

also suspect though that it will be...we get these periodically and there will be attempts to, in a year or so or two, to expand it some more. My opposition rests solely with, one, with the additional cost on road construction and repair from heavier work...heavier weights. You know, the fact that we already in agriculture have an advantage in the level of fee that we have to pay for registration, and it seems to me the least we can do is not to overload those trucks beyond what highways generally are designed to carry. As I indicated, 20,000 pounds single axle is, in fact, what the design standards are. The load damage factor is 18,000 pounds is a 1, what they are rated, 20,000 pounds raises that to 1.56 as a factor; just adding the extra 1,000 pounds to 21,000, it increases that to 1.96, where the rated factor ends up almost twice what the old 18,000 pounds which we still have several roads...some roads in...the older roads that are still at that 18,000 pounds as far as what they were constructed at the time they were built. It's getting fewer all the time. The cost probably isn't all that much, it's hard to estimate, depends on how far, how many miles, where they go, the shape of the road. But this probably, if you looked at the fiscal note, as the bill was introduced it was estimated at probably an annual increase of something like 800,000, the best you can estimate it. This would appear to be about half, about 400,000. We already have the highest gas tax. We already have a number of factors. We already have lots of pressure to want to shift money away from roads to other purposes. And it seems to me that the last thing we need to do is also add to the burden on the cost side where we accelerate the repair, however minor it may be, accelerate the repair on an annual basis because of approval of heavier weights which, in fact, will become the standard. It will not be...occasionally, if you can haul 21,000, you will haul 21,000. That's what you will shoot for. And you will have the same problem of estimating the light grain or the heavier weight grain or the wet grain as you do at 20,000 because you're going to be shooting for the higher number, knowing that that can be legally done. So, for those reasons, I would urge the bill be indefinitely postponed. It just isn't that difficult, in my opinion, to estimate that difference. It comes out, what, 17, 18 bushel, more or less, on a load. It's not that difficult to make that kind of an estimate as to what you have on and it's not worth the additional damage plus the break we already have on the fees that we pay. So I would hope the body would indefinitely postpone the bill.