



**April
2014**

West Virginia 3rd District

Survey on Amtrak, Two-Person Crew, and Coal



DFM Research

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Executive Summary:

Starting April 22, DFM Research conducted a district wide survey for SMART Transportation Division (SMART TD) of 400 residents in West Virginia's Third Congressional District (WV-3). While the primary purpose of the survey was to ascertain support levels for Amtrak, Two-Person Crew and attitudes towards coal; the survey also measured favorable ratings of local officeholders as well as the current status of the U.S. Senate and House races.

In short, the final result of SMART TD's WV-3 survey on the U.S House race conforms with the April 15-16 results released by the House Majority PAC. The survey shows that among those who identified themselves as likely voters, Congressman Nick Rahall leads Evan Jenkins by nine percentage points (48-39%), while holding a favorable rating of 47 percent. President Obama's favorable rating in the district is 24 percent. The margin of error for the political oriented questions is ± 5.2 percentage points (N=352). The survey concluded on April 27, and used a sample utilizing both landline and cell phones.

The survey also shows strong support levels for two core SMART TD legislative priorities: funding of Amtrak at current levels or higher and support for federal legislation requiring freight trains to operate with a crew of two. The support levels found in the WV-3 survey are consistent with results from twelve 2013-14 surveys (twelve on Amtrak and eight on two-person crew) in states and congressional districts throughout America.

Key findings on Amtrak include:

- Eighty-seven percent of WV-3 would like to see daily passenger rail service remain the same (33%) or increase (54%) from current one train each way in West Virginia. Support level is highest among middle age, eastern county residents, and those most likely to vote in the 2014 election.
- Only 19 percent of WV-3 favor eliminating Amtrak funding (with another three percent in favor of reducing funding), even when told that the federal government subsidizes Amtrak by over one billion dollars. Seven-in-ten favor funding at the current level or greater.

In addition to the Amtrak question series, the random survey of WV-3 residents also measured support levels for federal legislation (H.R. 3040, the Safe Freight Act) requiring two individuals to operate freight trains. Two-person train crew is a current safety issue concern in the transportation community following the deadly train accidents in Quebec, Spain and most recently New York City. Key findings include:

- Only four percent of WV-3 disapprove of H.R. 3040 requiring freight trains to operate with a two-person crew, with an overwhelming 91 percent in favor of federal legislation. And only nine percent of WV-3 say that a train with a crew of one can be operated as safe as a train with a crew of two.
- Support levels for a two-person crew bill show consistent support amongst all respondents, with little variation based on gender, age, region or party identification; even those who identify as either conservative or tea party support H.R. 3040 by the same wide margin.

While the survey is a single snap-shot of WV-3 residents regarding their views on two core rail labor issues, the data from the April survey is consistent with support levels found in other states/congressional districts. Based on the results of this survey, and the twelve preceding, the data consistently shows that no matter who you are, where you live, or what your partisan inclinations; Americans support Amtrak and rail safety (through two-person crew). And West Virginians that live in the Third District are no different.

Survey Methodology:

The survey results presented in this report are based on a stratified random sample of 400 West Virginia Third District (WV-3) residents contacted by landline and cell phone. The sample was stratified by region to ensure a representative sample of WV-3 residents. The stratified sample was comprised of three distinct regions:

- 31% - West Counties
- 32% - Central Counties
- 37% - East Counties

After the numbers were stratified into the appropriate region, telephone numbers were then selected by random using a skip pattern to guarantee that the interviews were distributed throughout the region. Each number in the stratified sample had the same non-zero chance of being selected for an interview.

Telephone interviews were conducted by trained staff of Stone Research Services of Indianapolis, Indiana, using a computer-assisted telephone interview (CATI) system. To ensure everyone in the household would have an equal chance of being selected; callers would ask to interview the resident over the age of 18 who had the most recent birthday.

Final results are weighted based on gender, age, and race to conform to the approximate population based on the 2010 U.S. Census Bureau demographic data.

