



**March  
2014**

# **Heavy Truck Survey Series**

**Eight Congressional Districts & States of KY, MO and IL**



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## **Executive Summary:**

Constituents in Illinois, Missouri, Kentucky and eight congressional districts – PA9, IA3, CO4, KS1, KS2, IL13, IN4 and MO8 – overwhelmingly disapprove increasing truck weight limits from the current 80,000 pounds to 97,000 pounds. Increasing truck weights range from a low of only 13 percent in Illinois to 19 percent in CO4 (eastern Colorado). The research data from 5,080 interviews conducted between March 2013 to March 2014 clearly indicate that regardless of where you live, what your political viewpoint may be, or your gender and age, there is a convergence of opinion that heavier trucks are not wanted on U.S. Highways. Demographic highlights include:

- Women are more likely than men to oppose increased truck weight limits; although in the all the surveys, support among men registers only between 15 and 21 percent.
- Older residents are more likely to oppose increased truck weight limits, with support in the single digits for six of the seven districts, and the states of Missouri and Illinois. Younger residents are slightly more likely to support an increase in the weight limit, but still register a more than 3-to-1 ratio opposed to a weight limit increase.
- There is little significant difference between the two political parties when it comes to the lack of support for heavier truck on U.S Highway; ranging from a high of 22 percent in the combined KS/CO survey, to a low of 14 percent in Kentucky. This compares to an 11 to 17 percent range among those who self-identify as Democrats.

Of special attention is the April 2013 Indiana district survey which has two additional questions to test whether arguments pro and con for heavier trucks (only one each was posed in this survey due to time limitations) are convincing to the public.

The survey did not test the full range of arguments for increasing the truck weight limit, yet the data clearly show that residents in the Fourth District of Indiana (IN4) are ‘not convinced’ that heavier trucks will make safer roads since freight will be consolidated to fewer trucks. Consider:

- Overall in the district, only 12 percent found the idea of heavier trucks making roads safer a convincing argument, while a clear 81 percent are not convinced.
- Younger residents are the most likely of all subgroups to find the argument convincing, but still this group only clock in with an 18 percent convincing rating, while 76 percent are not convinced. Age is the biggest demographic factor on whether one finds the argument convincing or not.
- Gender had little/no effect on whether the argument is convincing, with only 13 percent of men and 11 percent of women convinced of the safer road argument; both genders register 81 percent not convincing.
- Self-identified Democrats and Republicans both agree that the safer road argument is not a convincing reason to increase the truck weight limit, with 86 percent of Democrats and 80 of Republicans of the same opinion.

Conversely, the final question in the survey tested the argument that heavier trucks will create even more wear-and-tear on infrastructure, and that current freight trucks pay only 80 percent of the damage they do to roads and bridges. Overall, two-thirds of IN4 residents find this a convincing reason to prohibit heavier trucks on roads. Additional demographic data shows:

- Gender is the biggest factor on whether one finds the argument convincing or not, with women registering 72 to 22 percent convincing to not convincing rating, while men show a 62 to 32 percent rating. This is a 20 percentage point gap (a gender gap) between the two genders.
- Age is not a factor on whether one finds the argument convincing, with 67 percent of young residents, 66 percent of middle age residents and 69 percent of senior residents finding the argument convincing.
- With regard to political parties, there is no significant difference of opinion, with a 46 percentage point gap for convincing/not convincing for Democrats and 39 percentage point gap for Republicans (71/25 and 66/27 percent respectively).

Based on research data from Illinois, Missouri, Kentucky and eight Middle America congressional districts -- the PA, CO, KS, MO and IN districts are solid Republican districts, the IA district is a classic swing district, while the IL district leans Democratic and is classified as a mixed urban/suburban district -- the numbers consistently and clearly indicate that there is minimal support for heavier trucks on America's highways. And while not fully tested, the initial data from IN4 shows that additional education by the trucking industry is likely to fall flat.

