

Senate Finance  
 05/10/2021 01:30 PM  
 SB21-260 Sustainability Of The Transportation System  
 Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
Paulla Tillman Against Self	<p>To whom it may concern:</p> <p>I am opposed to adding any fees, taxes and any version of a fee and/or tax that puts more of a financial burden on those of us who live on a limited income without voter approval. My mom is 84 years old and she depends on a senior citizen transportation company to get here back and forth to physical therapy. By adding any fee or tax she will have to pay more to the transportation company. She already has to pull money from her depleting savings account just to take care of her basic needs. Let Coloradans vote if we want higher fees and/or taxes. Oh wait a minute you did that on the gas and oil and totally ignored Coloradans wishes and ban fracking anyways.</p> <p>This is not a hardship on you politicians who use tax payers money to live on but it is a hardship for us to pay more in fees and taxes plus pay for your living expenses.</p> <p>Let freedom ring and let Coloradans voices be heard, LET US VOTE!</p> <p>Respectfully,</p> <p>Paulla Tillman</p>
Alan Harris Against Self	<p>The current inflation affects everyone but particularly those on fixed income. Raising the cost of fuel is contraindicated in this circumstance as it will only raise the price not only of fuel but of everthing delivered by commercial transportation. This punitive bill should be defeated.</p> <p>Electric vehicles are not the panacea this ill conceived bill touts them to be. Consider that the batteries depend on rare earth components produced almost exclusively in China by earth damaging mining, shipped from China in boats powered by conventional fuel and at the end of their useful life must be disposed of as toxic waste which is difficult to do safely. Moreover, the electricity to power them is derived from coal or gas fired power plants for the most part as Colorado no longer has a nuclear plant to my knowledge. This increased need for power generation shifts the air pollutants from vehicle tail pipe to power plant chimney. It's another example of symbolism over substance.</p> <p>To add insult to injury, Sections 9,32,42 and 51 repeal the requirement of ballot approval for issuance of transportation revenue notes, circumventing the will of the citizenry. This is elitism at its best and contrary to the expressed will of the voters.</p>
Janice Brown	Dear Senate Finance Committee Members,

<p>For Self</p>	<p>I am writing in support of SB-21-260, the Sustainability of the Transportation System legislation. Colorado needs this legislation to support our transportation infrastructure since the gas tax is no longer able to cover the costs due to the increase in vehicle energy efficiency including the use of hybrid and electric vehicles.</p> <p>The bill would set new fees on motorists purchasing gas and diesel fuel, and also add additional costs to deliveries, rideshare trips and electric vehicle registrations. The fees would raise about \$3.8 billion over the next decade and, paired with an infusion of the legislature’s general fund, contribute more than \$5 billion on spending.</p> <p>Gas and diesel fuel fees would start at 2 cents per gallon starting in July 2022 and increase 1 cent every year up to 8 cents. The delivery fee will be 27 cents. The additional fee to the existing \$50 charge for electric vehicle owners would be increased by a range of \$55 to \$159. The total general fund contribution would rise to \$1.5 billion from \$1.2 billion with the total dollars in the plan increasing to \$5.3 billion from \$5 billion. Additionally, \$2.5 million would be set aside for Front Range rail. There is different legislation planned for a high speed passenger rail system.</p> <p>The legislation does not specify who gets the money but is meant as a multi-modal transportation system for anything other than single use vehicles.</p> <p>This bill also has bipartisan support as it is sponsored by Senators Fenberg and Winter, as well as Representatives Garnett and Gray and is also supported by Senator Kevin Priola and Mayor John Suthers.</p> <p>Colorado needs SB-21-260 to upgrade our transportation system for now and into the future. Please vote in favor of SB-21-260! Thank you for your consideration! Janice Brown Retired critical care RN Englewood, CO</p>
<p>Carol Waller Against Self</p>	<p>This bill violates the intent of recently passed Proposition 117. It goes against the will of Colorado voters who have repeatedly demanded that lawmakers ask voters to approve any substantial tax increase, even if it is disguised as a fee. The legislature needs to prioritize fixing our roads within its current budget and not impose a wish list of green energy projects on the state at a time when most households have not yet recovered from the negative economic impact of the pandemic on their lives. These fees are unaffordable and if you truly represent the voters of Colorado, you will oppose this unsupported tax.</p>
<p>Richard Savage Against</p>	<p>10 May 2021</p>