<u>Gender</u>		<u>Age</u>	
Male	49%	18-39	34%
Female	51%	40-64	44%
		65+	22%

The final results are subject to sampling error, which is the difference between results obtained from the survey and those if everyone in the target population were interviewed. The sampling error, commonly known as the margin of error, is ± 4.9 percentage points with a 95 percent confidence level; meaning that in 19 out of 20 times, the results presented would be within the confidence interval. If final results of a question resulted in a tabulated answer of 50 percent, the confidence interval would be between 45.1 to 54.9 percent. Where appropriate, question and answer choices are randomized to reduce order bias; due to rounding, numbers may not equal 100 percent.

Project management and final analysis of the data was completed by Dean Mitchell of DFM Research based in Saint Paul, Minnesota. In addition to his 22 years of political experience, Dean has completed course work in survey techniques and statistics as part of his Master in Public Policy (MPP) degree from the University of Minnesota's Humphrey School of Public Affairs.

For Additional Information

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Topline Results:

Interviews: 400 respondents by live caller from Stone Research Services of Indianapolis, Indiana.

Margin of Error: ± 4.9 percentage points with a 95 percent confidence level.

Interview Dates: April 22-27, 2014

Sample: Landline and cell phone sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 3,750 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area and 1,200 cell phone numbers, which then were stratified into three distinct geographical regions.

Survey Sponsor: SMART Transportation Division, National Legislative Office

Q1: Generally speaking, do you think the country is moving in the right direction, or is the country off on the wrong track?

Right direction.....	17%
Wrong track	75
(VOL) Unsure	7

Q2: And generally speaking, do you think West Virginia is moving in the right direction, or is West Virginia off on the wrong track?

Right direction.....	30%
Wrong track	59
(VOL) Unsure	11

Q3: I’m now going to read you names of some public figures and organizations, for each one, please tell me if you have a favorable or unfavorable opinion, and if you never heard of them before, just let me know.

	<u>Favorable</u>	<u>Unfavorable</u>	<u>Neutral (VOL)</u>	<u>Never Heard Of</u>
Q3a: Barack Obama	24	71	5	0
Q3b: Jay Rockefeller	63	31	5	1
Q3c: Joe Manchin	67	26	7	0
Q3d: Earl Ray Tomblin	48	29	16	7
Q3e: Nick Rahall	47	43	8	2
Q3f: Shelley Moore Capito	47	27	11	14
Q3g: Natalie Tennant	35	18	22	25
Q3h: Evan Jenkins	23	21	25	31
Q3i: Republican Party	43	44	13	0
Q3j: Democratic Party	42	49	9	0
Q3k: Tea Party Movement	32	37	23	8
Q3l: Koch Brothers	10	27	23	41

Q4: Now lets think about the 2014 general election. How likely would you say you are to vote in the November election?

Certain to vote	57%	
Very likely to vote	20	
Somewhat likely to vote	11	
Not likely to vote	12	SKIP to 8

Q5: If the election was held today for U.S. Senate, would you vote for the Natalie Tennant the Democrat or Shelly Moore Capito the Republican? (N=352, MoE +5.2%pts)

Natalie Tennant	36%
Shelly Moore Capito	46
(VOL) Unsure	17

Q6: And if the election was held today for U.S. House of Representatives, for whom would you vote, Nick Rahall the Democrat or Evan Jenkins the Republican? (N=352, MoE +5.2%pts)

Nick Rahall	48%
Evan Jenkins	39
(VOL) Unsure	13

Q7: Currently the Democratic Party has a legislative majority in the West Virginia State House and State Senate. After the 2014 election, which party would you like to see in the majority in the Legislature? (N=352, MoE +5.2%pts)

the Democratic Party	43%
the Republican Party	44
(VOL) Unsure	13

Q8: I'm now going to read you a few more names and concepts. For each one, please tell me if you have a favorable or unfavorable opinion, and if you never heard of them before, just let me know.