In conclusion, while we cannot transfer the strong results from the ten survey to every district or state around the country; there is nothing in the data that indicates the potential of finding differing results from either neighboring districts or districts halfway across the country. Additional survey work in practically any district in America is very likely to be consistent with the results presented in this cumulative report.

**Survey Methodology:**

<u>Interviews:</u>	March 18 <sup>th</sup> -19 <sup>th</sup>	500 respondents in the 8 <sup>th</sup> District of Missouri
	April 15 <sup>th</sup> -18 <sup>th</sup>	500 respondents in the 4 <sup>th</sup> District of Indiana
	June 3 <sup>rd</sup> -7 <sup>th</sup>	400 respondents in the 3 <sup>rd</sup> District of Illinois
	September 3 <sup>rd</sup> -10 <sup>th</sup>	800 respondents combined districts (KS and CO)
	September 23 <sup>rd</sup> -26 <sup>th</sup>	400 respondents in the 3 <sup>rd</sup> District of Iowa
	October 21 <sup>st</sup> -27 <sup>th</sup>	600 respondents in the state of Kentucky
	November 7 <sup>th</sup> -11 <sup>th</sup>	400 respondents in the 9 <sup>th</sup> District of Pennsylvania
	February 13-23	800 respondents in the state of Missouri
	March 1-10	680 respondents in the state of Illinois

Margin of Error: See individual state reports

Sample: Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with appropriate number of residential random phone numbers (cell phones for the surveys in the states of Missouri and Illinois) for each district from a pool of listed and unlisted numbers in the boundary area.

Survey Sponsor: SMART Transportation Division, National Legislative Office

Project Management: Project management and data analysis was completed by Dean Mitchell of DFM Research in St. Paul, Minnesota. In addition to 23 years of political experience, including working with polling data, Dean is a graduate of the University of Minnesota’s Hubert H. Humphrey Institute of Public Affairs, and has completed course work in survey techniques and statistics as part of his Master in Public Policy (MPP) degree.

**Reading the Survey Results:**

When reading the results, it should be noted that the survey have been weighted to reflect the current demographics of each district. Weighting is a standard technique in survey analysis to best reflect the total population being surveyed without contacting all residents.

In addition, the reader should take into account the margin of error (MoE) when analyzing the data. To put in practice, if a particular question result from 400 respondents shows 50 percent, with the MoE factor of  $\pm 4.9$  percentage points, the response range (95 percent of the time) would be from 45.1 percent to 54.9 percent. The MoE will decrease the closer a particular result is to either zero or 100 percent; a result of 20 percent would produce a MoE of  $\pm 4.3$  percentage points. The MoE for crosstabs range from six to nine percentage points.

The attached report provides the topline number for each selected question, followed by key demographic cross tabulation (crosstabs) results. The results are one question per page. Crosstabs results are for key demographic groups: based on gender, age, geographic region, and political self identification.

In questions where (VOL) is before the answer category, this means the respondent volunteered that response (it was not read to the respondent). Due to rounding, numbers in the topline and crosstabs may not equal 100 percent.

# State of Illinois Survey

**Partisan Voting Index (PVI) Rating: D+8**

Interviews: 680 respondents by live caller from Stone Research Services of Indianapolis, Indiana.  
Margin of Error: ± 3.8 percentage points with a 95 percent confidence interval.  
Interview Dates: March 1-10, 2014  
Sample: Landline and cell phone sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 8,000 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area and 2,000 cell phone numbers, which then were stratified into five distinct geographical regions.  
Survey Sponsor: SMART Transportation Division, Illinois State Legislative Board

**Q22:** Another law that some in Congress would like to see is to increase the maximum allowable truck weight on our nation’s highways from 80,000 to 97,000 pounds. Generally speaking, based on what you know, do you approve or disapprove of increasing the maximum truck weight?

