



Support SB24-100: Commercial Vehicle Highway Safety Measures

Sponsors: Sen. Roberts, Sen. Will, Rep. Velasco, Rep. Taggart

Supporters: CDOT, Colorado State Patrol, the I-70 Coalition, the Colorado Association of Chiefs of Police, Colorado Ski Country USA, CCAT, and the Vail Valley Partnership.

Chain-Carrying Requirements

SB24-100 contains a variety of safety measures related to commercial motor vehicles (CMVs) that CDOT and Colorado State Patrol have identified as critical provisions to keep Colorado drivers safe. The first provision is the expansion of the Geographic expansion of chain carrying requirements. Since the passage of HB19-1207, Commercial Vehicles have been required to carry chains on from Dotsero to Morrison between September and May. SB24-100 updates this geographic boundary to include all of I-70 West of Morrison and all several other key state highways.

On the I-70 Corridor, from 2017-2022, CDOT recorded 2,163 crashes, 1,016 involving CMVs. While CMVs only represent about 7.4% of traffic, they accounted for more than 52% of the incidents. Of those incidents, 354 involved trucks failing to chain up. CMV incidents typically take nearly twice the time to clear as passenger vehicle incidents, resulting in exponential impacts and delays.

HB19-1207 was a critical first step in bolstering a chain-carrying culture in Colorado. Still, CDOT staff and State Patrol officers continue to witness unchained CMVs when chain law is in place. These issues persist beyond the I-70 corridor. From July 2020 to June 2023 Chain Law has gone into effect:

- 225 Times on Vail Pass, Interstate 70
- 199 Times on Red Mountain Pass, US 550
- 159 Times on Monarch Pass, US 50
- 148 Times on Molas Pass, US 550
- 88 Times on Blue Mesa Pass, US 50
- 81 Times on Wolf Creek Pass, US 160
- 80 Times on Cero Pass, US 50
- 78 Times on Kenosha Pass, US 285

SB 100 aims to expand Colorado's chain-carrying requirements to other key corridors utilized by CMV drivers throughout Western Colorado. The new requirements communicate that drivers must come prepared when driving throughout the Western Slope, as chain-up requirements can go into effect any time during inclement weather. A universal chain carrying requirement for CMVs has been established in Washington, Montana, British Columbia, and thirteen European countries in mountainous regions. Oregon has adopted a partial requirement. Colorado has more treacherous mountain passes than many of these areas and SB 100 helps close the gap.

I-70 Left Lane Restrictions

SB24-100 codifies and expands existing no-pass zones for CMVs on I-70. The bill would require CMVs over 16,001 GVRM to stay in the right lane on Vail Pass, the Eisenhower Johnson Memorial Tunnel Grade, Georgetown Hill, Glenwood Canyon, Floyd Hill, and Dowd Junction. These areas have the highest rates of CMV crashes along the corridor.

Other Provisions in the Bill

- **Double fines for Speeding Trucks in Glenwood Canyon:** The bill allows CDOT to establish a heightened speed limit enforcement zones on I-70 eastbound from milepost 116.0 to milepost 131.0.
- **Study of New Chain Stations:** Requires CDOT's Freight Mobility and Safety Branch to study the feasibility of funding additional locations of chain-up stations.
- **Port of Entry Officer Powers:** Ensures that a port of entry officer has all the powers of a peace officer when enforcing highway closures and the state's winter traction device law.

Please Vote Yes on SB24-100