

PRELIMINARY STAFF MEASURE SUMMARY**CARRIER:**

House Committee on Transportation & Economic Development

REVENUE: No revenue impact**FISCAL: Fiscal statement issued****SUBSEQUENT REFERRAL TO: Ways and Means****Action:****Vote:****Yeas:****Nays:****Exc.:****Prepared By:** Troy Rayburn, Administrator**Meeting Dates:** 3/6, 4/17

WHAT THE MEASURE DOES: Requires permit for operation of motor vehicle with studded tires. Specifies how the Oregon Department of Transportation (Department) is to determine cost of permit. Authorizes Department to biennially assess the financial damage to highways attributable to the use of studded and retractable tires divided by the number of motor vehicles registered in Oregon that use studded tires in order to determine cost of permit. Requires moneys collected by the Department for studded tire permits to be deposited in the State Highway Fund for use in the repair of highways damaged by studded and retractable tires. Creates traffic offense for motor vehicle with studded tires without permit. Punishes by maximum fine of \$500. Establishes exemptions.

ISSUES DISCUSSED:

- Difference in issues and opinions regarding studded tires between residents east and west of the Cascade Mountain Range
- Modern technical advances in studded tires
- Need for an updated / contemporary study or report to ascertain both emerging and ongoing issues
- Lack of current information
- Administrative issues for Oregon Department of Transportation (ODOT)
- Concern for cost associated with undertaking another study
- How does the age of roads factor into the equation
- How does the quality of the pavement / concrete factor into needed considerations
- Summary of what other states are doing
- Cost of repairing roads / highways due to damage caused by studded tires
- Other transportation projects could be funded if moneys were not spent of repairing roads / highways damaged by studded tire use
- Regulation of studded tires that are purchased on-line and used by out-of-state vehicles
- User fee system equates to fairness / for example, fish and hunting licenses, and camping permits
- Need for annual fee / not one-time fee
- From a performance level, are snow tires better than studded tires? Use of studded tires and other types of traction tires / devices during the winter driving season and regional variations in use
- Cost information as it pertains to studded tires: within a ten (10) year block of time, studded tire costs have decreased or increased due to ... (?) Another point noted is how new technology plays into the cost equation.

EFFECT OF COMMITTEE AMENDMENT: The -4 amendments replace the original text of the measure with a framework for an updated report or study on studded tires by the Oregon Department of Transportation and narrows the scope of “social, economic, and environmental impacts of banning studded tires” and requires the Department to study and report on: (j) the anticipated annual cost of alternative measures that road authorities may implement to maintain safe driving conditions as a result of a ban on studded tires; (k) a review of recent studies conducted in other states

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This summary has not been adopted or officially endorsed by action of the committee.

regarding the frequency of crashes as a result of a ban on studded tires and the costs associated with the increase or reduction in frequency. The “social, economic, environmental” language is gone.

BACKGROUND: Proponents, primarily in the Cascade Mountain region and eastern Oregon, believe studded tires are essential to safety while driving the long distance between destinations.

Opponents believe studded tires should be regulated or banned because of the damage caused to public highways and road systems and are frustrated with the associated cost to the public at large for continual repairs.

The Oregon Department of Transportation (Department) attempted to quantify costs to damaged highways and road systems in 2000. Its research estimated that studded tires caused approximately \$40 million to \$50 million a year in damage. The Department spends roughly \$11 million a year repairing damaged roads by repaving.

Research shows studs are more efficient than all-weather tires on icy roads, but less effective on packed snow or any other condition because the metal prongs actually reduce traction between the road and tire.

There have been advances in tire technology over the past seven to 10 years. Several tire manufacturers have brought new technology to the market that some believe surpasses the results of nearly every studded tire and include: 3-D sipping, rubber compounds that get more grip the colder it gets, and Silica glass embedded in the rubber.