



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

BOARD OF DIRECTORS MEETING | JANUARY 26, 2023 | 3:00 PM - 4:30 PM

SCHEDULE AND AGENDA

- | | | |
|------|--|--------------------------|
| I. | Convene Meeting & Roll Call
<i>Kristin Stephens, NAAPME Chair</i> | 3:00 PM - 3:05 PM |
| II. | <i>Decision Item:</i>
Approval of Minutes from the December 7, 2022 Board of Directors Meeting
<i>Kristin Stephens, NAAPME Chair</i> | 3:05 PM - 3:10 PM |
| III. | Presentation on the Central 70 Tolling Equity Program
<i>Simon Logan, Colorado Transportation Investment Office</i> | 3:10 PM - 3:40 PM |
| IV. | Presentation on NFRMPO Regional Transit Corridors
<i>Alex Gordon, North Front Range Metropolitan Planning Organization</i> | 3:40 PM - 4:00 PM |
| V. | Enterprise Program and Financial Update
<i>Darius Pakbaz, NAAPME Program Administrator</i> | 4:00 PM - 4:15 PM |
| VI. | Adjournment
<i>Kristin Stephens, NAAPME Chair</i> | 4:15 PM - 4:20 PM |

Next Governing Board Meeting: February 23, 2023 at 3:00PM



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

Nonattainment Area Air Pollution Mitigation Enterprise - Meeting Minutes

Board of Directors Meeting

December 7, 2022

Location: Virtual

Recording: [YouTube Video](#)

Attendance

Present

Chair Kristin Stephens
Vice Chair Lynn Baca
Jessica Ferko
Yessica Holguin
Herman Stockinger
Leanne Wheeler

Excused

Stacy Suniga

NAAPME Staff

Jenni Fogel
Darius Pakbaz
Rebecca White

Guest: Marsha Nelson, CDOT Chief Equity Officer

- I. **Convene Meeting & Roll Call**
Chair convened the meeting and conducted Roll Call.
- II. **DECISION ITEM:** [\(Video 0:00\)](#) Approve October 27, 2022, Minutes; motion made by Director Holguin, seconded by Director Baca. Motion passes, no opposition.
- III. **Presentation on CDOT Environmental Justice Initiatives, Marsha Nelson, CDOT Chief Equity Officer:** [\(Video 0:41\)](#) The Equity & Environmental Justice Branch was created in Spring of 2021 with the passage of SB260:
It required creation of an Equity & Environmental Justice Branch to:
 - Work directly with disproportionately impacted communities
 - Work with other department programs in project planning, environmental study

and project delivery phases of transportation capacity projects

- Identify and address technological, language, and information barriers that may prevent disproportionately impacted communities from participating fully in transportation decisions that affect health, quality of life, and access for disadvantaged and minority businesses in project delivery.
- Chief Equity Officer hired December 2021 to lead the Equity and Environmental Justice Branch in achieving these tasks.

EQUITY360 describes an agency mindset and philosophy that establishes a holistic approach toward integrating equity, inclusion and diversity principles into processes, procedures and programs that directly impact the residents, businesses, and visitors in which CDOT serves. This philosophy will guide the Equity & Environmental Justice Branch in developing strategic plans and initiatives over the next 3-5 years to embed EDI principles into the CDOT organizational culture, in partnership with the Internal Inclusion Excellence team.

Discussion:

Director Wheeler: how is the progress measured?

Ms. Nelson: still in the early phases but currently working with other divisions in CDOT and reaching out to other DOTs to get see how they are measuring their progress.

Director Wheeler: I recommend a tool call Balanced Scorecard to help manage change

Director Stockinger: Thanks, so much, great presentation.

Director Baca: Thanks for the presentation; appreciate the time. Worry somewhat about community and advocate burnout—important to stay in engaged. How can this enterprise support CDOT in this effort?

Ms. Nelson: We will continue to invite other agencies (counties, cities, etc.) to work with us and share best practices; each has a different perspective that can benefit all.

Director Baca: last thought: I really appreciate how you plan to reach out to young people to help them in the job pipeline.

IV. **2022 Annual Report:** [\(Video 44:04\)](#) Darius Pakbaz, NAAPME Program Administrator:
Topics discussed within 2022 Annual Report:

- Background Information
- Calendar Year 2022 Accomplishments
 - Board of Directors Appointments
 - Articles of Organization and Bylaws
 - Election of Officers
 - Rulemaking - set fee levels

- Ten-Year Plan
- Fiscal Year 2022-23 Budget
- Financial Status Report
 - 10-Year Spending Plan
 - Collection of fees as of December 1st
- Upcoming Activities

Required per statute to be presented to the Transportation Commission, Colorado Senate, and House Transportation Committees in December of each year.