Self	<p>Honorable Senators and Representatives, Staff, and fellow citizens -</p> <p>I am Richard C. Savage, a meteorologist; my doctoral research was in radiative transfer, that is, the propagation of electromagnetic radiation through the atmosphere. I am retired from the US Air Force and from Hughes Aircraft Company. I understand the "greenhouse effect" pretty well; it's a benefit to humanity, not a problem.</p> <p>I am writing to testify against SB 21-260, because it is a TOTALLY UNNECESSARY RESTRICTION OF OUR CITIZENS' FREEDOM AND RESOURCES. The bill says it is for "sustainability of the transportation system." This is a misguided perversion of climate science, pretending to reduce or minimize some harmful impact upon the Earth's climate by the transportation systems we citizens depend upon for work and recreation. There is no such harmful impact. I can demonstrate, using the formulations of the Intergovernmental Panel on Climate Change (IPCC) that, even if the carbon dioxide (CO2) content of the atmosphere were to double, to approximately 800 parts per million by volume (ppmv), the resulting additional warming would be a mere 1.5 deg F. This is much less than the 1.5 deg Celsius (by a factor of two) the IPCC considers safe.</p> <p>I'm merely telling you what a distinguished scientist, Dr. Stephen Koonin, formerly chief scientist of the Obama Energy Department, has said in his new book, "Unsettled". Dr. Koonin says that the climate has changed, but nobody knows why: human influence, or natural change (as often in the past, long before industrial influence).</p> <p>A thousand years ago, Norse settlers grew crops and raised cattle in Greenland. No one is doing that today, it's too cold. It was warmer a thousand years ago than it is now; no harm came to the world as a result.</p> <p>Please stop, Senators, messing with our lives and our economy for the sake of some climatic variation you, and we, know nothing about. PLEASE PAY ATTENTION TO REAL SCIENTISTS, SUCH AS DR. KOONIN AND MYSELF, INSTEAD OF CRACKPOT POLITICIANS LIKE OCASIO-CORTEZ.</p> <p>Thank you.</p>
Jack Hamm Against Self	<p>Quite simply, taxpayers cannot afford any additional taxes during the uncertain economic times we are now experiencing. And, many of the uses for monies that might be thus collected are designed to promote certain political agendas and/or are punitive to taxpayers that do not support such agendas. Such matters should be decided by a direct vote of the People. Thank you for listening.</p>
Kelly Seitz Against	<p>Increased costs, brought about by high gas taxes, decreases the amount of a products consumed. Basic economics says that no matter the size of the</p>

<p>Self</p>	<p>increased cost, it forces some purchasers out of the market. As we have seen, the gas tax in the long run is entirely passed onto the consumers and currently the effective tax rate on a gallon of gas is around 25%. This effects Colorado broadly and to the poor and middle class. Houses in Colorado are built with onsite staff requiring driving to deliver products and labor. This will further increase the incredible increase we have already seen this year to housing and will make homelessness a continued and growing problem, keeping homeownership out of reach for many.</p> <ul style="list-style-type: none"> <li>• For every 1 cent increase in the gas million are taken away from American consumers.</li> <li>• Gas tax hike serves as a negative stimulus.</li> <li>• Lower gas prices will actually increase government revenue because people more will drive more with lower prices. People then purchase more gas, and the per-gallon tax sends more money to the government.</li> <li>• States have raised their own taxes and funding to maintain roads in their areas. State spending on roads has tripled since 1984. At the same time, the population has only grown by one-third.</li> </ul>
<p>Gina Gregory Against Self</p>	<p>Thank you, Madam Chair and members of the committee.</p> <p>My name is Gina Gregory, from Colorado Springs. I am here in opposition to SB-21-260.</p> <p>I am a single parent of 3 active teen kids--2 of them still live at home with me, and one away at college. They my younger teens attend a small school, and are active in sports and in community involvement and volunteering. I also am a small business owner, and volunteer in our community.</p> <p>We live across town from our place of worship and from places my kids volunteer. I am the sole transporter for my children to and from school, and their various activities and church, and for work-related transportation, so the costs fall 100% to me. (Needless to say, our car gets a work-out each day!)</p> <p>On average, our family fills up our gas tank 3-5 times per week to meet all of our needs. We rarely travel, so we keep usage to a minimum. We are a frugal family making significantly lower than the state average, on only one income, and we're considered low-income. We responsibly watch every penny, because though we work very hard, our dollars and pennies are stretched thin.</p> <p>In the past year, and especially the past few months, we have seen our fuel costs nearly double what we've paid in the past--and that's just because of the increased costs at the pump, not because of increased usage. This significantly impacts our budget and sometimes pushed us over the edge. We have controlled usage, reducing it to the bare minimum</p>

