

**FISCAL IMPACT OF PROPOSED LEGISLATION**

**Measure: HB 2277 A**

Seventy-Seventh Oregon Legislative Assembly – 2013 Regular Session  
Legislative Fiscal Office

*Only Impacts on Original or Engrossed  
Versions are Considered Official*

Prepared by: Tim Walker  
Reviewed by: Linda Gilbert  
Date: 04/19/2013

**Measure Description:**

Requires permit for operation of motor vehicle with studded tires.

**Government Unit(s) Affected:**

Oregon Department of Transportation (ODOT)

**Summary of Expenditure Impact:**

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	<b>2013-15 Biennium</b>	<b>2015-17 Biennium</b>
General Fund		
Lottery Funds		
Other Funds	221,000	
Federal Funds		
<b>Total Funds</b>	<b>\$221,000</b>	<b>\$0</b>

**Local Government Mandate:**

This bill does not affect local governments' service levels or shared revenues sufficient to trigger Section 15, Article XI of the Oregon Constitution.

**Analysis:** This bill would require the Oregon Department of Transportation (ODOT) to submit a report on the impact of the use of studded tires on the cost of maintaining highways. The -4 amendment narrows the scope of the environmental portion of the report and expands other aspects of the report.

ODOT would contract for the study and anticipates that contractor would charge approximately \$210,000 for the study and the additional costs would be ODOT's time for contract management, review and oversight.

REVENUE: No revenue impact

FISCAL: Fiscal statement issued

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<b>Action:</b>	Do Pass as Amended and Be Printed Engrossed and Be Referred to the Committee on Ways and Means by Prior Reference
<b>Vote:</b>	8 - 2 - 0
<b>Yeas:</b>	Bentz, Davis, Doherty, Gorsek, Lively, McKeown, Nathanson, Read
<b>Nays:</b>	Cameron, Parrish
<b>Exc.:</b>	0
<b>Prepared By:</b>	Troy Rayburn, Administrator
<b>Meeting Dates:</b>	3/6, 4/17

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**WHAT THE MEASURE DOES:** Replaces the original text of the measure with -4 amendments that provide a framework for an updated 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

**ISSUES DISCUSSED:**

- Difference in issues and opinions 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 studded tire use impact
- 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 versus one-time fee
- Performance of snow tires, studded tires and other traction devices in various winter-weather conditions in different regions of the state
- Cost of using inadequate or ineffective traction devices and other safety issues
- Cost of studded tire use in the last ten years has changed, partly due to advances in technology

**EFFECT OF COMMITTEE AMENDMENT:** The adopted -4 amendments replace the original text of the measure.

**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.