Objections from the Board for submission of the 2022 Annual Report to the Colorado Senate and House Transportation Committees and to the Colorado Transportation Commission?

Director Wheeler: Very robust representation of our work thus far.

Director Stockinger: Agree, synopsis of the work of this enterprise.

Director Ferko: Quite helpful as a late appointee

Director Holguin: What is the distribution plan?

Administrator Pakbaz: We will provide to the Transportation Commission this month and work with our Office of Policy & Government Relations to send to the legislature. We will also post it to the NAAPME website.

Director Wheeler: Are there plans to translate the document?

Administrator Pakbaz: We do have funds available for translation, so it can be done; we also have other documents that we could translate also.

Director Baca: Very pleased with the report; re distribution, maybe we could take to DRCOG and other committees.

Chair Stephens: Does the TC adopt the report?

Administrator Pakbaz: It is an informational item only.

- V. **Enterprise Program Financial Update:** Darius Pakbaz, NAAPME Program Administrator ([Video 53:54](#)) The enterprise continues its collection of revenue:

Retail delivery fee (7/10 of a cent) - Revenue collected monthly: \$495,059

Rideshare Fee (22 ½ cents / 11 ¼ cents [carpool/EV]) - Revenue collected quarterly: \$1,556,049

Interest: \$578

Total Revenue: \$2,051,686

Remaining loan funds will be transferred to enterprise program funds: \$53,074
All future expenses will be paid through fee revenue.
Interest revenue will be transferred to enterprise program funds.

Discussion:

Director Holguin: Can you please explain the credit on the interest?

Administrator Pakbaz: I will get clarification from our Division of Finance & Accounting, but I believe it's similar interest on a savings account.

Director Wheeler: This is an annual accounting of whether we're on track?

Administrator Pakbaz: That is correct; annual projection for this year is \$7.1m.

Director Wheeler: After we've gotten a year's worth of data, we'll be able to be more precise

Administrator Pakbaz: Exactly

Chair Stephens: I imagine the holiday season will have a significant impact

Director Wheeler: Including "return" season

Program Administrator Update: ([Video 1:01:46](#))

Future Board of Directors Meeting Topics

- Enterprise Program and Project Establishment
 - Presentation on Tolling in EJ Communities along Central 70 - Simon Logan
 - Presentation on CDOT's role in proposed BRT corridors in Denver Metro Area - Angie Drumm
 - Presentation on how local communities manage grant funds - TBD
 - Presentation on BRT programs in the North Front Range region - TBD
 - Update on Safe Routes to School Program and allocation for High School students - TBD

- Enterprise Administration
 - Discussion on Enterprise fiscal rules - TBD
 - Continued updates on revenue collection and enterprise expenses - Darius Pakbaz
 - Final approval of FY2023-24 Enterprise Budget - Darius Pakbaz
 - Enterprise Public Accountability Dashboard - Darius Pakbaz
 - Updates to the Enterprise 10-Year Plan - Darius Pakbaz

Discussion:

Director Ferko: related to the managed grant funds, I am on the Estes Park transportation committee, and I'd be happy to connect us to them.

Chair Stephens: Thank you. Re “enterprise administration”, when do we start to plan on when & how we get the money out the door?

Administrator Pakbaz: That decision is up to the board. We cannot spend money we don’t have so waiting until perhaps the new fiscal year would be a good idea. We could spend the next few months developing the plan and criteria. We don’t want to wait too long, getting the money out the door is probably the best plan of action.

Director Wheeler: did we decide to set up a framework of our priorities and distribution plan then after we have a dollar amount, we could begin allocating the funds.

Administrator Pakbaz: Yes, this is completely the decision of the board.

Chair Stephens: Maybe in January we can establish a sub-committee to begin making those plans.

Director Holguin: Agree that we need to come up with a strategy to make the most of the funds that we have.

Director Stockinger: Echoing the sentiments of Directors Wheeler & Holguin; especially interested in the BRT and looking forward to the upcoming presentations

Chair Stephens: Also, would like to revisit the responses from the public outreach we did to see what the communities are interested in. Ready to move in that direction.

VI. **DECISION ITEM: Future Board of Directors Meetings**

Darius Pakbaz, NAAPME Program Administrator ([Video 1:15:05](#))

Future Meetings Going into Calendar Year 2023

- Thursday, January 26, 2023, at 3:00PM
- Thursday, February 23, 2023, at 3:00PM
- Thursday, March 30, 2023, at 3:00PM
- Thursday May 25, 2023, at 3:00PM—In person meeting
- Thursday June 29, 2023, at 3:00PM

Staff requesting a motion from the Board to solidify the following dates for remaining NAAPME Board of Directors meeting for the remainder of Colorado state fiscal year 2023.

