

HB

322

HB322 – An Act Relating to Winter Tires

Proposed Amendments

Amendment #1

Page 1, line 11

After the word “studs.” insert a new subsection to read:

(c) In this section, “Highway” means north of 60 North Latitude and exclusive of any road not connected to the Dalton, Parks, Richardson, Tok, Alaska, Glenn or Sterling Highways.

Amendment #2

Page 1, line 5:

After the word “from” delete [December] and insert October

After the word “to” delete [March] and insert April

Amendment #3

Page 2, line 4:

After the word “effect” delete [December] and insert October

Alaska State Legislature

Interim: (June - Dec.)
6 West 4TH Avenue, Suite 600
Anchorage, Alaska 99501-2133
(907) 269-0129
Fax (907) 269-0128



Session: (Jan. - May)
State Capitol, Room 403
Juneau, Alaska 99801-1182
(907) 465-4859
Fax (907) 465-3799

REPRESENTATIVE JOHN HARRIS Sponsor Statement HB322, Relating to Winter Tires

Bill Summary

House Bill 322 places a requirement into state law for vehicles on Alaska's roads to have dependable and safe tires during the harshest months of winter.

Between December 15th and March 15th, all motor vehicles would be required to either have studded tires or tires bearing the mountain snowflake symbol. A provision is included in the bill to allow the Department of Transportation and Public Facilities to determine other tires that are commensurate in performance for winter driving conditions.

The Department would also be required to undertake an education campaign to notify the public about the requirements established by this bill.

An effective date of December 15, 2011 is in the bill. This is intended to provide a one-year period for vehicle owners to obtain tires that will comply with the new law.

Bill Background

Following a series of horrific vehicle accidents on a stretch of highway in the Canadian Rockies, the U.S. Rubber Manufacturers Association (RMA) and the Rubber Association of Canada (RAC) got together and agreed on a performance based standard for passenger and light truck tires. The new standard helps ensure that drivers can easily identify tires that provide a higher level of snow traction.

The mountain snowflake symbol (see below) was developed to show that tires meet this new standard. Branded on the tire's sidewall, the symbol identifies tires that met the required performance in snow testing.



Tires marked "M + S" (Mud and Snow), or "all season" tires that do not have the mountain snowflake symbol may provide safe performance in most weather conditions, but are not designed for snow and ice-covered roads. At temperatures below 45°F, standard tires begin to lose elasticity, resulting in reduced traction. Winter tires retain their elasticity to grip at much lower temperatures.

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Juneau, Alaska 99801-118
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Fax (907) 465-3799

REPRESENTATIVE JOHN HARRIS

MEMORANDUM

February 3, 2010

TO: Representative Peggy Wilson, Chair
House Transportation Committee

FROM: Representative John Harris

A handwritten signature in black ink, appearing to read "John Harris" with a flourish and the initials "JH" to the right.

SUBJECT: HB322, an Act relating to winter tires

This memo is to request consideration for scheduling HB322, an Act relating to winter tires, for a hearing in the House Transportation Committee.

A sponsor statement for the bill is attached for your review. However, I would like to add that this bill will help improve the safety of our highways during the harshest months of winter.

I have also attached various pieces of backup information that describe the attributes and benefits from purchasing winter tires with the mountain snowflake brand.

If you have any questions or need additional information, please contact John Bitney in my office at (907) 465-3721.

CanadianDriver

February 1, 2007

The story of the mountain and the snowflake

by Craig M. Lee

Canadian symbol for winter tires spreads around the world

Once upon a time they built a highway between Vancouver, British Columbia, and the resort community of Whistler, high in the Canadian Coastal Mountains. The road was very steep with lots of curves. So lovely was it that they called it the Sea-to-Sky Highway.

It was very beautiful, but, it was also very deadly.

Often, skiers depart Vancouver with its nice green lawns, only to find the Sea-to-Ski Highway covered in heavy snow and very slippery. Many of the holidayers are in vehicles ill-equipped for the road conditions – cars shod only with all-season tires.

Along the side of the road are barriers used by the RCMP to stop and warn drivers whose cars don't have proper snow tires. Sometimes, the Mounties close the road altogether.

Despite the RCMP's measures, in 1995 there was a string of fatalities along the Sea-to-Sky Highway, also known as Hwy. 99. Investigating officers identified the problem as a lack of snow traction, coupled with lack of information for motorists to identify whether they had true snow tires or just "all-season" tires, which are a compromise.

These Mounties brought the problem to the attention of coroners. In 1995, Vince Cain, the chief coroner of British Columbia, wrote to Transport Canada asking that a method be developed to let non-experts know when they were looking at a true snow tire, that is, a tire suitable for severe conditions and not an "all season" tire.

The letter crossed the desk of John Neufeld, an automotive safety engineer at Transport Canada in Ottawa.

Now, the 14 or so major tire companies are all brutal competitors. They're headquartered all over the world. They each have their own standards and closely guarded testing secrets. Building consensus among them as to what constituted a repeatable test that would identify tires that performed to a certain acceptable standard – well, that wasn't easy.

