

Attachment F

House Finance

SB21-260

Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
Chandra Rosenthal Against PEER	<p>Public Employees for Environmental Responsibility (PEER) represents a group of whistleblowers at the Colorado Department of Public Health and Environment Air Pollution Control Division (CDPHE-APCD) which is responsible for the enforcement of the Clean Air Act. In March, the whistleblowers disclosed that for over a decade, CDPHE has systematically suppressed or manipulated computer models of pollution sources and undermined Clean Air Act compliance. This directly impacts the health of the community of North Denver.</p> <p>In response, the Colorado Attorney General (CAG) launched a formal investigation. Before passing legislation with associated impacts to air quality, the legislature should give the CAG the time necessary to complete the investigation into the CDPHE-APCD.</p> <p>Additionally, the whistleblowers and PEER requested federal intervention into the state air permitting process. On March 30, 2021, PEER filed a complaint with the EPA office of Inspector General and on May 10, 2021 petitioned EPA Administrator Michael Regan to intervene in air permitting in Commerce City.</p> <p>Before the I-70 expansion broke ground in August 2018, independent models were created to show how much particulate matter, sulfur, nitrogen, and other emissions were being inhaled by the residents of north Denver, where that pollution came from, and how much more would be added by a lane expansion. The modeling report was given to a manager at CDPHE, who was most likely horrified, as it demonstrated levels so unsafe that no new emissions at all could be permitted in or around the community. Instead of acting on that data, we suspect that CDPHE tucked the modeling into a file and resolved to not think about it. Today, we are publishing those models for your consideration.</p> <p>The state can avoid costly litigation and delays by resolving these issues before considering additional projects that will certainly be impacted by the outcome of these proceedings.</p> <p>Any highway expansion will require air quality modeling to determine how polluted the air already is and how much more can be safely added under the Clean Air Act. The answer, as CDPHE suspects, is most likely none.</p>

	<p>Please let me know if you would like any of the documents referenced in this letter.</p>
<p>Tony Gagliardi Against NFIB</p>	<p>NFIB is a 76-year-old, membership driven organization. Today, we are America’s largest small business association with over 300,000 members nationwide. NFIB’s focus is on small and independent business. Our members come from every sector of the economy and every industry imaginable. The average NFIB member has between five and nine employees, and less than \$500,000 in revenue.</p> <p>I am here today representing 7,000 NFIB Colorado members in Opposition to Senate Bill 260.</p> <p>NFIB’s process for determining policy positions is based upon one member – one vote. We accomplish this task using ballots and surveys.</p> <p>A NFIB Colorado member ballot conducted in November of 2020 indicated very little support for new taxes or fees to fund transportation.</p> <p>64.38% said No to an increase in the gas tax, 30.53% said Yes, and 5.09% were undecided. For small businesses with a delivery service or a ride share operator any increase currently is a hardship.</p> <p>77.30% said No to a Road Usage Fee, or a Vehicle Miles Travel Tax. 14.03% said yes, and 8.67% were undecided. This type of taxing mechanism hits the independent sales representative, or again, the small delivery service.</p> <p>The question of Bonding met a similar fate.</p> <p>42.53% said No, 37.11% said Yes, and 20.36% were undecided.</p> <p>You might be asking, what do they support...</p> <p>62.82% support an increase in fees for owners of electric vehicles. 28.97% said No, and 8.21% were undecided.</p> <p>In representation of our NFIB Colorado we are requesting you vote NO on Sb 260.</p>