Discussion:

Director Wheeler: I will not be able to join on March 30th.

Motion made by Director Wheeler, seconded by Director Ferko. Motion passes, no opposition.

Next Steps:

Upcoming Dates:

- January 26, 2023, 3:00 PM - 4:30 PM - NAAPME Board of Directors Meeting

Upcoming Meeting Topics:

- Presentation on Tolling in EJ Communities along Central 70 - Simon Logan, Colorado Transportation Investment Office

- Presentation on BRT programs in the North Front Range region - Alex Gordon, North Front Range MPO
- Enterprise Program and Financial Update - Darius Pakbaz, NAAPME Program Administrator

VII. **Adjournment:** [\(Video 1:18:15\)](#)

Meeting adjourned @ approximately 4:20 pm
Next Meeting: January 26, 2023 @ 3:00 pm.



COLORADO NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE

REGISTRY OF ACTIONS

December 7, 2022

Action Number	Action	Decision
2022-21	Approval of October 27, 2022 minutes <ul style="list-style-type: none">• Motion made by Director Holguin• Seconded by Director Baca• Passed without further discussion	Approved
2022-22	Cadence of Future Meetings <ul style="list-style-type: none">• Motion made by Director Wheeler• Seconded by Director Holguin• Passed without further discussion	Approved

Jennifer Fogel, Secretary
Nonattainment Area Air Pollution Mitigation Enterprise

Dec 8, 2022

Date

Nonattainment Area Air Pollution Mitigation Enterprise



COLORADO

Department of Transportation

Nonattainment Area Air Pollution Mitigation Enterprise

*Board of Directors Meeting
January 26, 2023*



Meeting Agenda

- | | | |
|------|--|------------------------|
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**DECISION
ITEM**



DECISION ITEM

Approval of Minutes from the December 7, 2022 Board of Directors Meeting

Kristin Stephens, NAAPME Chair



Presentation on the Central 70 Tolling Equity Program

Simon Logan, Colorado Transportation Investment Office



COLORADO

Transportation
Investment Office

Central 70 Globeville and Elyria-Swansea (GES) Tolling Equity Program

*Nonattainment Area Air Pollution Mitigation Enterprise
January 26, 2023*

Colorado Transportation Investment Office (CTIO) Mission

- Partner with CDOT, private industry, and local communities;
- Aggressively pursue innovative financing alternatives not otherwise available to the state;
- Quickly deliver transportation infrastructure options that improve mobility; and
- Communicate openly with all stakeholders

Overview

1. Program background (short video)
2. Environmental justice commitments
3. Groups involved and steps taken
4. Program selection criteria and considerations
5. Community engagement: survey and public meetings
6. Approved program
7. Next steps

Central 70 Video

- <https://www.youtube.com/watch?v=dYE0NUk2a5o>

Environmental Justice Commitments

Redesign and reconstruct the school playground and replace all the playground facilities. Build two new classrooms at Swansea Elementary School.

Cover a portion of the highway to include space for community and neighborhood activities

Air conditioning units with air filtration and interior storm windows for residents close to highway construction