Working with the Rubber Association of Canada and the Rubber Manufacturers Association in the U.S., Mr. Neufeld identified a particular test procedure of the American Society for Testing and Materials (ASTM). This test evaluates tires in real-world snow conditions.

After a lot of discussion, all the tiremakers agreed to adopt that recommended ASTM standard, along with the pictograph of a peaked mountain with a snowflake inside it. The new standard was announced in February 1999.

Today, if a tire bears the pictograph, even drivers who cannot read well will know it meets specific snow traction performance requirements and has been designed for severe snow, ice and winter conditions.

The actions of certain individual Canadians have led to improved winter driving safety for anyone in Canada and the U.S. willing to take advantage of it. And the mountain-snowflake symbol is spreading to Europe and beyond.

House Bill No. 322

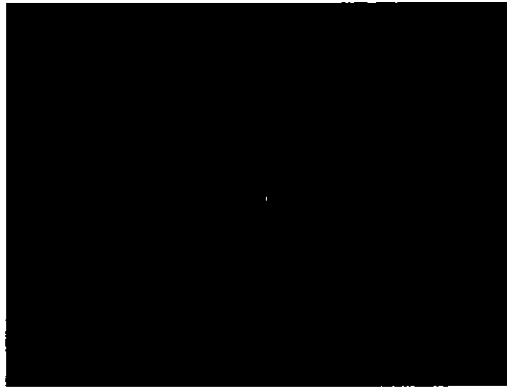
***“An Act relating to winter tires; and
providing for an effective date.”***

February 16, 2010

THE PURPOSE

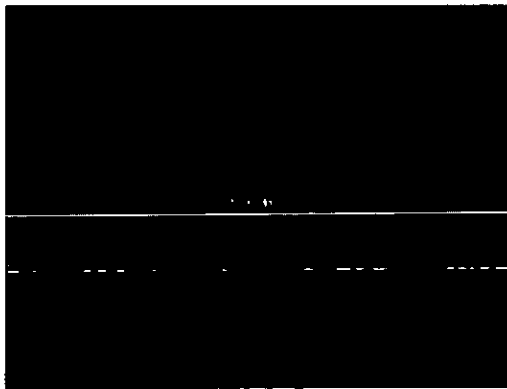
**To create a higher level of safety
during winter driving months for
ALL Alaskans.**

BRAKE TESTING



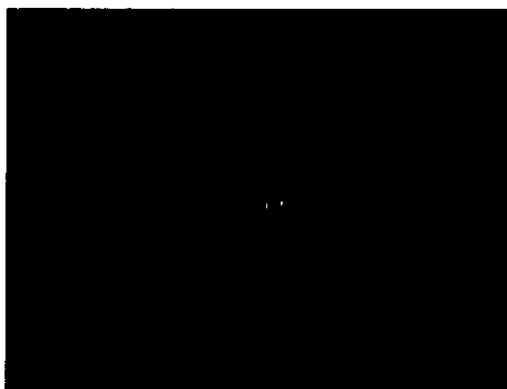
Source: Nokian Tyres N.A. - Barrie, Ontario

BRAKE TESTING



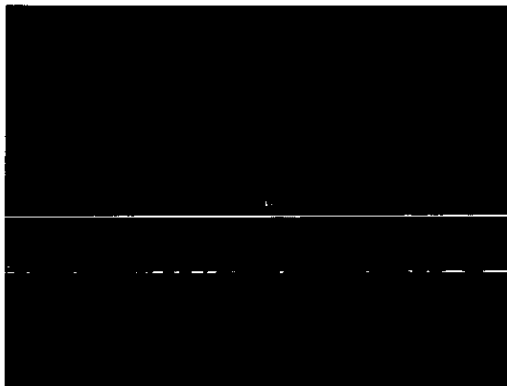
Source: Nokian Tyres N.A. - Barrie, Ontario

LATERAL TESTING



Source: Nokian Tyres N.A. - Barrie, Ontario

LATERAL TESTING



Source: Nokian Tyres N.A. - Barrie, Ontario

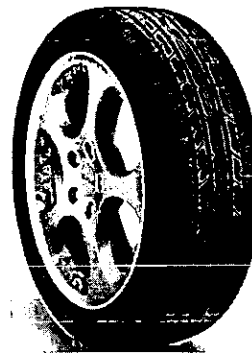
THE REASON

- **Approximately 90% of Alaskans drive on All-Season or Summer tires in the winter.**
- **These tires are completely inadequate for all types of winter time driving.**

Source: State of AK Tire Tax Division Report 2009

ALL-SEASON TIRES

- **All-Season tires are manufactured with generic Carbon Black compounding focusing on mileage.**
- **This compounding loses gripping capabilities at 38 degrees by 50%.**
- **At 15 degrees the tire's gripping capabilities are less than 10%.**



WINTER TIRES SAVE LIVES

- **Winter tires are manufactured with specific compounds, tread patterns and advanced studding systems designed for winter driving conditions.**
- **The sidewall of a winter tire has been designated with the Government's Severe Service Emblem.**



WINTER TIRES SAVE LIVES

- **Winter compounds remain pliable up to -40 degrees.**
- **Tread Patterns expel snow, slush and ice away from the driving path.**
- **Studs provide the highest level of traction in the most severe winter driving conditions, such as polished ice.**