Approve ..... **13%**  
 Disapprove ..... **73**  
 (VOL) Unsure ..... **14**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	17%	72	12
Women	10	74	16

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-39	19	68	14
40-64	11	75	14
65 plus	7	79	14

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Cook County	13	71	15
Collar Counties	11	74	14
Northern	17	74	9
Central	12	71	17
Southern	12	76	13

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	10	77	12
Independent	13	68	19
Republican	17	68	14

<u>Voter Frequency</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Strong	9	75	16
Not Strong	17	70	12

# State of Missouri Survey

Partisan Voting Index (PVI) Rating: R+5

Interviews: 800 respondents by live caller from Stone Research Services of Indianapolis, Indiana.  
Margin of Error: ± 3.5 percentage points with a 95 percent confidence interval.  
Interview Dates: February 13-23, 2014  
Sample: Landline and cell phone sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 8,000 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area and 2,000 cell phone numbers, which then were stratified into five distinct geographical regions.  
Survey Sponsor: SMART Missouri State Legislative Board & SMART Locals 2 and 36

**Q18:** Another law that some in Congress would like to see is to increase the maximum allowable truck weight on our nation’s highways from 80,000 to 97,000 pounds. Generally speaking, based on what you know, do you approve or disapprove of increasing the maximum truck weight?

Approve ..... **14%**  
 Disapprove ..... **77**  
 (VOL) Unsure ..... **9**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	17%	77	6
Women	12	77	12

  

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-39	20	70	10
40-64	12	80	8
65 plus	7	83	11

  

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
St. Louis Metro	13	79	8
Kansas City Metro	16	75	9
Northern	10	77	13
Central	16	79	5
Southern	15	75	11

  

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	13	78	9
Independent	16	74	10
Republican	15	77	9

  

<u>Voter Frequency</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Strong	11	81	8
Not Strong	17	73	10

# Pennsylvania 9<sup>th</sup> District Survey

**Partisan Voting Index (PVI) Rating: R+14**

- Interviews: 400 respondents by live caller from Stone Research Services of Indianapolis, Indiana
- Population: Residents of Pennsylvania’s 9<sup>th</sup> District over the age of 18
- Margin of Error: ±4.9 percentage points with a 95 percent confidence level
- Interview Dates: November 7-11, 2013
- Sample: Stratified Random Sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 6,000 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area, which then were stratified into separate Congressional districts.
- Survey Sponsor: SMART Transportation Division, Pennsylvania State Legislative Board

**Q22:** 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 ..... **19%**  
 Disapprove ..... **74**  
 (VOL) Unsure ..... **7**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	28%	68	4
Women	11	79	10

  

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-39	25	69	7
40-64	18	74	8
65 plus	13	81	6

  

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
East Counties	24	69	7
Northwest Counties	12	79	9
Southwest Counties	20	73	6

  

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	11	80	9
Independent	24	71	6
Republican	22	71	7

# State of Kentucky

**Partisan Voting Index (PVI) Rating: R+13**

Interviews: 600 respondents by live caller from Stone Research Services of Indianapolis, Indiana  
Population: Residents of Kentucky  
Margin of Error: ±4.4 percentage points with a 95 percent confidence level  
Interview Dates: October 21-27, 2013  
Sample: Stratified Random Sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 6,000 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area, which then were stratified into separate Congressional districts.  
Survey Sponsor: SMART Transportation, Kentucky State Legislative Board

**Q15:** 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 ..... **14%**  
 Disapprove ..... **75**  
 (VOL) Unsure ..... **11**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	18%	74	8
Women	11	76	13

  

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-39	18	69	12
40-64	13	77	9
65 plus	10	78	11

  

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Western Kentucky	13	74	13
Greater Louisville	17	73	10
Eastern Kentucky	14	77	10

  

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	12	80	7
Independent	17	74	9
Republican	14	70	16