	<p>when possible and practical, and we believe we have the usage as low as it can go. We don't see any current opportunities to reduce usage to control the cost for our family.</p> <p>As I and my children have considered the proposed gas fee hikes in SB-21-260, we have become quite concerned. Any increases beyond what we have already borne would devastate our family! We cannot afford to bear these fees into our budget--especially coming off some financial setbacks faced by our family and business, both of whom have been hurt already by the pandemic.</p> <p>Families like ours, and even families a bit better off than ours, cannot absorb these proposed fees, nor can we absorb increases to the cost of goods and services we need, due to other fee increases imbedded in SB-21-260. We implore you, good committee members, to vote against this bill and help the faithful citizens of our state,</p> <p>Thank you, Madam Chair and committee members, for listening to my concerns on this matter which echo the concerns of others. Vote "no" on SB-21-260.</p>
<p>Timothy Douglas Against Self</p>	<p>I testify AGAINST passing Senate Bill 21-260 that will add billions of dollars in new fees. The United States and Colorado are some of the cleanest places on earth with pristine water and clean air in comparison to 95% of the world. I am AGAINST this bill as it gives taxpayer money to incentivize electric motors, tax gas and diesel fuels, mitigate greenhouse gases which are actual vital gases for green vegetation, and cause an exponential explosion in the cost of basic services like buying groceries, heating our homes, using our cars or buses, etc. Please do NOT pass this asinine bill that will make living in Colorado only more difficult when you consider the extremely high cost of housing. Thank you for your time.</p>
<p>Andrea Haitz Against Self</p>	<p>Thank you Madam Chair and members of the Committee for allowing me the opportunity to testify today. My name is Andrea Haitz and I live in Grand Junction Colorado. I'm here today to testify in opposition to SB21-260 because this is not the right time for a bill like this. We are coming out of a pandemic and I see young families to the elderly struggling to get back on their feet.</p> <p>Many of us on the Western Slope rely upon services for delivery, with a rise in the gas tax the cost of those services would increase. As a wife, and mother of 3 children and being self-employed, I've already seen an increase in our monthly expenses at the pump and with our grocery bill. Our monthly budget continues to increase, and we are working hard to save money. I also help my 87-year-old grandmother and she lives on a fixed income and she has her budget down to the penny.</p> <p>Additionally, I am a Realtor and I work with many first-time home buyers, with the way the current real estate market is many are struggling to achieve the dream of homeownership. They have saved up money for their down payment and yet many have told me that with the rise in costs</p>

	<p>this greatly concerns them that the increase in their monthly budget may push them out of the market.</p> <p>Now is not the time to impose any more taxes. We need to let people get back on their feet and let the dust settle. Or this needs to be put to a vote, so the citizens can express if they want this or not.</p> <p>Thank you Madam Chair and Members of the Committee for this opportunity. I humbly urge a NO vote on SB21-260 because now is not the time for a bill like this.</p>
George Gorishek Against Self	<p>Democrats- it's not nice to lie- we all know that "fees" and taxes are the same thing.</p> <p>According to the TABOR Amendment- the people of Colorado deserve the right to vote on tax increases.</p>
John DiMattia Amend Self	<p>I support the repair of roads and bridges, boosting multimodal options, and raising fees on gas, but I oppose highway expansions. Studies have shown time and again it's only a temporary fix until demand is induced back and it's at odds with Colorado's climate goals related to transportation.</p>
Nancy Steck Against Self	<p>Good day. While I understand the urgent need for mitigating climate change, I am also concerned about the excess financial burdens to the working poor, and the elderly and disabled on fixed incomes.</p> <p>If I could afford an electric vehicle I'd buy one. But I can't afford a used combustion engine vehicle. Will you subsidize electric vehicles for those who cannot afford them?</p> <p>I live in a semi-rural area. I already drive as little as possible, combine trips, schedule as many appointments for the same day as possible, etc. Whatever I can buy online, whatever I can buy locally, and save driving around for, I do so. I also have to get by on about \$1000/month. That's not "disposable" income, that's all income. I challenge any of you to get by on \$1000 for even a week these days. Do you have any public assistance vehicle programs to help the poor?</p> <p>I used to ride a bicycle most of the time but I don't have that ability anymore.</p> <p>I don't have any great ideas for resolving further economic inequities. Perhaps sliding scale fees on vehicle purchases, based on income not on the vehicle.</p> <p>Thanks for reading.</p>
Kenneth Ryerson Against Self	<ol style="list-style-type: none"> <li>1) This bill is circumventing the political process of allowing the people vote on tax increases. A fee is still a tax.</li> <li>2) Everything everyone in Colorado buys will cost more.</li> <li>3) Businesses that cannot pass on price increases will cot costs. Usually payroll.</li> <li>4) Why don't you pass a bill making government become more efficient and reduce its operating costs.</li> <li>5) If you reduce costs, taxes and fees, eventually you get more tax revenue. You know this to be true.</li> </ol>
Michael Sinclair Against	<p>Overspending. Please listen to us. Infrastructure needs to be paid for by private innovation and consumers directly. This amounts to</p>