	<u>Favorable</u>	<u>Unfavorable</u>	<u>Neutral (VOL)</u>	<u>Never Heard Of</u>
Q8a: Amtrak	72	8	14	5
Q8b: Coal Mining	92	7	1	0
Q8c: EPA	43	49	6	2
Q8d: WV DOT	68	20	10	1
Q8e: Freight Railroads	73	2	13	11
Q8f: Transporting Oil by Rail	69	17	11	3
Q8g: Labor Unions	64	27	8	0
Q8h: the NRA	71	18	8	3

Now a few questions on transportation issues.

Q9: I now want to ask a few questions about Amtrak. Thinking back the past two years or so, how often would you say you been a passenger on Amtrak?

Never	83%
One to Two Times	13
Three to Five Times.....	2
More than Five Times	2

Q10: Currently Amtrak has one daily passenger train in your area, with service each way to Chicago and the East Coast. When it comes to passenger rail service, which best fits your view?

Passenger rail service should increase.....	54%
Passenger rail service should remain the same	33
Passenger rail service should be eliminated	4
(VOL) Unsure	10

Q11: Right now train service in West Virginia is not always convenient. If there was an additional train or trains as a daytime option to cities like Washington DC, New York or Chicago, do you find this an idea you could support?

Yes	82%
No	14
(VOL) Unsure	3

Q12: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in West Virginia and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service	36%
Provide funding to keep current levels of Amtrak service	34
Provide less funding, which will cut Amtrak service	3
Privatize or cut Amtrak, eliminating most Amtrak service	19
(VOL) Unsure	8

Changing themes just slightly.

Q13: Currently about 10 percent of U.S. oil production is shipped to refineries by rail. Generally speaking, how concerned are you about the safety of oil being transported by rail through West Virginia?

Very Concerned	16%
Fairly Concerned	10
Just Somewhat Concerned	24
Not that Concerned	49
(VOL) Unsure	2

Q14: And how worried are you about train derailments in your community?

Very Worried	7%
Fairly Worried	6
Just Somewhat Worried	17
Not that Worried	70

Q15: When it comes to railroad safety and operations, do you think a train with a crew of one individual can be operated as safe as a train with a crew of two individuals?

Yes, one operator can be as safe as two	9%
No, one operator cannot be as safe	83
(VOL) Unsure	8

Q16: Some in Congress want to enact a law, which is known as HR3040 the Safe Freight Act, which would require freight trains to operate with a crew of at least two people. Generally speaking, do you approve or disapprove requiring freight trains to operate with a two-person crew?

Approve	91%
Disapprove	4
(VOL) Unsure	5

Q17: While we are talking about laws, some in Congress want to increase the maximum allowable truck weight on our nation’s highways from 80,000 to 97,000 pounds. Generally speaking, do you approve or disapprove increasing the maximum truck weight?

Approve	16%
Disapprove	80
(VOL) Unsure	5

Now I want to transition to a few questions directly related to West Virginia.

Q18: How important do you believe the coal industry is to West Virginia’s overall economy?

Very Important	88%
Important	8
Only Somewhat Important	2
Not very Important	1

Q19: What impact do you think the new Environmental Protection Agency regulations regarding new coal power plants will have on West Virginia coal and West Virginia coal jobs?

Strong Negative Impact.....	49%
Negative Impact.....	17
Neither a Negative or Positive Impact.....	6
Positive Impact	9
Strong Positive Impact	8
(VOL) Unsure	10

Q20: Now thinking about elections and West Virginia coal. What factor does a candidates' position on coal have in your choice at the ballot box?

A Strong Factor	61%
A Factor	14
Just Somewhat of a Factor	15
Not Much of a Factor	4
(VOL) Unsure	6

Qd4: When it comes to your political philosophy, which do you consider yourself: (N=361, MoE +5.2%pts)

Liberal	18%
Moderate	32
Conservative	41
Tea Party	8

Highlighted Crosstabs:

Q8a: I'm now going to read you a few more names and concepts. For each one, please tell me if you have a favorable or unfavorable opinion, and if you never heard of them before, just let me know.

