



April 3, 2017

To: **HB17-1242 Transportation Bill Sponsors Mitsch Bush, Duran, Baumgardner, Grantham**

From: The Colorado Renewable Energy Society (CRES)

The Colorado Renewable Energy Society (CRES), which represents more than 200 businesses and many more individuals statewide, is pleased to support **HB17-1242** in its current form as it leaves the House and moves to the Colorado Senate.

Our support for HB 1242 is **specifically conditioned upon Senate preservation of the bill's current support for the lower- and non-carbon types of transportation the House has supported: transit, bicycle, and pedestrian infrastructure.** While we understand that the state has urgent and important needs for highways and bridges as well, our mission is to support the reduction of Colorado's carbon footprint. The transportation sector represents about 40% of the atmospheric carbon in our air. As you know, carbon dioxide is responsible for trapping greenhouse gases, causing climate change. Public health in our state is negatively impacted not only from the airborne toxins associated with the production and combustion of fossil fuels, but also by the tiny particulates that make up smog. Transit / Bikes / Pedestrian infrastructure encourages healthier living and reduction of vehicle miles traveled per capita. Both of these trends are good for our growing state.

As part of your consideration of this bill, we also urge the Legislature to also closely examine governance and decisionmaking by Colorado's Transportation Commission and CDOT staff. We believe that, in so doing, you will discover that **Colorado simply cannot afford the misbegotten Central 70 project** planned to create an enormous, environmentally harmful, financially far too risky, and shamefully socially-unjust trench project in the historic, low-income, Latino communities of north Denver. This is a project that should be either removed entirely from the state's STIP, or put at the very bottom of the project list.

Thank you for your consideration of Colorado's transportation needs. Modern conceptualization of transportation requires prioritizing new models of mobility. It is good that there is some flexibility for local adaptation of expenditures, but it's important to have firm support and **requirements for multimodality** in the creation and maintenance of proven new transit, bike, and pedestrian infrastructure. Please make sure that the House levels (at least 30% of new revenues) of support for these modalities is at least preserved, if not increased. We would be pleased to support the ballot measure with the 30% funding level for the low and non-carbon transportation, but opposed otherwise.

Please feel free to contact us to discuss, or for supporting documentation. Regards,

Vince Calvano
Chair, CRES Policy Committee