Self	<p>exponentially damaging waste fraud and at the least mismanagement and detrimental to the working class most importantly.</p> <p>Love the end. The means do not justify the end I'm very sorry. Please listen. Limit the spending</p>
Dolores Benante Against Self	We do not need more taxes! Please vote no on this bill.
Jenifer Schulz Against Self	<p>With all the discussion on electric utilities and how we need to conserve energy, this bill makes absolutely no sense at all. Building electric charging stations cannot be a wise decision for Colorado. Raising taxes just to fund this idea is not a wise decision just because there is a group of people with the idea of electric cars and everyone should be forced into paying for it to happen. I am against this very unwise bill.</p>
Jamie Seitz Against Self	<p>Senate Bill 31-260 is another glaring abuse of tax paying Coloradans. Supply chain disruptions as well as rising fuel costs are contributing substantial cost increases through our national economy. It is unseemly and unethical to levy YET ANOTHER tax. It will contribute to the erosion of an economic expansion at the time it is needed most. How much confiscation do you think regular people can bare and why don't you serve the purpose of prosperity?</p>

From the Desk of  
**Jimmy Sengenberger**  
9944 E. Carolina Cir. #101  
Aurora, CO 80247

Members of the Senate Finance Committee:

As I am unable to testify personally against SB21-260 today, I wanted to provide written testimony for your consideration.

I am writing to you as a concerned Colorado resident, and as my testimony, I submit the enclosed printout of my April 13, 2021 column written for Colorado Politics which concerned what was then an anticipated bill. That bill has since been introduced as SB21-260; thus, its contents apply here today even though some specific details may have changed.


Please feel free to contact me if you should have any questions. Thank you very much for your consideration.

Sincerely,

*Jimmy Sengenberger*

Aurora, Colorado

# SENGENBERGER | Gas "fee" flunks legal laugh test

 coloradopolitics.com/opinion/sengenberger-gas-fee-flunks-legal-laugh-test/article\_a1338e60-9c1c-11eb-8886-7b2556d5afec.html

Jimmy Sengenberger

April 13, 2021

Let's be real: Colorado's roads suck. We're long overdue for improvements of our crumbling roads and bridges; in some places, expansions or new construction are necessary. But as with anything government does, you have to pay for it somehow.

Leading Democratic legislators are gearing up to drive a sweeping, \$4 billion transportation bill. Reports indicate the expenditures will likely span an 11-year period, with over 60% going to road improvement projects, roughly 20% for electric vehicle subsidies and recharging stations, and around 16 percent to transit (i.e., light rail), sidewalks and bike paths.

The plan will be financed in part through available federal stimulus money (\$430 million) and \$112 million per year from the general fund. Significantly, the bill will institute several new, so-called "fees" for us to pay beginning July 2022:

- A new gas "fee" of 2 cents per gallon, climbing to 8 cents in 2028.
- Another new 30-cent "fee" on every Uber and Lyft ride you take, with future increases tied to inflation.
- Another new 25-cent "fee" on deliveries — every Amazon package, UPS shipment or DoorDash order you make.
- Another new 6-cent-a-gallon "fee" on diesel fuel, up to 8 cents in 2026
- Yet another "fee" of \$9 annually for electric vehicles, rising to \$90 by 2031 (ensuring electric vehicle drivers don't get passed by)

It's hard to see what makes this fancy new gas "fee" any different from the gas tax we already pay. If we're being honest, the only real distinction is that, by calling it a "fee," politicians don't have to ask their constituents to vote on it. It's a runaround of the Taxpayer's Bill of Rights, or TABOR, which constitutionally mandates that Coloradans vote on new taxes or tax increases.

Democrats know voters won't approve a gas tax hike, or a new tax on delivery services or ridesharing rides, so instead they'll manufacture a new "fee" without ever pitching the idea to us.

Unfortunately, the Colorado Supreme Court has previously let this slide. The court upheld similar taxes if the politicians simply call them "fees." That whole vote-of-the-people thing is such a quaint notion, you see. We can just let legislators bypass our Taxpayer's Bill of Rights and not worry about such a thing.

Even with the Supreme Court endorsing this circumvention, there are some big problems this go-around. For example, Proposition 117, passed by Colorado voters last year, empowers the people to approve all new enterprise funds financed by fees. While it doesn't mandate a vote on all fees, Prop 117 was a strong statement that Coloradans think calling a revenue measure a "fee" shouldn't exempt it from voter approval.