Amtrak

Favorable	72%
Unfavorable	8
Neutral/Unsure (VOL)	14
Never Heard Of	5

<u>Gender</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Men	71%	10	14	5
Women	74	6	15	5

<u>Age</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
18-39	71	8	13	7
40-64	74	7	16	3
Over 65	72	10	14	4

<u>Region</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
West Counties	72	8	17	3
Central Counties	68	9	14	9
East Counties	77	7	13	3

<u>Party Identification</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Democrat	77	4	13	6
Independent	74	12	12	2
Republican	63	11	20	6

<u>Ideology</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Liberal	73	7	14	6
Moderate	79	2	12	6
Conservative	67	13	16	4

<u>2014 Voter</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Likely	74	9	14	4
Not Likely	68	7	16	9

<u>Amtrak Passenger Status</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Not a Past Passenger	69	8	17	6
Passenger	88	9	3	2

Q8g: I'm now going to read you a few more names and concepts. For each one, please tell me if you have a favorable or unfavorable opinion, and if you never heard of them before, just let me know.

Transporting Oil by Rail

Favorable	69%
Unfavorable	17
Neutral/Unsure (VOL)	11
Never Heard Of	3

<u>Gender</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Men	73%	18	7	3
Women	65	16	16	3

<u>Age</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
18-39	79	10	8	2
40-64	67	18	11	3
Over 65	56	24	17	3

<u>Region</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
West Counties	64	17	15	4
Central Counties	76	14	8	1
East Counties	66	19	12	3

<u>Party Identification</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Democrat	74	14	11	2
Independent	65	21	8	6
Republican	64	18	16	2

<u>Ideology</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Liberal	84	7	14	6
Moderate	77	2	12	6
Conservative	48	13	16	4

<u>2014 Voter</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Likely	68	18	11	3
Not Likely	71	12	14	3

Q8g: I'm now going to read you a few more names and concepts. For each one, please tell me if you have a favorable or unfavorable opinion, and if you never heard of them before, just let me know.

Labor Unions

Favorable	64%
Unfavorable	27
Neutral/Unsure (VOL)	8
Never Heard Of	0

<u>Gender</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Men	62%	31	6	1
Women	66	24	10	0

<u>Age</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
18-39	65	29	6	1
40-64	65	27	9	0
Over 65	62	27	10	1

<u>Region</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
West Counties	62	30	8	0
Central Counties	65	22	12	2
East Counties	65	31	4	0

<u>Party Identification</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Democrat	79	14	7	1
Independent	60	34	6	1
Republican	44	43	13	0

<u>Ideology</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Liberal	84	8	6	1
Moderate	77	16	6	1
Conservative	48	42	10	0

<u>2014 Voter</u>	<u>Fav</u>	<u>Unfav</u>	<u>Neutral</u>	<u>NHO</u>
Likely	64	29	6	0
Not Likely	64	22	14	1

Q10: Currently Amtrak has one daily passenger train in your area, with service each way to Chicago and the East Coast. When it comes to passenger rail service, which best fits your view?

Passenger rail service should increase..... **54%**
 Passenger rail service should remain the same **33**
 Passenger rail service should be eliminated **4**
 (VOL) Unsure **10**

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Men	54%	34	4	8
Women	54	31	3	12
<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
18-39	49	40	3	8
40-64	57	30	3	10
65 plus	54	27	6	13
<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
West Counties	54	31	3	12
Central Counties	54	31	6	9
East Counties	54	37	1	8
<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Democrat	59	30	3	9
Independent	52	34	4	10
Republican	47	37	4	12
<u>Ideology</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Liberal	60	30	5	5
Moderate	58	31	1	9
Conservative	48	35	5	12
<u>2014 Voter</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Likely	57	31	3	9
Not Likely	43	38	6	13
<u>Amtrak Passenger Status</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Not a Past Passenger	52	33	4	11
Passenger	61	32	3	4

Q11: Right now train service in West Virginia is not always convenient. If there was an additional train or trains as a daytime option to cities like Washington DC, New York or Chicago, do you find this an idea you could support?