Source: Nokian Tyres PLC

WINTER TIRES SAVE LIVES

- **The are several designated winter tires that can be purchased for year round use.**
- **For example:**
 - **Nokian WR G2**
 - **Hankook iPike**
 - **BF Goodrich**

THE FACTS - ALASKA

2007

- **6,635 or 63% of all accidents occur during winter driving months, including accidents on dry pavement.**
- **50% of these crashes occurred on ice.**
 - **Black ice**
 - **Polished ice**
- **55% of the 6,635 accidents involved 4-Wheel drive vehicles.**

Source: State of AK DOT 2007 Alaska Traffic Crashes Report

BENEFITS OF LEGISLATION

FINLAND

- **Population: 5.3 million**
- **Performed most extensive and comprehensive socio-economic study regarding the mandatory use of winter tires, setting a benchmark for future studies.**
- **Results showed an economic/moral benefit to winter tire use.**
- **Results included millions of dollars of savings in medical and life insurance costs, personal property and State and Federal costs associated with accidents.**
- **1995 – passed legislation requiring the use of winter tires.**

Source: Transport Quebec - www.mtq.gouv.qc.ca

SWEDEN

- **Population: 9.0 million**
- **1999 – passed legislation requiring the use of winter tires.**
- **Result - Accidents involving major injuries and fatalities have decreased between 11-14% annually.**

Source: VTI publication 366A, May 2005, Linköping Sweden.

QUEBEC

- **Population: 7.8 million**
- **2008 – passed legislation requiring the use of winter tires.**
- **Prior to legislation statistics showed that 68% of accidents that occurred during the winter involved at least one vehicle that was equipped with all-season tires.**
- **Official numbers show a decrease of 42% in winter time accidents in 2009.**

Source: Transport Quebec - www.mtq.gouv.qc.ca

GERMANY

- Population: 82.4 million
- 2006 - starts winter driving Public Service Announcements encouraging the use of winter tires.

<u>Cause</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>
Winter Time Accidents	12,359	9,754	5,230
		-21.0%	-46.4%

Source: Statistisches Bundesamt Deutschland, www.destatis.de

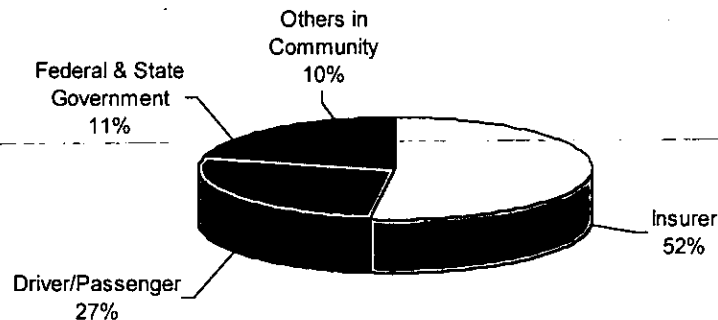
IN THE CASE OF STUDS...

- Studies suggest studded winter tires reduce the crash rate in winter by up to 10%.
- These “avoided crashes” save Alaskans approximately \$26,000,000 per year in economic costs.

Source: Socio-Economic Effects of Studded Tire Use in Alaska / University of Alaska Anchorage, School of Engineering / 2004

IN THE CASE OF STUDS...

Who benefits the most from the \$26,000,000 savings?



Source: Socio-Economic Effects of Studded Tire Use in Alaska / University of Alaska Anchorage, School of Engineering / 2004

THE TRICKLE DOWN EFFECT

- **As accidents decrease...**
- **Monies paid out will decrease...**
- **Causing insurance premiums to decrease...**
- **Resulting in Alaskans' Out-of-pocket expenses to decrease.**

The economic costs of crashes include Medical Costs, Emergency Services, Vocation Rehabilitation, Market Productivity, Household Productivity, Insurance Administration, Workplace Costs, Legal Costs, Travel Time, Property Damage

LEGISLATION OF WINTER TIRES

- **Legislation of winter tires will:**
 - **SAVE LIVES.**
 - **PROTECT ALASKANS.**
 - **CREATE JOBS.**
 - **SAVE ALASKANS MONEY.**

Rebecca Rooney

From: cindy Abwao [cyd25m@hotmail.com]
Sent: Friday, February 19, 2010 10:48 PM
To: Rep. Peggy Wilson

Dear Rep. Wilson

I understand that you are the chairperson of the transportation committee. Last Tuesday you heard Rep. Harris' HB-322 winter tire bill and all I can say I hope this bill is passed into law. I am from Iceland and have lived in Alaska for the past 4 years and feel very unsafe with drives that don't drive on winter tires. In Iceland winter tires are mandatory and the roads are so much safer. I am a mother of two children I simply don't feel safe around other drivers. Please find it in your heart to do what is right for all Alaskans. Please don't put a price on our families safety. Alaska is a special state that fairly compensate each and every one of us with the annual PFD. This is what Alaskans should use their money for. Please, help keep us safe.

