

close but I sure would like to have those five members come back and I will try to make my close fairly brief but I would like to try to address some of the questions that have been raised. First I would like to address Senator Reutzel's questions. Thank you, Mr. Speaker. Senator Reutzel says that the map that I provided is misleading. It is not misleading. This issue is an issue that is being addressed all throughout the country now and the reason it is being addressed is simply this, that as we find that there are fewer and fewer dollars, with the energy crisis that we have and the cost of \$30 a barrel and over for oil, it is costing us a tremendous amount to do the maintenance work that heretofore we could do for much less, and, consequently, every state in the Union is looking at ways in which they can save money on maintenance cost. They are looking for ways in which they can continue to provide good roads at a reasonable cost and therein lies much of the arguments in favor of eliminating studded snow tires. You see, the situation is simply this. We do not have unlimited dollars and we no longer can afford the luxury for those few people who really believe that studded snow tires do them some good and, in fact, the evidence is quite contrary. The evidence is that studded snow tires create safety hazards for everyone else. It creates rutting, hydroplaning. The fact is that studded snow tires are only a benefit on clear ice which happens two to three percent of the time, and only then if the temperature is close to thirty-two degrees. The fact of the matter is that on water studded snow tires takes forty percent longer to stop. So, Senator Venditte, in terms of your argument, the problem is simply this, that when you are talking about water, you are going to have a tougher time. You are more likely to run into that truck. That is the problem here. It creates all kinds of problems and it is far too expensive. Senator Kahle makes a very good point. We should have done this ten years ago and we probably should have but the situation is it is better now than never. The fact that there is fewer and fewer people using studded snow tires comes to show that the public itself realizes that studded snow tires are no benefit but they are a tremendous cost and they will continue to be, and the reason they will be a tremendous cost is because the studs which are very hard rip up the pavement. I mean it doesn't take very much to realize that hard studs against hard concrete is going to rip up the pavement. Now soft rubber against hard concrete isn't going to create near so much wear. They talked about how much wear. The State Department of Roads says it is negligible, the Federal Highway Administration says it is negligible. The studs are what create the tremendous damage