Just as SB19-181 — the massive and destructive oil and gas bill — was an affront to voters' resounding disapproval of Proposition 112 (regarding development setbacks) in 2018, so, too, is this plan an affront to Colorado voters' intent with fees *and* TABOR. The gas "fee," though, is quite unconstitutional — even under Supreme Court precedent.

The court has ruled that legislators may impose a fee if the primary purpose "is to finance a particular service utilized by those who must pay the charge." But gasoline isn't just used for vehicles. Farmers and ranchers need it for tractors; landscapers use it to refuel lawnmowers and weed-whackers; snowmobilers need it in the mountains. There are homeowners with snowblowers, golf courses with golf carts and water skiers with boats...

Those uses have nothing to do with roads or bridges, yet everyone who needs gas for their lawnmower, snowblower or tractor must still pay the tax — err, fee. Isn't that a flagrant violation, and doesn't it *necessarily* make it just another gas tax by a different name?

Moreover, in 2019, the Supreme Court affirmed the secretary of state's power to increase fees on business registration and other activities without a vote of the people. The Court decreed that upping the SOS fees was "a change resulting in an incidental and de minimis increase in government revenue" and is therefore "not a new tax or a tax policy change." They also concluded that, because SOS fees are "ministerial, nondiscretionary adjustments to taxation schemes authorized by statutes enacted before TABOR," they "remain valid, even without voter approval."

The 2019 decision rebukes the gas "fee." There's already a gas tax in place; the reason Democrats want a new gas "fee" is because it's a *central* component to their funding scheme. Read: NOT "an incidental and de minimis increase" — by a long shot. Moreover, this "fee" would be brand-new and therefore not a "ministerial, nondiscretionary adjustment" to something instituted before TABOR. (In fact, both points render the four other new "fees" unconstitutional, too.)

Every Coloradan knows we *must* fix our roads. Legislators could allocate a portion of sales taxes on automobile-related products to transportation, for instance, or consider any number of creative options using existing revenue sources. But new fees — especially flagrantly unconstitutional ones — are not the right road to take.



**BURTON**



**Etsy**



**KeHE**



May 7, 2021

Colorado General Assembly  
200 E Colfax Avenue  
Denver, CO 80203

RE: Business Support for Electrification Investments in Transportation Financing Proposal

Dear Governor Polis and Members of the Colorado Legislature,

As a group of companies and investors with operations, facilities, and business interests in Colorado, we write today to express our support for a transportation future that is clean, equitable, and efficient. A new approach to transportation financing is critical to adequately address revenue erosion and fund much-needed capital improvements and maintenance upgrades that will provide projects for local businesses and create jobs. As you approach comprehensive updates to the state's transportation funding system, we urge you to support investments that encourage electrification to maximize climate and social benefits for all Coloradans.

We have significant commitments to reduce our greenhouse gas (GHG) emissions to protect the health and economic well-being of the communities in which we live and operate and prevent disruption of the value chains upon which we rely.<sup>1</sup> Just as transportation is now the largest source of GHG emissions in Colorado and the broader U.S. economy, vehicle fleets are often a substantial component of our carbon footprint, as well as a major operating expense.

Clean vehicles help businesses and institutions cut costs and minimize the risks associated with fuel costs, maintenance downtime, and supply volatility.<sup>2</sup> Importantly, these savings benefit not just our bottom line and our investments, but also our commuting employees and customers. Our pursuit of sustainable business operations is increasingly tied to our relationship with our investors, customers, and communities, and our ability to attract and retain top talent.

#### Fleet Electrification Incentives

We urge lawmakers to prioritize investments that incentivize businesses to electrify their fleets. Zero-emission vehicles—particularly battery electric vehicles—offer significant operational cost savings, including lower fuel and maintenance costs. These savings often lead to positive returns on investment compared to internal combustion engine models. However, while the price of zero-emission vehicles is falling rapidly, the current upfront costs remain a challenge for widespread adoption. Electrification of many commercial vehicle applications also still face significant challenges around range, weight, charging time, and infrastructure deployment. Moreover, transportation is a major contributor to emissions of harmful air pollutants, which can disproportionately impact low-income communities. Accordingly, we support policies that will help stakeholders overcome these challenges, incentivize

<sup>1</sup> Ceres. "Power Forward 3.0: How the largest U.S. companies are capturing business value while addressing climate change" April 15, 2017. <https://www.ceres.org/resources/reports/power-forward-3>.