Best regards,

Cindy

Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)

Rebecca Rooney

From: Rich Lamar [rlamar@jtsllc.com]
Sent: Saturday, February 20, 2010 4:37 PM
To: Rep. Peggy Wilson
Subject: HB 322 Winter Tire legislation

*Legislation
Pulled*

Greetings Representative Wilson,
Please read this.

I have been in the retail tire and automotive business for 37 years. I have been in management and customer service for 30 years. As customer service, I refer to being responsible for taking care of any customer concerns. I have worked in Alaska for 26 years, 4 years in Texas and 7 years in Arizona. I have been summoned to court 7 times as a tire or automotive expert.

In my life, even when I've been monetarily strapped (poor), I've always purchased the best tires. There was no second guessing the best tire. All the traction failures I've seen customers have, were results of having worn tires on their vehicle. In the deserts of Arizona and Texas, these accidents didn't occur because of snow, ice or rain. The tread of the tire keeps the vehicle on the road and the shocks/struts keep the tire on the road. This is where the traction comes from.

One summer in Alaska, my vehicle hydroplaned (loss of control, due to film of water between tread of tire and pavement). I purchased these tires from Johnson's Tire Service and had driven on them for 56,000 miles. The next day, I put 4 new tires on. I will not tolerate traction failure. It was a 2 lane highway and a motorhome was coming head on. Ironically, 3 months later, I gave my 4 old tires to a customer; because, they wouldn't purchase tires (this is a major company in Anchorage, money wasn't an issue). They drove on my old tires for 5 years before they had to replace them. My point is they aren't concerned about traction, which equals safety.

This next paragraph is about tread. Most tires are manufactured with petroleum oil and toxic chemicals (such as chlorine). These products wear and permeate out of the tire. It is debatable how long that takes. I say it last for about 6 years. Typically, customers with all season tires complain about traction in the summer months when the tires are 5 years old. The oil and toxic chemicals are now exhausted from the tire decreasing the traction. This also means they are using winter tires in the winter; because, a summer tire spins in the winter and spinning wears out any tire prematurely. Nokian Tyre is the first manufacturer to produce tires without the use of petroleum oil and toxic chemicals. They started this 11 years ago. In their testing, they found it gave their tires more traction and lower rolling resistance (which equates to better fuel economy).

In all states of U.S., there is a statute that tires are not serviceable at 2/32nds of tread remaining. In our industry, when tread measures between 3 and 5/32nds, it is referred to as near end of useful life. In Europe, it has been deemed at 4mm (equal to 7/32nds) of tread on a winter tire is the minimum tread depth for winter traction. More worn than that, your winter traction is compromised. This will become a statute in Europe. Original equipment tires. These are the tires that come equipped on your new vehicle. These are summer tires where the tread becomes hard at 37 degrees. Also, manufacturers strive to make safer vehicles. To accomplish this, they've incorporated larger brake rotors (discs that the brake pads clamp on to stop vehicle) and larger brake calipers (hydraulic unit that houses brake pads and applies pressure to). With this they need larger wheels for clearance of these components. With the larger wheel comes shorter height in tire sidewall to fit wheel well, now the tire is in the performance category, which is a harder rubber compound to give quicker steering and handling response. They do have good dry traction and sometimes wet traction. They do not have ice and snow traction.

Recently, as in two years ago, vehicle manufacturers have been urged by government to make vehicles more fuel efficient. In turn they asked tire manufacturers to produce tires to assist in achieving this. The result is yes they get better fuel economy; but, it takes twice as long in distance for vehicle to stop; because, the rubber compound is harder.

I never speak **All Season** or **M & S**. I've always disliked the term **M & S**, which all passenger and light truck tires have molded on the sidewall. **M** stands for mud and **S** stands for snow. What is good in the mud isn't good in snow and vice-versa. Again all passenger and light truck tires have this sported on the sidewall. Tires designed for mud have no siping (cuts in tread); so, the tread doesn't hold the mud. Winter tires should have special winter tread compound (remains pliable below freezing temperatures and is siped to hold snow for

snow on snow traction. Winter tires will not last as long or handle (tread squirm from siping) as well as summer tires in the summer. Summer tires are tested in 1 inch of water in Georgia and Texas to obtain traction rating for UTQG (Uniform Tread Quality Grading), which is required by government but not managed or controlled by government or any organization. This rating grades treadwear (how long the tire should last), traction and temperature (tire's ability to dissipate heat). Winter tires aren't required to have this rating; because, they're designed for traction only.

I would also like to note that some studdable tires, such as Hankook I-Pike are manufactured with carbon black (summer compound). This tire does have the severe service emblem and if it were driven on in the summer without studs the tire will be fine. It has summer compound.

Michelin and BF Goodrich have summer tires that have the appearance of severe service emblem; but, it isn't **the** emblem. Unfortunately, another marketing ploy to deceive consumers, just like **M & S**.

The only thing I have to say about **All Season/All Terrain** tires is they work well in the summer time or in the southern states.

It was said on Tuesday, "We like to follow what other states have done". Alaska resides in an Arctic/Nordic climate which is absolutely associated with winter. This is why winter tires are made. The tire tread keeps the vehicle on the road.