# Iowa 3<sup>rd</sup> District Survey

**Partisan Voting Index (PVI) Rating: EVEN**

- Interviews: 400 respondents by live caller from Stone Research Services of Indianapolis, Indiana
- Population: Residents of Iowa’s 3<sup>rd</sup> District
- Margin of Error: ±4.9 percentage points with a 95 percent confidence level
- Interview Dates: September 23-26, 2013
- Sample: Stratified Random Sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 3,000 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area, which then were stratified into separate Congressional districts.
- Survey Sponsor: SMART Transportation, Iowa State Legislative Board

**Q20:** 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 .....	<b>16%</b>
Disapprove .....	<b>72</b>
(VOL) Unsure .....	<b>12</b>

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	16%	77	8
Women	17	68	16

  

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-39	18	76	6
40-64	19	66	15
65 plus	10	78	12

  

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Des Moines	19	68	13
Polk County	16	76	8
East District	13	77	10
West District	17	70	13

  

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	17	74	9
Independent	13	77	11
Republican	18	66	16

# Kansas 1&2 and Colorado 4th District Survey

**Partisan Voting Index (PVI) Rating: R+14 Combined Districts**

Interviews: 800 respondents by live caller from Stone Research Services of Indianapolis, Indiana  
Population: Residents of Colorado’s 4<sup>th</sup> District, Kansas 1<sup>st</sup> District, and Kansas 2<sup>nd</sup> District  
Margin of Error: ±3.5 percentage points with a 95 percent confidence level  
Interview Dates: September 3-10, 2013  
Sample: Stratified Random Sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 6,000 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area, which then were stratified into separate Congressional districts.  
Survey Sponsor: SMART Transportation, Colorado and Kansas State Legislative Boards.

**Q26:** 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 ..... **72**  
 (VOL) Unsure ..... **11**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	21%	71	7
Women	11	74	15

  

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-39	20	66	13
40-64	15	74	9
65 plus	9	80	10

  

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
KS-1	16	74	10
KS-2	15	76	9
CO-4	19	67	14

  

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	11	78	11
Independent	14	74	11
Republican	20	66	13
Tea Party	26	62	11

# Illinois 3<sup>rd</sup> District Survey

**Partisan Voting Index (PVI) Rating: D+5**

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: June 3-7, 2013  
Sample: Stratified Random Sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 5,000 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area, which then were stratified into three distinct Missouri 8th Congressional geographical regions.  
Survey Sponsor: SMART Transportation Division, Illinois State Legislative Board

**Q19:** One question on trucks. 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 ..... **13%**  
 Disapprove ..... **78**  
 (VOL) Unsure ..... **9**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	15%	78	6
Women	11	77	11

  

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-39	14	79	7
40-64	15	74	12
65 plus	6	85	8

  

<u>Race</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
White	15	74	11
Other	17	69	14

  

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Chicago	9	81	10
Suburbs	15	77	8

  

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	12	80	7
Independent	11	78	10
Republican	15	74	10

# Missouri 8<sup>th</sup> District Survey

**Partisan Voting Index (PVI) Rating: R+17**

Interviews: 500 respondents by live caller from Stone Research Services of Indianapolis, Indiana  
Margin of Error: ± 4.4 percentage points with a 95 percent confidence level  
Interview Dates: March 18-19, 2013  
Sample: Stratified Random Sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 4,000 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area, which then were stratified into three distinct Missouri 8th Congressional geographical regions.  
Survey Sponsor: SMART Transportation Division, Missouri State Legislative Board

**Q16:** Some in Congress want to increase the maximum allowable truck weight on our nation’s highways from 80,000 to 97,000 pounds. Based on what you know, do you approve or disapprove of increasing the maximum truck weight?

