

House Transportation, Housing & Local Government

03/10/2026 Upon Adjournment

HB26-1266 Repeal Retail Delivery Fees

Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
Bruce Peterson For themselves	I am requesting the repeal of this unfair and unwarranted tax, disguised as a fee. As a rural resident of Colorado, many of the items that I purchase are necessarily delivered. I am already paying retail sales tax on every purchase and the addition of an arbitrary fee on delivered goods is simply an additional tax burden. While it is no doubt defended as a relatively minor fee, it is on top of so many fees and taxes it represents a 'death by a thousand cuts'. It's time to put Colorado citizens back on the list of priorities for the legislature.

My name is Eric Willadsen, and I am providing these comments today on behalf of the Colorado Sierra Club which represents over 60,000 members and supporters around the state. I live at 4906 Wymosa St in Boise, ID, and I work closely with the Colorado Chapter Sierra Club on transportation-related issues. Thank you for the opportunity to provide testimony today.

The Colorado Sierra Club is opposed to repealing the Retail Delivery Fee. 14 counties in Colorado received an "F" grade for air quality according to the [American Lung Association's 2025 State of the Air report for Colorado](#) out of only 22 counties that collect air quality data. The explosion of e-commerce over the past decade has only worsened these negative impacts on health, ozone and climate pollution across the country, and particularly in the Front Range.

E-commerce operations have an outsized impact on air quality and quality of life in CO because of the disproportionate amount of pollutants that come from the medium and heavy duty vehicles that fulfill online orders. The [American Lung Association](#) found that medium and heavy duty vehicles contribute fifty-five to 59% of all transportation-related air pollution in Colorado despite making up only 10% of all vehicles on the road. And the majority of this pollution is centralized in communities where e-commerce operations are based. This results in households with higher medical bills for respiratory disease, strains local resources for road and transportation infrastructure, and generally results in a lower quality of life.

The Retail Delivery Fee is a simple and effective solution to help alleviate that burden on Colorado communities, especially those most impacted by diesel truck pollution. This tiny fee has collected hundreds of millions of dollars that is propelling the state towards widespread electric vehicle adoption and other clean transportation options. This helps ensure cleaner air, lower medical bills and improved quality of life for families in impacted communities and across the state. And it has provided an important and fair revenue resource as gas tax collections continue to decline.

As a former resident of the Centennial State, I know firsthand how important having a strong quality of life is for Coloradan families, businesses and communities. I urge you to not only protect, but to continue to enhance, the quality of life for all in the state by voting down House Bill 26-1266, Repeal Retail Delivery Fees.

March 10, 2026
House Transportation, Housing, and Local Government Committee

Oppose HB26-1266 Repeal Retail Delivery Fees (Rep. Woog and Sen. B. Pelton)

Good Afternoon Madame Chair Froelich, Vice Chair Stewart and Members of the Committee:

My name is Aaron Kressig, and I lead transportation policy for Western Resource Advocates (WRA), where I advocate for policies that will accelerate transition to a zero emission transportation system in Colorado and four other western states.

Thank you for the opportunity to speak today in opposition to HB26-1266. I'm here today to talk about the impacts of this legislation on Colorado's transition to zero emission vehicles. Over the course of the Polis administration, Colorado has surged to become a leading state in clean transportation, with EV adoption surging to number one in adoption per capita for periods of 2024 and 2025. The retail delivery fee is the primary means of funding so many of Colorado's programs which have been crucial in its rise to the tops of the EV leaderboard. The Community Access Enterprise, the Clean Fleet Enterprise, and the other enterprises the retail delivery fee supports are helping our state lead the nation with innovative programs to encourage equitable adoption of zero emission transportation technology and help clean up our air. We've made great progress in deploying these programs but now is not the time for a retreat. In order to achieve our climate and air quality goals, we must continue supporting these enterprises.

There have been a lot of conversations about costs today. So I wanted to continue that theme by talking about the costs of inaction, or retreat. Those costs are the ones paid by the ski resorts for artificial snow, by homeowners rebuilding their homes after a catastrophic fire, or medical bills paid by parents whose children are in the hospital. Those are very real costs, and they are costs that will rise if the state retreats on its leadership to address climate change through programs like the clean enterprises.

It's also important to note that these enterprises are heavily focused on equitable access to zero emission vehicles. Take for example the Vehicle Exchange Colorado program, which is intended to provide incentives for low to moderate income Coloradoans to replace their old polluting car with a zero emission vehicle, reducing their upfront costs and providing cost savings on fuels at a time we are seeing sky rocketing gas prices. These are the type of programs we lose if this fee goes away.

Colorado considers itself a leader in EV adoption, and rightfully so. A leader must display courage and also remain committed to taking the steps necessary to achieve its goals. The intent of HB26-1266 is emblematic of neither of these, and would be a retreat from our crucial objectives in a time when courage to forge ahead is what is truly required.

WRA respectfully believes this bill is the wrong approach for the state. We urge you to vote NO on HB26-1266.

Thank you for your attention and consideration.

Aaron Kressig
Western Resource Advocates