One additional item that troubles me, everyone talks about the one vehicle that drives on summer tires in the winter. What about all the other vehicles that are surrounding them as they drive (slide) around?

Best regards,

Rich LaMar
General Manager
Johnson's Tire Service

Rebecca Rooney

From: Kelly Gaede [kgaede@jtsllc.com]
Sent: Thursday, February 18, 2010 4:50 PM
To: Rep. Peggy Wilson
Cc: Rep. John Harris
Subject: HB-322... Winter tire legislation...

Dear Rep. Wilson,

I just wanted to drop you line thanking you for hearing some of information regarding Rep. Harris' Bill involving winter tire legislation for Alaska. We thought the amount of time given to this issue was excellent and we greatly appreciate the committee's time and interest in this important issue impacting so many Alaskans. I also wanted to take this opportunity to clarify and expand on a few points of interest made during Tuesday's hearing.

We cannot emphasize enough that this bill is **not** asking for Alaskans to own two sets of tires. We are stressing the importance of a tire suitable to handle **all** winter time conditions during winter time months. With the incredible technical advancements with-in the tire industry over the past 20 years; manufacturers have created products that can for the first time provide safety during all four seasons. They've produced tires that now perform at the level of a world class winter tire and still provide a smooth comfortable and long lasting ride in the summer. There are several manufactures' that currently have tires that meet this category; all of which have the SEVER SERVICE EMBLEM designating them suitable for winter time use. **Alaskans can still own one set of tires.** It should also be noted that Alaskans will now have nearly 5 years in which to prepare for this legislation based on the amendments made to the bill.

It was also our understanding that some of the Representatives may have been under the impression that the information we provided was from tire manufactures. With regards to the statistical numbers involving accidents, cost savings to Alaskans as well as Federal and State level government's savings, this information was taken directly from **Socio-Economic Effects of Studs in Alaska - University of Alaska Anchorage, School of Engineering, 2004** study and was referenced as a source in the presentation give Tuesday, February 16th, 2010. I have attached a link below that has the entire study available to you for your reading. There was also a statement made by Rep. Gruenberg encouraging the DOT to provide information regarding its own statistics and safety facts. The information the DOT has regarding winter tires safety and specifically studded winter tires is very old. To this day the DOT continues to reference data from its 1972 studded winter tires tests and the impact regarding studding safety, performance and road wear implications. To say this information is antiquated and obsolete is an understatement; although the DOT is able to provide tremendous amounts of up to date and significant data on a myriad of other issues, winter tire performance and safety advancements is not one of them.

The seatbelt law was referenced several times during the hearing and the point was made about the financial impact to Alaskans. One law that was not mentioned is the mandatory use of child car seats. I am sure this bill was passed into law with little opposition; we see HB 322 – winter tire legislation far more reaching and impactful to the positive than car seat usage because it **will protect everyone in the vehicle.** HB – 322 should not be looked at any differently. We protect drives on multiple levels; from drivers' license tests, car insurance, seat belts and child car seats. HB - 322 should not be looked at any differently. It should also be mentioned that owning a car or any vehicle for that matter in the United States is a privilege and not a right so government involvement is sometimes necessary.

Rep. Wilson, I believe it was you who asked me the question regarding winter tire legislation in other states which should be clarified. Although there are no states that require winter tires state wide, several states do mandate winter tire use or the use of chains on tires in mountains areas and passes as well as highways that get an extraordinary amount of snow and ice; Washington, Colorado, Utah and Idaho to name a few. These states snowfall levels and coverage pale in comparison to Alaska's because of its latitudinal position globally. Alaska would not be the first state to mandate the use of winters in the United States so to speak. However it would be the first to cover the majority of the populated areas of a state which in our case is a safety necessity.

I hope this explains in a little more detail our feeling regarding this very important issue involving Alaskans. If there is anything else we can provide to you, please do not hesitate to contact us.

Thank you again and best regards,

Kelly Gaede,
President, JTSLLC

Rebecca Rooney

From: montana kid hammer [montanakidhammer@yahoo.com]
Sent: Saturday, February 20, 2010 2:03 PM
To: Rep. Scott Kawasaki
Cc: Rep. John Harris; Rep. Peggy Wilson; Rep. Mike Doogan; Rep. Tammie Wilson
Subject: RE: HB 322 Winter Tires!

Scott,

My many thanks for your support as too to HB 322.

You have a perspective as to the body of legislators that I do not, being there in that body with them. I am trying to come to know as many of them personally as I am able so I may better appreciate your (an their) perspective, concurrent. You are right to ask and I shall attempt my best effort, if I have been too harsh, and be a better man-of-manners and apologize to Mike, John and Peggy, yes.

I am no master of representative governing by any stretch of the imagination, nor am I a 'perfect one', oh far from. I know that where I have served in leadership, or seats of responsibility in local communities over the years in many places, I have always used the constitution/by laws (National or organizational internal) as first purview to service of others. I simply fail to see sufficiently or understand where House Bills like 322 or 357 do the same to serve the whole citizenry, or service and honor our State Constitution unto the people. I do see the term 'safety' batted around as a by-word for self-service or other far lesser causes that attend to the greater injury of common sense Common Law and citizen's civic rights. Sometimes a bit too often for my personal comfort. Thus my frustration flairs and sometimes unfairly so, yet two wrongs don't make a right, so I shall work to make right, properly. You are very correct about the other pieces of legislation related to our State Constitution's mandates of and to energy issues, and I am aware of these. Please read my 'tag line' below as it tells you, baseline, much about me.