<sup>2</sup> Electric vehicles deliver fuel cost savings and are mechanically simpler vehicles, requiring less maintenance, thereby reducing vehicle downtime, increasing safety, and generating additional savings. In fact, electric vehicle drivers typically save \$6,000 - \$10,000 over the life of the vehicle see: <https://www.consumerreports.org/hybrids-evs/evs-offer-big-savings-over-traditional-gas-powered-cars/>.

electric miles, and reduce the climate, environmental, and economic burden on frontline communities. We also recommend maintaining low electric vehicle fees in the near term as the market continues to mature. It is important to refrain from disincentivizing Coloradans from pursuing a cleaner form of transportation—particularly while widespread electric vehicle adoption is still in its infancy.

#### Charging Infrastructure Deployment

The deployment of equitably distributed public charging infrastructure is also a critical component of accelerated transportation decarbonization. Increased charging infrastructure availability will help reduce range anxiety and encourage the development of programs and rate structures to incentivize charging behavior that benefits the entire electric grid, bringing costs down for all Coloradans. In fact, analysis by Ceres and MJ Bradley and Associates found that the cumulative benefits of charging infrastructure would outweigh the costs by three to one by 2035.<sup>3</sup> Increased charging investments can also help stimulate the economy and create local jobs, while bolstering the growing number of electric vehicle manufacturing companies already in the state.<sup>4</sup> We encourage partnerships between public and private entities to maximize charging station build out, and support public access and private sector utilization with an emphasis on serving the needs of underserved communities.

#### Public Transit Electrification and Micromobility

When our employees and customers have unreliable access to affordable, efficient and safe transportation, it takes a toll on their wellbeing, the economy, and a company's bottom line. Public transit, along with micromobility alternatives, remain the most efficient, low carbon, affordable and equitable way to move people. By investing in solutions that will increase electrification of our public transit system and in micromobility, Colorado can better serve low-income and underserved communities while making our air cleaner, communities healthier, and commutes safer.

Our transportation system has a clear impact on business productivity and costs. The state stands to benefit from making new investments to modernize, reduce emissions, and increase multimodal mobility. We look forward to working with lawmakers to make this a reality.

Sincerely,

**Aspen Skiing Company**

**Burton Snowboards**

**Danfoss**

**Etsy**

**First Affirmative Financial Network, LLC**

**IKEA Retail U.S.**

**KeHE Distributors, LLC**

**Lime**

**Via Mobility**

*For questions on this letter or to contact any of the signatories, please contact [duff@ceres.org](mailto:duff@ceres.org).*

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<sup>3</sup> Ceres. "Accelerating Investment in Electric Vehicle Charging Infrastructure" March 2018. <https://www.ceres.org/resources/reports/accelerating-investment-electric-vehicle-charging-infrastructure>

<sup>4</sup> BlueGreen Alliance Foundation. Visualizing the Clean Economy: The Automotive Sector. <https://www.bgafoundation.org/programs/visualizing-the-clean-economy-autos/>



May 10, 2021

Senate Finance Committee  
Colorado General Assembly  
200 E. Colfax Avenue  
Denver, CO 80203

Re: SB21-260 – Sustainability of the Transportation System

Dear Members of the Senate Finance Committee:

My name is Ann Sutton, living in Westminster CO. This testimony represents the position of the League of Women Voters of Colorado on this bill for an interrelated approach to combating climate change, including air pollution controls and promotion of renewable resources is necessary to protect public health and defend the overall integrity of the global ecosystem. LWVCO supports SB21-260 as enabling part of the solution for reducing global-warming GHG pollution and reducing other air pollution that results from burning of fossil-fuels for transportation.

In Colorado, the transportation sector is a major source of GHG pollution. Light-duty/passenger vehicles were responsible for 62% of transportation emissions of GHG and 75% of all vehicle emissions in 2020 (AQCC presentation April 21, 2021).

The League supports measures to reduce vehicular pollution, including changes in engine design and fuel types. We support SB21-260 because it includes multiple incentives and supporting services for the transition to electric vehicles (EV) in Colorado.

The proposed *Community Access Enterprise* will construct charging and fueling infrastructure and support adoption of EV and alternatives to motor vehicles at the community level. The proposed infrastructure will include facilities for fueling hydrogen fuel cell motor vehicles, networks and plazas for DC fast-charging, and supporting alternative electric vehicles such as e-bikes. Other elements of the business purpose of the enterprise address replacement of older, high-emitting motor vehicles with EV and incentives for creating access to overnight charging. Because the use of motor vehicles for deliveries is a major source of pollution, the enterprise includes retail delivery fees paid by the purchaser to fund investment in the charging infrastructure.

