Re: Increasing the legal weight for trucks in the U.S.

Date: May 7, 2013

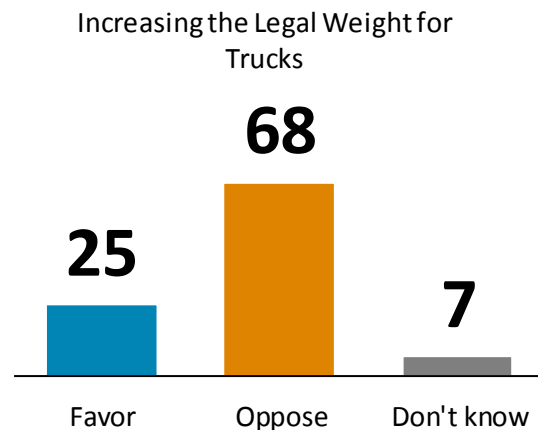
Research released to the public today shows that Americans oppose allowing heavier trucks on our roads and they oppose any suggestion that they should be held responsible for paying for damages to our roads caused by heavier trucks.

The major findings are as follows:

A recent nationwide surveyⁱ conducted by Lake Research Partners shows that Americans do not want heavier trucks on their roads and oppose the trucking industry's efforts to change current lawⁱⁱ. Sixty-eight percent of Americans oppose efforts to change the law and allow heavier trucks on our roads; in fact almost half of Americans (47%) strongly oppose the trucking industry's efforts. Just 25% of Americans favor the change (only 10% strongly favor the change).

Opposition to the change spans almost every major demographic, geographic, and partisan group:

- Sixty percent of men (40% strongly) and 75% of women (53% strongly) oppose the change. This includes men and women of all ages – 53% of younger men (age under 50) oppose heavier trucks as do 71% of younger women, 69% of older men, and 78% of older women.
- The opposition has strong bipartisan support, including three quarters of Democrats (75%), 59% of independents, and more than six-in-ten Republicans (63%). Majorities of men and women of all political stripes also oppose the change, including 62% of independent women.

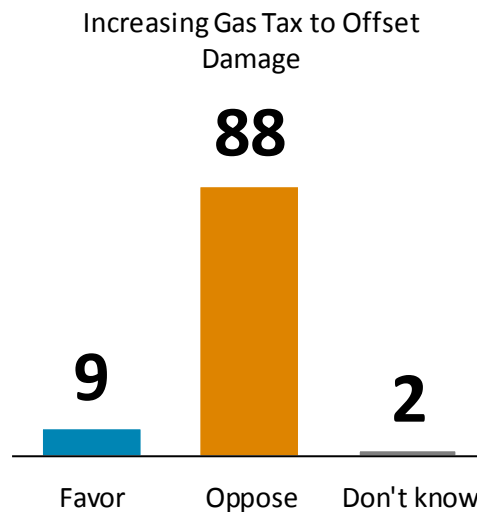


- Opposition to the truck industry’s efforts exists in all regions of the country; in fact at least 63% of voters in each of the major four regions oppose the change. This includes 67% (oppose) in the North East, 69% in the Midwest, 70% in the South, and 63% in the West.

Furthermore, Americans do not want to pay higher taxes for the damage caused by heavier trucksⁱⁱⁱ. By a landslide, 88% of Americans oppose increasing gas taxes to pay for the additional damage to roads and bridges that would be caused by heavier trucks. Three quarters (75%) strongly oppose the increased tax and less than one in ten would support it (9% overall, just 3% strongly support).

Increasing the gas tax is also unpopular among men and women of all ages, across the country, and crosses partisan lines:

- Men oppose the increase 87% to 11% (72% strong opposition), while women are even more intense at 90% to 8% (78% strongly oppose). Again, opposition is intense across age levels – younger women particularly oppose the increase (92%) while older women and men of all ages oppose the change by 87% each.
- Crossing the political aisle, 89% of Democrats, 84% of independents, and 90% of Republicans oppose the increased gas tax.
- Opposition is strongest in the Midwest and South (90% and 91% opposition respectively) but spans the country (87% opposition in the North East and 83% in the West).



In summation, Americans do not want heavier trucks on their roads. They oppose the trucking industry’s efforts to change the law to allow for heavier trucks and they do not want to be given the bill for the road damage caused by those heavier trucks.

ⁱ **Methodology:** Lake Research Partners designed this survey that was administered by Caravan in an omnibus survey conducted by telephone using professional interviewers. The survey reached a total of 1013 Americans nationwide in the continental United States. The survey was conducted April 18-22, 2013. All Caravan interviews are conducted using Opinion Research Corporation's computer assisted telephone interviewing (CATI) system. The most advanced probability sampling techniques are employed in the selection of households for telephone interviewing. Opinion Research Corporation utilizes an unrestricted random sampling procedure that controls the amount of serial bias found in systematic sampling to generate its random-digit-dial sample. The sample is fully replicated and stratified by region. Only one interview is conducted per household. All sample numbers selected are subject to up to four attempts to complete an interview. The CARAVAN® landline-cell combined sample is a dual frame sampling design. This means that the sample is drawn from two independent non-overlapping sample frames—one for landlines and one for cell phones. Completed interviews were weighted by the following variables: age, gender, party identification, region, and education to ensure reliable and accurate representation of the total population, 18 years of age and older. The margin of error for the total sample is +/- 3.1%.

ⁱⁱ **Question Text:** As you may know, Congress is debating laws impacting large truck safety on our highways. Each year, about 4,000 people are killed and over 80,000 are injured as a result of crashes involving large trucks, also known as semis or tractor trailers. Right now, Federal law limits the size and weight of large trucks that travel on our Interstate highways or bridges, to no more than 80,000 pounds. Major trucking companies are lobbying Congress to change this law so that trucks can weigh up to 97 thousand pounds, or over 20 percent MORE than what is legally allowed right now. Do you favor or oppose Congress changing the law to allow trucks weighing as much as 97 thousand pounds on our major highways and roads? [IF FAVOR/OPPOSE, ASK:] Is that STRONGLY (favor/oppose) or SOMEWHAT (favor/oppose)?

ⁱⁱⁱ **Question Text:** As you may know, heavier trucks can cause more damage than cars to our roads and bridges. Some of the gas taxes motorists pay at the pump are used to subsidize the repairs of that increased damage by trucks. If trucks are allowed to become even longer and heavier, the damage will get worse. Some people have said we may need to increase gas-taxes by an additional 10 to 15 cents per gallon to keep up with the increased damage that would result from heavier trucks. Would you favor or oppose raising the gas taxes everyone pays at the pump in order to pay for the increased damage? [IF FAVOR/OPPOSE, ASK:] Is that STRONGLY (favor/oppose) or SOMEWHAT (favor/oppose)?