Yes **82%**
 No **14**
 (VOL) Unsure **3**

<u>Gender</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Men	81%	17	2
Women	84	12	4

<u>Age</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
18-39	85	14	2
40-64	83	14	4
65 plus	78	17	5

<u>Region</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
West Counties	79	15	6
Central Counties	86	13	1
East Counties	82	14	3

<u>Party Identification</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Democrat	86	10	3
Independent	81	17	2
Republican	77	18	5

<u>Ideology</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Liberal	86	10	3
Moderate	85	11	5
Conservative	79	18	3

<u>2014 Voter</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Likely	84	13	3
Not Likely	78	19	3

<u>Amtrak Passenger Status</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Not a Past Passenger	82	15	3
Passenger	85	9	6

Q12: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in West Virginia and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service **36%**
 Provide funding to keep current levels of Amtrak service **34**
 Provide less funding, which will cut Amtrak service **3**
 Privatize or cut Amtrak, eliminating most Amtrak service **19**
 (VOL) Unsure **8**

<u>Gender</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	33%	35	3	24	5
Women	40	33	2	14	11

<u>Age</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	34	39	1	19	5
40-64	40	31	3	17	9
65 plus	33	31	4	21	11

<u>Region</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
West Counties	35	38	4	18	5
Central Counties	40	24	3	23	10
East Counties	35	39	1	16	9

<u>Party Identification</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	46	35	3	10	6
Independent	31	31	4	24	9
Republican	26	36	0	27	11

<u>Ideology</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Liberal	31	31	4	24	9
Moderate	31	31	4	24	9
Conservative	31	31	4	24	9

<u>2014 Voter</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Likely	37	35	1	22	5
Not Likely	34	33	7	9	17

<u>Amtrak Passenger</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	35	33	3	20	9
Passenger	45	38	3	10	4

Q15: When it comes to railroad safety and operations, do you think a train with a crew of one individual can be operated as safe as a train with a crew of two individuals?

Yes, one operator can be as safe as two **9%**
 No, one operator cannot be as safe **83**
 (VOL) Unsure **8**

<u>Gender</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Men	9%	86	6
Women	10	81	10

<u>Age</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
18-39	12	81	6
40-64	7	85	8
65 plus	9	83	8

<u>Region</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
West Counties	8	86	6
Central Counties	12	80	7
East Counties	7	83	10

<u>Party Identification</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Democrat	9	84	7
Independent	12	83	5
Republican	7	81	12

<u>Ideology</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Liberal	12	77	11
Moderate	8	88	4
Conservative	9	82	9

<u>2014 Voter</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Likely	9	85	6
Not Likely	9	78	13

Q16: Some in Congress want to enact a law, which is known as HR3040 the Safe Freight Act, which would require freight trains to operate with a crew of at least two people. Generally speaking, do you approve or disapprove requiring freight trains to operate with a two-person crew?

Approve **91%**
 Disapprove **4**
 (VOL) Unsure **5**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	92%	5	3
Women	89	4	7

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-39	89	7	4
40-64	93	2	5
65 plus	88	4	7

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
West Counties	91	3	6
Central Counties	90	5	6
East Counties	91	5	4

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	92	4	4
Independent	89	5	6
Republican	91	3	6

<u>Ideology</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Liberal	89	4	7
Moderate	94	3	3
Conservative	89	5	6

<u>2014 Voter</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Likely	92	4	4
Not Likely	88	6	7

Q17: While we are talking about laws, some in Congress want to increase the maximum allowable truck weight on our nation’s highways from 80,000 to 97,000 pounds. Generally speaking, do you approve or disapprove increasing the maximum truck weight?

Approve **16%**
 Disapprove **80**
 (VOL) Unsure **5**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	19%	78	3
Women	12	81	6

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-39	30	65	5
40-64	8	87	5
65 plus	8	88	4

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
West Counties	15	80	6
Central Counties	20	75	5
East Counties	12	84	4

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	15	82	3
Independent	16	80	4
Republican	16	75	9

<u>Ideology</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Liberal	21	75	4
Moderate	13	85	2
Conservative	15	78	7

<u>2014 Voter</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Likely	13	83	4
Not Likely	24	69	7