The proposed *Clean Fleet Enterprise* will incentivize and support adoption of EV in private and government vehicle fleets with financial assistance or other supporting services. The proposal includes retail delivery fees paid by the purchaser. The enterprise also includes per ride fees to be paid by the Transportation Network Company that provides the connection between rider and driver. The ride fee for a zero-emitting vehicle (ZEV) is one-half of the fee for other rides. The per ride fees will fund enterprise operations including financial incentives for adoption of EV in fleets.

The League supports new revenue sources as needed for the transportation system, including user fees, appropriations, revenue bonds, and private funds.

*An Electric Motor Vehicle Road Usage Equalization Fee* will be implemented for all-electric vehicles and plug-in hybrid vehicles according to a schedule. The new fees will be used for highway system funding.

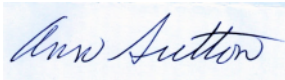
*Road Usage Fees* on gasoline and diesel fuels will be phased in over 10 yrs beginning at \$0.02 per gallon and increased incrementally to reach \$0.08 per gallon in FY 2028-29. The fees will be used only for funding the construction, maintenance, and supervision of the transportation system and are intended to defray costs to the state from increased use of the system by motor vehicles.

*Retail delivery fees* collected under four new enterprises and Bridge and Tunnel Enterprise to fund the respective business purposes that include reducing GHG and air pollution.

*Ride fees* collected by Transportation Network Companies encourage and fund incentives for EV adoption.

We appreciate your consideration of these enterprises and usage fees that will address long-standing problematic issues in our transportation system.

Sincerely,

A handwritten signature in blue ink that reads "Ann Sutton". The signature is written in a cursive style and is placed on a light blue rectangular background.

Ann Sutton Volunteer Lobbyist  
League of Women Voters of Colorado  
1410 Grant Street, Suite B-204  
Denver, CO 80203



**TECHNET**  
THE VOICE OF THE  
INNOVATION ECONOMY

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May 10, 2021

The Honorable Julie Gonzales  
200 E. Colfax Room 346  
Senate Finance Committee  
Denver, CO 80203

**Re: SB 260 Transportation- Amend**

Dear Chair Gonzales,

I am writing on behalf of our membership in an amend position to SB 260, which assesses a \$.27 cent fee per trip on delivery network companies (DNCs). TechNet members know these taxes inevitably lead to fewer requests for passenger rides and food orders and in turn hurts drivers who have the least ability to make up the difference in lost income.

*TechNet is the national, bipartisan network of technology companies that promotes the growth of the innovation economy by advocating a targeted policy agenda at the federal and 50 state level. TechNet's diverse membership includes dynamic American businesses ranging from startups to the most iconic companies on the planet and represents more than three and a half million employees in the fields of information technology, e-commerce, clean energy, gig and sharing economy, venture capital, and finance. TechNet is committed to advancing the public policies and private sector initiatives that make the U.S. the most innovative country in the world.*

The coronavirus pandemic has already impacted many small businesses struggling to survive. Third-party delivery network services connect people, local restaurants, and grocery stores at a time when doing business has been met with unprecedented challenges. Placing an additional per-trip fee on these companies will deter the number of orders, and therefore significantly reduce traffic directed toward these struggling businesses. Already, many people in Colorado are servicers through these third-party delivery platforms because of the need for additional income. By implementing this provision, it would create even greater financial strain on both third-party delivery service providers and the small businesses that utilize these services because of reduced consumer demand.

Moreover, these per delivery trip fees are quite a regressive tax for a service which has proven to be especially essential for our most vulnerable community members. We ask this body not implement any provision which further dissuades Coloradans from using these platforms to the detriment of the local economy, especially when it is imposed on a

necessary service like ordering food. If we expect the public reduce outside contact during a global pandemic, we should look for ways to incentivize delivery services rather than penalize them.

Additionally, service providers in more urban areas are able deliver orders by foot or by bike, meaning that there is no adverse impact on transportation. Therefore, the \$0.27 cent fee would be unfairly applied. Similarly, if multiple delivery orders are "batched" and delivered by one car to multiple customers in the same neighborhood, the delivery fee per customer should be reduced. When a consumer orders through a delivery platform and chooses to pick up their order instead, this fee should also not be applied.

Ultimately fee increases will make these valuable platforms less competitive against other modes, reducing wages for those drivers and hurting the communities they support. Multi-family and generational households depend on the financial support afforded by lucrative and flexible DNC work. These fees will damage the progress made by those families, households, and communities that have come to rely on this flexible work model. TechNet strongly believes increasing fees at a time of such economic hardship also hurts those suffering from chronic health conditions who remain hesitant to use mass transit.