Juneau is too far away from the people and handicaps the same too heavily, but you know this too. Yes, I will always be in touch with you and a host more of our legislators of both houses, thank you.

Thanks, with apologies all, Scott

Neil Wetherington,
Fairbanks

By this Justice is established Forever for all: *Do all you have agreed to do. Do not encroach on other persons or their property. Also, "It is the right and the duty of the people to at all times be armed." Thomas Jefferson*

--- On Sat, 2/20/10, Rep. Scott Kawasaki <Representative_Scott_Kawasaki@legis.state.ak.us> wrote:

From: Rep. Scott Kawasaki <Representative_Scott_Kawasaki@legis.state.ak.us>
Subject: RE: HB 322 Winter Tires!
To: "montana kid hammer" <montanakidhammer@yahoo.com>
Date: Saturday, February 20, 2010, 11:05 AM

Neil...this came to my junk mail box, so I wasn't able to respond.

I am opposed to the bill and I don't think it has a chance of moving this session. I will fight it if it comes to the floor. I am on your side on this issue.

--- With that said, I think you owe an apology to those members of the legislature. They are very hard workers and two or three people with whom you disagree should taint the entire legislature. There are dozens of members here working on oil and gas legislation, susitina dam and trying to get out of here early.

I can appreciate that you are angry with some of the issues we tackle. That is the process. Please consider apologizing to those members. Keep in touch if I can help you in the future....sjk

Working Hard for Fairbanks Families

Representative Scott Kawasaki

Alaska State House • District 9 • Fairbanks

State Capitol Rm 428

Juneau, Alaska 99801

907.465.3466

http://www.akdemocrats.org/index.php?con_id=31

From: montana kid hammer [mailto:montanakidhammer@yahoo.com]

Sent: Tuesday, February 16, 2010 5:50 PM

To: Rep. John Harris

Cc: Rep. Mike Kelly; Rep. Tammie Wilson; Rep. Peggy Wilson; Rep. Scott Kawasaki

Subject: HB 322 Winter Tires!

John,

Are you on DRUGS!?! Stop this B^ll Sh%& with HB 322, winter tire legislation. Stop this crap RIGHT NOW. Peggy Wilson is rapidly proving to be an **idiot** and tire industry suck up at the state transportation committee it sorely appears, and I am truly tired of being 'babysat' by this foolish legislature. You all can't seem to door fix what we tell you, so you go off and invent 'stupidity' socialist style. Kill this bill and do it NOW! My tires will have 'snowflakes' on them when we are in HELL! I do not live in a 'nanny state' and don't you ever forget it! Be glad you are hiding in Juneau today.

I pray you understand me good on this one. Thank you for your support. Let us stop this stupidity now. Thank you.

Neil Wetherington,
Farmers Loop Road, Fairbanks

P.S.- Mike and Tammie and others, please help these legislators learn to stay out of our lives by curtailing this kind of nonsense. How about getting us energy and cheaper electricity in Fairbanks, and Daylight Savings Time. Not with cell phone bands and snowflake tires. Keep me posted, please.

By this Justice is established Forever for all: *Do all you have agreed to do. Do not encroach on other persons or their property. Also, "It is the right and the duty of the people to at all times be armed."* Thomas Jefferson

Rebecca Rooney

From: Tina McGraw [tina.mcgraw@northstar.k12.ak.us]
Sent: Wednesday, February 17, 2010 9:46 AM
To: Rep. Scott Kawasaki; Rep. Jay Ramras; Rep. Peggy Wilson; Rep. David Guttenberg; Rep. Mike Kelly; Rep. Tammie Wilson
Cc: Mike Patrick McGraw; Kitty Redmon

Dear Legislators and Representatives,

Please take a look at the response to the story about proposed legislation requiring studded tires for Alaskans, it is not a good bill and NOT supported by your constituents. Feel free to contact me if you have any further questions.

http://newsminer.com/view/full_story/6376818/article-Alaska-Legislature-considers-making-snow-tires-mandatory?instance=home_news_window_left_top_2#cb_post_comment_6376818

Thank you for your consideration,

Tina McGraw
4687 Amherst Drive
Fairbanks, AK 99709
907-452-3001 (Home, call after 5pm)
aka "AKgranny" resident of AK for over 41 years

ccs: Please join me in letting our reps know how we feel about this proposed bill.

Rebecca Rooney

From: Powell, Justin C. [Justin.Powell@acsalaska.com]
Sent: Wednesday, February 17, 2010 10:37 AM
To: Rep. Peggy Wilson
Subject: Winter tires

You have no right to legislate what kind of tires I have to buy at \$1000 a set.

