

REVENUE: No revenue impact

FISCAL: Fiscal statement issued

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

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, 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 study or report to ascertain both emerging and ongoing issues
- Administrative issues and cost of study to Oregon Department of Transportation (ODOT)
- 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 studded tire damage was mitigated
- 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.

4/22/2013 11:35:00 AM

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