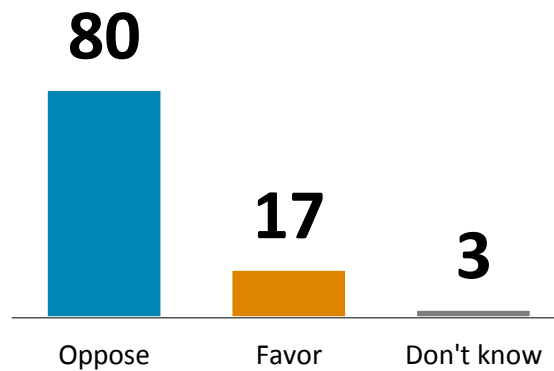


To: Interested Parties
 Cc: Truck Safety Coalition and Advocates for Highway and Auto Safety
 From: Joshua Ulibarri, Celinda Lake, and Luke Harville
 Re: Increasing Legal Work Week Hours for Truck Drivers in the U.S.ⁱ
 Date: October 15, 2014

A recent survey conducted by Lake Research Partners found that there is strong opposition among Americans to Congress raising the number of hours a semi-truck driver is allowed to work in a week from 70 to 82 hoursⁱⁱ. This important issue was recently brought to the forefront of the public’s mind after a semi-truck driver fell asleep at the wheel and crashed into comedian Tracy Morgan’s tour bus. Whether the incident involving Tracy Morgan is mentioned or not, 80% of Americans oppose legislative efforts to change the law and increase the number of hours semi-truck drivers are allowed to work in a week. In fact, six-in-ten Americans strongly oppose this legislation. In comparison, only 17% of Americans support an increase in weekly work hours, with just 8% strongly in favor.

Strong opposition to this proposed increase is consistent across all demographic, geographic, and partisan groups:

Increasing Drivers' Hours



- Eighty-three percent of women (69% strongly) and 76% of men (53% strongly) oppose the change. This includes men and women of all ages – 72% of younger men (age under 50) oppose an increase in the allowed weekly work hours, as do 77% of younger women, 81% of older men, and 88% of older women.
- The opposition has strong bipartisan support, including nearly nine-in-ten Democrats (85%), 77% of independents, and more than three quarters of Republicans (76%). Majorities of men and women of all political leanings also oppose the change, including 73% of Republican men and 80% of Republican women. In fact, opposition to this proposed legislative change does not drop below 73% across all partisan groups.
- Opposition to the proposed legislation is strong in all regions of the country. In fact, at least 78% of voters in each of the four major regions oppose the change. This includes 78% (oppose) in the North East, 81% in the Midwest, 81% in the South, and 78% in the West.
- Americans across racial and ethnic backgrounds oppose an increase in work hours as well, with opposition strong among Anglos (79% oppose), African Americans (79%), and Latinos (75%).

Partners

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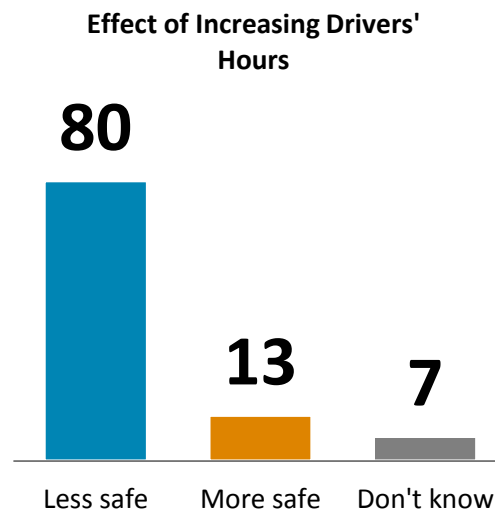
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In addition to their strong opposition to an increase in the hours a semi-truck driver is allowed to drive per week, Americans overwhelmingly say they would feel less safe if Congress were to change the lawⁱⁱⁱ. Eighty percent of Americans say they would feel less safe if legislation were passed to raise the number of hours a semi-truck driver is allowed to work in a week from 70 to 82 hours. Thirty-nine percent of Americans say they would feel much less safe and only 4% say they would feel much more safe.

Americans across all demographic, political, and regional divisions say they would feel less safe if Congress were to change the law.

- Men say they would feel less safe 77% (32% say they would feel much less safe) to 15% more safe and women are even more concerned at 83% to 11% (45% say they would feel much less safe). Again, opposition is intense across generations with 86% of older women, 81% of older men, 79% of younger women, and 74% of younger men saying they would feel less safe.
- Crossing the political aisle, 85% of Democrats, 72% of independents, and 81% of Republicans say they would feel less safe.
- Even across regional divides, a strong majority of Americans say they would feel less safe (80% in the Northeast, 80% in the Midwest, 79% in the South, and 82% in the West)



The research findings are clear, Americans strongly oppose an increase in the number of hours semi-truck drivers are allowed to drive in a week. They also feel that such an increase puts their own personal safety at risk. Please contact John Lannen at jlannen@trucksafety.org, Cathy Chase at cchase@saferoads.org, or Joshua Ulibarri at julibarri@lakeresearch.com for more information on this survey.

ⁱ **Survey:** 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 1016 Americans nationwide in the continental United States. The survey was conducted August 21-26, 2014. 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, race, party identification, marital status, 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:

*Each asked of half the sample

* As you may know, some people believe driver fatigue is a major problem in the trucking industry. This issue recently received national attention when a truck driver fell asleep at the wheel and crashed into comedian Tracy Morgan's touring bus. The collision killed one person and injured several others. Currently, Congress is debating legislation that would raise the number of hours a semi-truck driver is allowed to work in a week from 70 to 82 hours. That is more than twice the normal 40 hour work week for most people. Do you favor or oppose Congress changing the law and raising the number of hours a semi-truck driver is allowed to work in a week from 70 to 82 hours? [IF FAVOR/OPPOSE, ASK]: Is that STRONGLY (favor/oppose) or SOMEWHAT (favor/oppose)?

* As you may know, some people believe driver fatigue is a major problem in the trucking industry. Currently, Congress is debating legislation that would raise the number of hours a semi-truck driver is allowed to work in a week from 70 to 82 hours. That is more than twice the normal 40 hour work week. Do you favor or oppose Congress changing the law and raising the number of hours a semi-truck driver is allowed to work in a week from 70 to 82 hours? [IF FAVOR/OPPOSE, ASK]: Is that STRONGLY (favor/oppose) or SOMEWHAT (favor/oppose)?

iii Question Text: If Congress changes the law and raises the number of hours a truck driver is allowed to work from 70 to 82 hours, would that make you feel much less safe, somewhat less safe, somewhat more safe, or much more safe?