

## Jenna Kay

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**From:** Don Steinke <crvanwash@gmail.com>  
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**To:** Jenna Kay  
**Subject:** Reducing motor vehicle trips and emissions – what Colorado is doing

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From: Don Steinke

To: The entire climate project team, c/o Jenna Kay

**re: Reducing motor vehicle trips and emissions – what Colorado is doing.**

Hello everyone, here are some excerpts from an interview with Colorado Governor Jared Polis, related to trip reduction and emissions reduction.

“Most people, given the choice, would rather have a five-minute commute than a 40-minute commute.

And because of the artificial constraints on supply, basically, we've had what you might call exurban sprawl. People build further and further out for affordability. And that's not good from a quality of life perspective, first and foremost.

So, we really looked at how we can make living closer to where you work, where you shop, and where your kids go to school, more affordable.

If more people live near transit, more people use transit, and more transit improvements are justified. And that means more affordability. A family of four could get by with just one car instead of two, or a young urban professional could ditch a car altogether and uses transit and a bike. And not only does that leave more income for people to do other things, it reduces emissions and motor vehicle trips.

If there is more housing near job centers, it reduces the motor vehicle trips and emissions as well.

Colorado has passed an array of bills addressing this. There's going to be density goals, near transit, going to be accessory dwelling units, removed occupancy limits, trimming back on parking requirements, requiring housing studies.

“We always want to make sure we have the tools to achieve our goals, and I'm confident we're on the right track.

## **e-bikes**

And then, yes, the e-bike tax credit, \$450. That can be effectively a third off, 40% off an e-bike.

If people can ditch their second car and have one e-bike for regular commuting and one car, rather than two for weekend journeys and excursions. Our e-bike program is one of the programs that people just absolutely love and probably get more people reaching out about how happy they are about our e-bike programs than anything else that we do.

So, we did a \$12 million program, e-bike rebates, primarily targeted at low-income Coloradans, and basically, people just snatched them up. So, around 10,000 people got e-bikes through that program. But then, we just this year launched a universal e-bike tax credit program where anybody who is a Colorado resident can get up to one bicycle a year and they will get \$450 off at the point of sale.

As we move towards much denser and more transit-oriented land use, having thousands of e-bikes out there is just going to be really useful for supporting land use changes. Meaning, we are now including more bike lanes. We're adding designated lanes where we can. So all of the planning around making Colorado more bikeable, more walkable, as well as transit is a key part of where we're going.

So, you got to have the protected lanes, you got to have the access.