Approve ..... **17%**  
 Disapprove ..... **74**  
 (VOL) Unsure ..... **8**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	20%	75	5
Women	15	74	11

  

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-44	22	69	9
45-64	17	76	7
65 plus	9	83	8

  

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
St. Louis Exurbs/Northeast	19	71	10
Bootheel/Southeast	13	79	8
Central/West	19	73	8

  

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	14	75	11
Independent	17	78	4
Republican	19	71	10

# Indiana 4<sup>th</sup> District Survey

**Partisan Voting Index (PVI) Rating: R+11**

Interviews: 500 respondents by live caller from Stone Research Services of Indianapolis, Indiana  
Margin of Error: ± 4.4 percentage points with a 95 percent confidence level  
Interview Dates: April 15-18, 2013  
Sample: Stratified Random Sample. Random digit numbers provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with 4,000 residential random phone numbers from a pool of listed and unlisted numbers in the boundary area, which then were stratified into four distinct Indiana 4th Congressional geographical regions.  
Survey Sponsor: SMART Transportation Division, Indiana State Legislative Board

**Q17:** Changing themes a little before we finish. 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 ..... **15%**  
 Disapprove ..... **74**  
 (VOL) Unsure ..... **11**

<u>Gender</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Men	18%	72	10
Women	12	76	12

  

<u>Age</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
18-44	20	67	13
45-64	12	81	8
65 plus	6	81	13

  

<u>Region</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Amtrak Cities	15	74	11
Exurbs and South District	17	69	14
East District	10	82	8
West and North District	16	75	9

  

<u>Party Identification</u>	<u>Approve</u>	<u>Disapprove</u>	<u>Unsure</u>
Democrat	11	80	9
Independent	17	72	11
Republican	15	73	12

**Q18:** Some say that heavier truck weights will make roads safer, since trucking companies will be able to consolidate freight onto fewer trucks. Do you find this a convincing or not a convincing reason to allow heavier trucks on roads?

Convincing Reason ..... **12%**  
 Not a Convincing Reason..... **81**  
 (VOL) Unsure ..... **7**

<b><u>Gender</u></b>	<b><u>Convincing</u></b>	<b><u>Not</u></b>	<b><u>Unsure</u></b>
Men	13%	81	5
Women	11	81	8

  

<b><u>Age</u></b>	<b><u>Convincing</u></b>	<b><u>Not</u></b>	<b><u>Unsure</u></b>
18-44	18	76	6
45-64	7	87	6
65 plus	6	82	12

  

<b><u>Region</u></b>	<b><u>Convincing</u></b>	<b><u>Not</u></b>	<b><u>Unsure</u></b>
Amtrak Cities	8	79	12
Exurbs and South District	13	81	5
East District	12	80	7
West and North District	15	82	3

  

<b><u>Party Identification</u></b>	<b><u>Convincing</u></b>	<b><u>Not</u></b>	<b><u>Unsure</u></b>
Democrat	10	86	4
Independent	15	77	7
Republican	12	80	8

**Q19:** Others say that truck weights should stay where they are, since current freight trucks pay only about 80 percent of the wear-and-tear damage they do to roads and bridges through fees and fuel taxes. If heavier trucks are allowed on the roads, the wear and tear on infrastructure will be even more. Do you find this a convincing or not convincing reason to prohibit heavier trucks on roads?

Convincing Reason ..... **67%**  
 Not Convincing Reason..... **27**  
 (VOL) Unsure ..... **7**

<b><u>Gender</u></b>	<b><u>Convincing</u></b>	<b><u>Not</u></b>	<b><u>Unsure</u></b>
Men	62%	32	7
Women	72	22	7

  

<b><u>Age</u></b>	<b><u>Convincing</u></b>	<b><u>Not</u></b>	<b><u>Unsure</u></b>
18-44	67	27	7
45-64	66	29	6
65 plus	69	22	9

  

<b><u>Region</u></b>	<b><u>Convincing</u></b>	<b><u>Not</u></b>	<b><u>Unsure</u></b>
Amtrak Cities	64	27	10
Exurbs and South District	68	26	7
East District	67	25	9
West and North District	67	33	1

  

<b><u>Party Identification</u></b>	<b><u>Convincing</u></b>	<b><u>Not</u></b>	<b><u>Unsure</u></b>
Democrat	71	25	4
Independent	65	27	8
Republican	66	27	8