For these reasons, we have taken an amend position. We thank you for your consideration of our concerns and look forward to continuing our engagement on this legislation. If you have any questions regarding our position, please do not hesitate to contact Cameron Demetre, Executive Director, at 916-903-8070 or [cdemetre@technet.org](mailto:cdemetre@technet.org).

Sincerely,



Cameron Demetre  
Executive Director, California and the Southwest  
TechNet

My Name is Steve Cudzilo and I represent myself and Denver Residents. I have lived in the same building in the Capital Hill Neighborhood of Denver for over 10 years in the same 650 sq foot apartment. I am middle class and someone who has suffered financial hardship in the last year like so many other Coloradans. I am unemployed as of the end of 2020 due to my business being shut down from Covid restrictions.

I am currently looking for work. Ride sharing and delivery services using my personal gas engine car are looking like a viable option for my next job. My other options are sales jobs, which would require me to use my own car for customer visits, or to transport myself to an office outside of Denver. By Increasing gas fees and adding road usage fees and adding penalties to people who work in the service industry with added "per ride" costs, and increasing the cost of a gallon of gasoline at the pump, will be hurtful to me by lowering my income and by raising my expenses as well as adding more fees as a punishment to me and so many other Coloradans simply because I am not rich enough to be able to afford a high priced electric car.

I have already seen a tremendous increase in my electric bill due to new Fees in the gas and electric industries. This January 2021 my electric bill (for heating my apartment) doubled from what it was in December 2020 as well as doubling Nov, Dec, and January of 2019 and 2020, and is still going up. My electric bill to heat a 650 sqft apartment should never be \$115, \$130 or almost \$140 dollars a month. It usually is around \$50-\$70 a month. Your new restrictions, penalties, adjustments and fees to the energy industry and to me directly have made me pay more than I have ever paid in 10 years. Almost DOUBLE for my apartment electricity. Now you want to do the same with gas fees and road penalties. I urge you to please not pass this bill.

Also this is a blatant disregard of the Taxpayers Bill of Right (Tabor). These are obviously new and increased TAXES, but you are not letting us vote on them simply because you refer to them as Fees.

By trying to help Coloradans you are actually hurting us and causing us more hardship during a time when we all need more help rebuilding after last year's tragedy. Please do not pass this bill and prove that you truly do have the best interests of all Coloradans at heart.

Thank you  
Steve Cudzilo

Maurice Emmer  
1220 Alta Vista Drive  
Aspen, CO 81611

Testimony in favor of Senate Bill 21-260

Members of the Finance Committee:

I am in favor of Senate Bill 21-260 for a simple reason. It is the enactment of this type of overreaching, unnecessary, hugely expensive, legislation that will hasten the demise of the technocracy that believes it knows better than average citizens what is best for our daily lives and the health of our society. So I say, "Bring it on, Democrats and Technocrats. While you have the power, pile more and more taxes (disguised as "fees"), more and more restrictions on personal choice. I'm not saying the Republicans would do it any better. I'm only saying this type of ill conceived initiative will bring some sane people back to replace you in the state government."

Respectfully,

Maurice Emmer  
Aspen



Written testimony against SB21-260. 5/10/21 @ 1:30 PM MST

Veronica Pruitt to: committees.lcs.ga 05/10/2021 01:26 PM

History:

This message has been replied to.

I have been unable to find the link through the website to submit written testimony for today's committee hearing on SB21-260. Please accept my written testimony below:

Veronica Pruitt  
330-441-2513  
Vpruitt@gmail.com  
1401 Mesa Ave  
Grand Junction, CO

Thank you, Madam chair and members of the committee, for allowing me to submit written testimony today. My name is Veronica Pruitt, and I live in Grand Junction, Colorado. I'm submitting my testimony in opposition of SB21-260. I oppose this bill for a variety of reasons, but the one that stands out the most is the additional financial stress it will place on myself, my fellow community members, and those who reside in rural settings throughout the entire state of Colorado. During the past 13 or so months, I have witnessed many families and local businesses struggle to stay afloat during the pandemic. Passing SB21-260 without ample input and review from local business owners and citizens of Colorado seems careless so soon after all that we've endured as a state. I have no doubt that the resilient spirit of myself and others in Grand Junction will soon overcome the emotional, mental, and financial damage caused by the pandemic; but please give us ample time to recover and pick up the pieces before imposing additional fees on fuel. Others and I in Grand Junction would love to review the details of this bill and be granted the chance to vote on it in the future. However, right now, I believe there are a plethora of more important issues throughout the state that require the attention of Colorado's elected officials. Once we get back on our feet, we can work together to tackle the issues presented in this bill. Thanks again, and I humbly urge a no vote on SB21-260.

Sent from my iPhone