Why don't you do something useful for a change life solving the energy crisis and finding a solution to the impending bankruptcy of the state when oil production drops to a level that will reduce the states budget to a fraction of what it is today!

Seriously, we have real problems in this state and this is what you people are wasting time on?

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ACS

Rebecca Rooney

From: David Akin [dave_in_ak120@yahoo.com]
Sent: Wednesday, February 17, 2010 11:35 AM
To: Rep. Peggy Wilson
Subject: HB322

Mrs. Wilson,

I'm writing to voice my opposition to the proposed legislation requiring that drivers equip their vehicles with winter tires, contained in HB322. This type of legislation is an obvious attempt to micro-manage the lives of ordinary citizens. Safe winter travel can be accomplished by adjusting ones driving to the conditions (which is already required by law) without the use of special equipment (specifically winter tires). I would like to urge and request that you oppose this legislation and urge your constituents (in the legislature) to do so also. Thank you..

David Akin
7184 Westerlund St.
Salcha,AK 99714

Rebecca Rooney

From: Scott Brandon [scott.art@me.com]
Sent: Wednesday, February 17, 2010 12:20 PM
To: Rep. Peggy Wilson
Subject: Fwd: Mandatory Snow Tires (No Way)

Peggy - I've been using regular all terrain tires for 30 years in Fairbanks and see no reason for mandatory snow tires. The only problem with winter driving are the idiots that drive too fast for road conditions!

STOP Cell Phone use in cars.

BLOCK mandatory Snow Tires.

Scott Brandon
Fairbanks
scott.art@me.com

Scott Brandon
scott.art@me.com

Scott Brandon
scott.art@me.com

Scott Brandon
scott.art@me.com

Rebecca Rooney

From: splash [splash@zsplash.com]
Sent: Wednesday, February 17, 2010 12:49 PM
To: Splash
Subject: HB 332 - re: mandatory winter tires.... Vote NO

I read about this proposed bill on the News Miner website.

I urge you to vote against this bill. As a life-long Alaskan and careful driver, I believe we are each responsible for ourselves and our own driving, and that it should be my decision whether or not I invest in special winter tires. It should not become a legal requirement to drive in Alaska in the winter.

We do not need government intervention everywhere. Let's encourage common sense!

Thank you.

Susan Thorgaard

Rebecca Rooney

From: Chad Pendley [ChadPendley@PDCENG.US]
Sent: Wednesday, February 17, 2010 3:52 PM
To: Rep. Scott Kawasaki; Rep. Jay Ramras; Rep. Peggy Wilson; Rep. David Guttenberg; Rep. Mike Kelly; Rep. Tammie Wilson
Subject: no to rubber laws

I would like to voice my opposition to the possibility of rubber law (mandatory snow/winter/seasonal tires). I am strongly against making a law that forces folks to line the pockets of others.

Do not vote for the rubber law, I won't if presented to the public.

Thank you,
Chad Pendley

Chad Pendley
Systems Administrator

PDC Inc. Engineers
Planning Design Construction

1028 Aurora Drive | Fairbanks, Alaska 99709
v 907.452.1414 | f 907.456.2707 | www.pdceng.com

"Transforming Challenges into Solutions"

Rebecca Rooney

From: BLY [berg6115@gmail.com]
Sent: Wednesday, February 17, 2010 9:22 PM
To: Rep. Alan Austerman; Rep. Nancy Dahlstrom; Rep. Les Gara; Rep. John Harris; Rep. Craig Johnson; Rep. Beth Kerttula; Rep. Kurt Olson; Rep. Bill Stoltze; Rep. Bob Buch; Rep. Mike Doogan; Rep. Berta Gardner; Rep. Mike Hawker; Rep. Reggie Joule; Rep. Bob Lynn; Rep. Pete Petersen; Rep. Bill Thomas; Rep. Mike Chenault; Rep. Bryce Edgmon; Rep. Carl Gatto; Rep. Bob Herron; Rep. Scott Kawasaki; Rep. Charisse Millett; Rep. Jay Ramras; Rep. Chris Tuck; Rep. Sharon Cissna; Rep. Anna Fairclough; Rep. Max Gruenberg; Rep. Lindsey Holmes; Rep. Wes Keller; Rep. Cathy Munoz; Rep. Woodie Salmon; Rep. Peggy Wilson; Rep. Harry Crawford; Rep. Neal Foster; Rep. David Guttenberg; Rep. Kyle Johansen; Rep. Mike Kelly; Rep. Mark Neuman; Rep. Paul Seaton; Rep. Tammie Wilson
Cc: Sen. Con Bunde; Sen. Johnny Ellis; Sen. Lesil McGuire; Sen. Bert Stedman; Sen. John Coghil; Sen. Hollis French; Sen. Linda Menard; Sen. Gary Stevens; Sen. Bettye Davis; Sen. Lyman Hoffman; Sen. Kevin Meyer; Sen. Joe Thomas; Sen. Fred Dyson; Sen. Charlie Huggins; Sen. Donny Olson; Sen. Tom Wagoner; Sen. Dennis Egan; Sen. Albert Kookesh; Sen. Joe Paskvan; Sen. Bill Wielechowski
Subject: KILL HB322

I'd like to express my disappointment and disapproval for HB322. Shame on any legislature who supports or votes for this bill especially the legislators with an "R" behind their title! Republicans need to STOP taking our freedoms away by supporting new regulations. Don't you people know that the Tea Party movement is alive and well in Alaska and we are tired of you guys listening to lobbyist rather than your constituents!

