

the following: It clarifies the intent of the law by referring to maximum weight, not just gross weight. It decreases the percentage, it decreases the percentage of overweight from 25 percent to 15 percent. The current fees are \$25 for a 90 day fee, \$50 for a 180 day permit, and \$100 for a one-year permit. My amendment only allows for 30 day permits at \$25 apiece. So we have cut that down. No permit shall authorize a weight greater than 20,000 pounds on a single axle truck. That is the maximum they can carry is 20,000 pounds. It also changes the dates for permits of trucks carrying garbage or refuse from April 15 to July 1, from April 1 to September 30. There is what the amendment does, Mr. President. I ask for the adoption of the amendment.

PRESIDENT: Is there discussion on the amendment? Senator Warner.

SENATOR WARNER: Mr. President, members of the Legislature, I rise to oppose the amendment on a number of bases. I have passed out to you a chart that shows the increased damage to roads from overweight vehicles. This particular chart came out of AASHTO which is the national organization of highway departments. Local, state and cities generally belong to AASHTO. The report was originally written in '72, revised in 1981. If you look at those charts you will see, even using the amendment, and this was drafted at 25 percent, but if you go to the tandem axle, which is the second sheet, at 15 percent the ratio is approximately 3.1 compared to the 1.9 if they are underweight. So you are essentially, for all practical purposes, doubling the potential for damage to each vehicle that goes over the road. We constantly hear concern expressed about increases in gas taxes, motor vehicle user fees and the need for reducing it. It makes no sense to add to the damage of roads at the same time that we are concerned about the high cost of maintaining those roads because the only thing you can be doing, by increasing the damage, is to increase the cost for the maintenance. But this amendment goes further it appears to me. As it is drafted not only can you get the overweight truck permit for your own vehicle, it also says that you can do it for that or the applicant's designee. I don't know what that means, but I would assume that the applicant's designee could be any truck you could hire, or any other truck in order to haul. So it would appear to be significantly broadened. In addition to that, the language which specifically gives a