

Transportation Management Associations



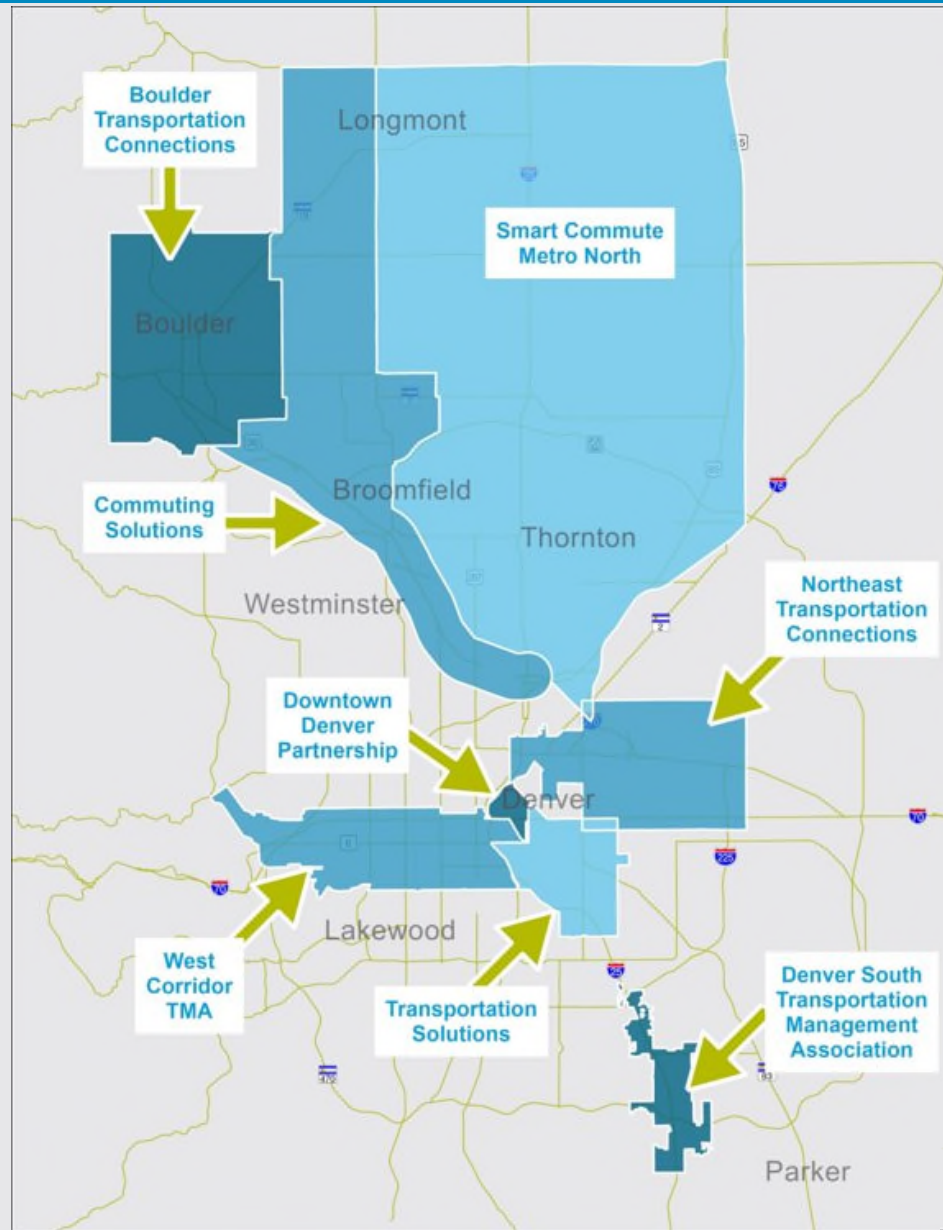
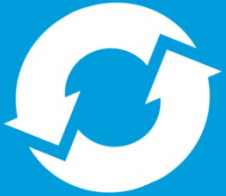
Eight Transportation Management Associations Make Up the Way to Go Partnership

Today's Presenters

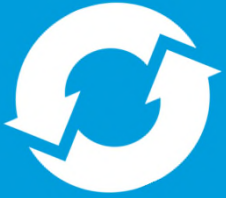
**Mike Hughes – West Line Corridor Collaborative
and West Corridor TMA**

**Darcy Kitching – Boulder Chamber Transportation
Connections**

WAY TO GO Transportation Management Associations



CLIMATE ACTION – OZONE NONATTAINMENT – AIR QUALITY



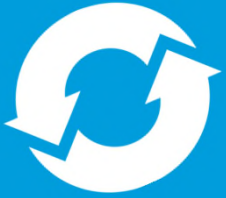
- In 2019, **the Colorado Legislature passed HB 19-1261**, the Climate Action Plan to Reduce Pollution
- The Denver region continues to grapple with **Severe Nonattainment of the Ground-Level Ozone Standard**

“There have already been 42 ozone action alert days in 2024, including every day since July 28. That’s more than the 38 ozone action alert days in 2023.... Denver ranks sixth on a list of most polluted cities for ozone in 2024.” (Westword, Aug 7, 2024)

The Regional Air Quality Council documented 27 high-ozone days in 2023 and have documented 37 so far in 2024

- The Legislature created an **Alternative Transportation Tax Credit** – a program that has not resulted in significant investment in credit-eligible expenditures – three employers submitted an intent to apply (State Auditor, November 2023)

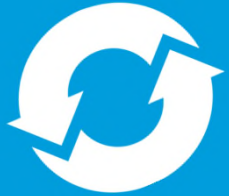
POSSIBILITIES WE SEE IN THE NEXT SESSION



Continue and Expand CDOT's efforts to advance alternatives to driving alone

- **Creating BRT Plans and Designs** – Colorado 119, Federal Blvd, Colorado Blvd, Colfax and more
- **Mobility Hubs** – Developing the Locations that Bring Travel Modes Together – Beyond Bustang Hubs
- **Support Local Jurisdictions** as they create bike, pedestrian and transit projects that access state highways in their jurisdictions
- Continue to fund **Free Fare for Better Air**, fund transit and prioritize spending on infrastructure for bikes, pedestrians and transit

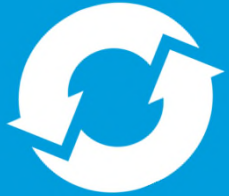
POSSIBILITIES WE SEE IN THE NEXT SESSION



Legislative Efforts to Promote Transit-Oriented Development, Transit and Alternatives to Driving Alone

- Encourage local jurisdictions to create **Travel-Demand Management Program Requirements** for large-scale new development
- Remove incentives for **Over-Parking**
 - Create parking maximums
 - Require parking cash-out programs
- Connect auto registration, sales taxes on vehicles and motor vehicle insurance to **How Much We Drive**
- Continue to address the objections to **Employer-Assisted Commuting** and demonstrate that travel-demand management done right is pro-business and pro-worker

POSSIBILITIES WE SEE IN THE NEXT SESSION



Develop Commute-Trip Reduction Programs That Work for Employers and Build Economic Vitality

- **Increase funding** for TMAs/TMOs to provide critical skilled support for employers of all sizes
 - Surveys, data analyses, development of commute-trip reduction plans
 - Software to connect workers with vanpool, carpool, microtransit options
 - **Support local and regional transit agencies** to provide frequent and reliable service with accessible first- and final-mile connections
- **Commit to net-zero greenhouse gas emissions**, supported by a robust array of sustainable transportation options and land-use reforms