The quote that "winter tires saves lives" is ludicrous! Save driving habits is what saves lives. A car (and its components) is a "tool" and like any tool, if you use it improperly accidents happen! SO DON'T BLAME THE TIRES. And how dare you assume everyone can afford a second set of tires!

There's also a statistics that no passengers in a car reduces car accidents. Are you going to ban passengers in a car? I implore you to kill this bill in committee and serve the people as the founding fathers intended.

Rebecca Rooney

From: James Haddox [jhaddox19@yahoo.com]
Sent: Wednesday, February 17, 2010 9:56 PM
To: Rep. Scott Kawasaki; Rep. Jay Ramras; Rep. Peggy Wilson; Rep. David Guttenberg; Rep. Mike Kelly; Rep. Tammie Wilson
Subject: HOUSE BILL NO. 322

To my elected representatives,

Vote "NO" to this ridiculous bill please. This does not have the support of the people and is unnecessary. Please reference the comment section of the Fairbanks Daily Newsminer that mentions this bill and you will see the overwhelmingly negative response it's received. I will be monitoring the outcome of this bill and person voting "YES" to it will automatically get a "NO" vote from me come reelection time. Thank you.

Mr. James C. Haddox

Rebecca Rooney

From: Timothy Merrymon [tmerrymon@me.com]
Sent: Wednesday, February 17, 2010 11:40 PM
To: Rep. Tammie Wilson; Rep. Mike Kelly; Rep. David Guttenberg; Rep. Peggy Wilson; Rep. Jay Ramras; Rep. Scott Kawasaki; Rep. John Harris
Subject: HB322

I'm writing in regards to the subject bill as reported in the Fairbanks Daily News Miner, 17-Feb online edition. I state, respectfully, that as our elected representatives, you have more important matters to consider than whether or not you need to mandate Alaskans to drive on winter tires. Here are my reasons for this:

1. Drivers, irregardless of the rubber on their rims, need to drive in a way that reflects the road conditions. I personally have winter tires on a sedan and I ran off the road just last week traveling between Fairbanks and Delta Junction even though I took the precaution of weighting the rear end (it's rear wheel drive) to ensure I had traction. Conversely I have standard all weather radials on the family Suburban which has never had a problem and doesn't carry any weight in the rear. The question arises that if this law passes and we still see people running off the road and fatalities are we going to have you mandating that we drive 4-wheel drive vehicles with winter tires during the winter? Where does it stop after that?
2. The mandating of winter tires on many families will cause an undue hardship on them as they try and comply with the law. The last time I bought tires for a 1/4 ton 4-wheel drive, I was looking between \$500 and \$750 for 5 tires. You're still looking in excess of \$500 for a sedan and you need the 5 tires because what happens if you end up with a flat and need to change it? You are basing your legislation on winter tires have better traction therefore, a family will need the spare tire to be the same winter tread or you lose the traction option. Then it is stated by the tire companies (those you had testify) that it is bad to keep changing the rims on tires. Therefore you have families being "pressured" into buying rims for these 5 winter tires so they don't have to change the rims and can do the job in the driveway. That's easily another \$500 to \$1,000 for a single car. I conclude that for a two car family they could possibly be looking at a bill of \$2,750 bill (assuming the median price listed above for tires and rims). Are you willing to force this on your constituents in these times?
3. Finally, where does personal responsibility start in these days? At some point it's up to the individual driver to understand their ability to drive, the ability of their vehicle (and tires) to handle different road conditions, and to drive defensively given the traffic, other drivers, and the weather. No matter how much you legislate (tires, 4-wheel drive vehicles, seatbelts, speed limit, etc) there will be accidents and fatalities. That is a simple conclusion from the fact that you are driving a 2+ ton vehicle down the road with other similar and larger vehicles driving around you. Let's let people start taking responsibility for their own actions.

In conclusion, with all due respect, I submit that you have more important things to do than to determine whether or not Alaskans would be safer with winter tires in the winter or not. As a constituent of Representative Harris and a former resident of the Fairbanks North Star Borough, I submit to you all to let this bill die in committee or outright pull it off the list.

Respectfully,

Timothy Merrymon
Delta Junction
(907) 388-5304

HB322 – An Act Relating to Winter Tires

Proposed Amendments

Amendment #1

Page 1, line 11

After the word “studs.” insert a new subsection to read:

(c) In this section, “Highway” means north of 60 North Latitude and exclusive of any road not connected to the Dalton, Parks, Richardson, Tok, Alaska, Glenn or Sterling Highways.

Passed

excludes SE.

Amendment #2

Page 1, line 5:

After the word “from” delete [December] and insert October

After the word “to” delete [March] and insert April

Passed

Amendment #3

Page 2, line 4:

After the word “effect” delete [December] and insert October

December 15, 2011 & insert

*Passed
151
2014.*