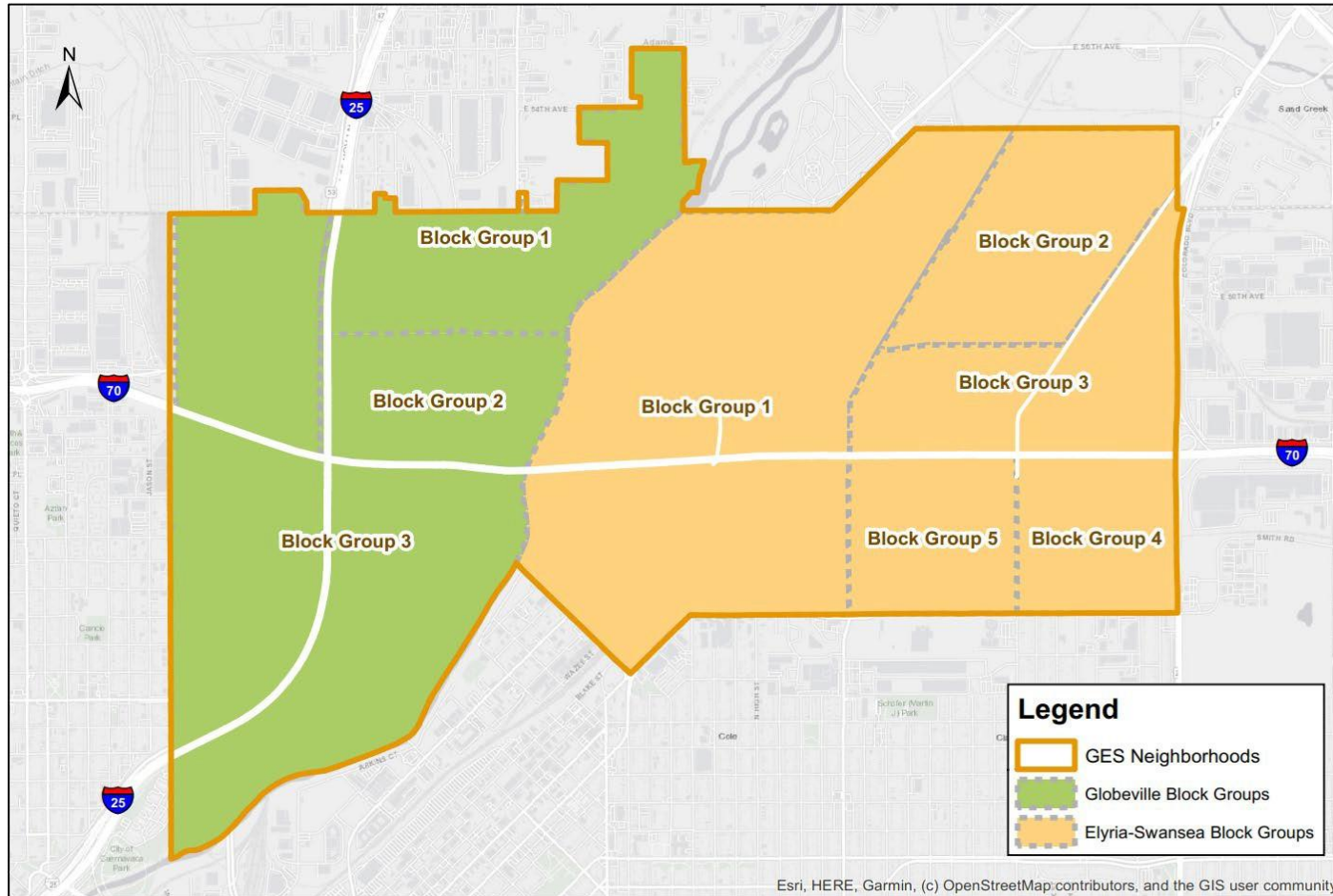
Provide \$2 million in funding to support affordable housing

Provide a new HVAC system, doors, and windows for Swansea Elementary School

Environmental Justice Commitments

- ✓ Eligible residents of Globeville, Elyria, and Swansea will be provided mitigation for the **financial burden of access to the tolled express lane through either free transponders, pre-loading of tolls, or other means** determined prior to the opening of the tolled express lane. Eligibility and the duration of the program are expected to be determined based on factors including, but not limited to, residency, financial burden, number of vehicles per resident or household, etc.

Globeville-Elyria-Swansea Neighborhoods



Groups Formed To Help With Program Development

Steering Committee

- CTIO
- CDOT
- FHWA
- MPO (DRCOG)
- Tolling Authority (E-470)
- Transportation Management Association (TMA-NETC)

Stakeholder Advisory Group

- Denver Public Schools
- Two Community Representatives
- City and County of Denver

Special Interest Groups

- Council Member's office
- Registered Neighborhood Organizations (RNO)

Program Development Timeline

Interviews with other departments of transportation and toll agencies that have or are implementing a low-income programs

Four Stakeholder Advisory Group meetings

Two Public Meetings

Program approved by CTIO Board - April 2022

Program Launch - February/March 2023



March 2021

Six Steering Committee meetings

Public survey consisting of 30 questions and available in Spanish and English conducted in GES which received 275 responses

Additional meetings with Council Members and CDOT Executives as required

Tolling Go Live - 2023

Program Development

Program Considerations

Eligibility

- Residence within a geographic boundary
- Income threshold based on Federal Poverty Guidelines

Enrollment

- Frequency
- In-person or online

Verification

- Enrollment in another program
- Proof of residence and household income
- Concerns for undocumented residents

Accessibility

- Technology
- Banking
- Program awareness
- Language proficiency

Program Selection Considerations: Steering Committee

Three key areas, highlighted in orange below, were identified as critical to the program.



Program Option Categories

Flat benefits

Neighborhood benefits

Frequency-based benefits (retired)

Waivers (retired)

Caps (retired)

Toll Revenue: What can it be spent on?

Toll Revenue can only be spent on certain items, per **federal regulations**. They include:

Transit Passes

Express Lanes
Transponders
and credit

Administrative
costs

Three Shortlisted Program Options: Public Meeting #1

1.

Identify a popular program in GES expected to end after construction of Central-70 and continue to fund and manage it (e.g. Transit passes)

2.

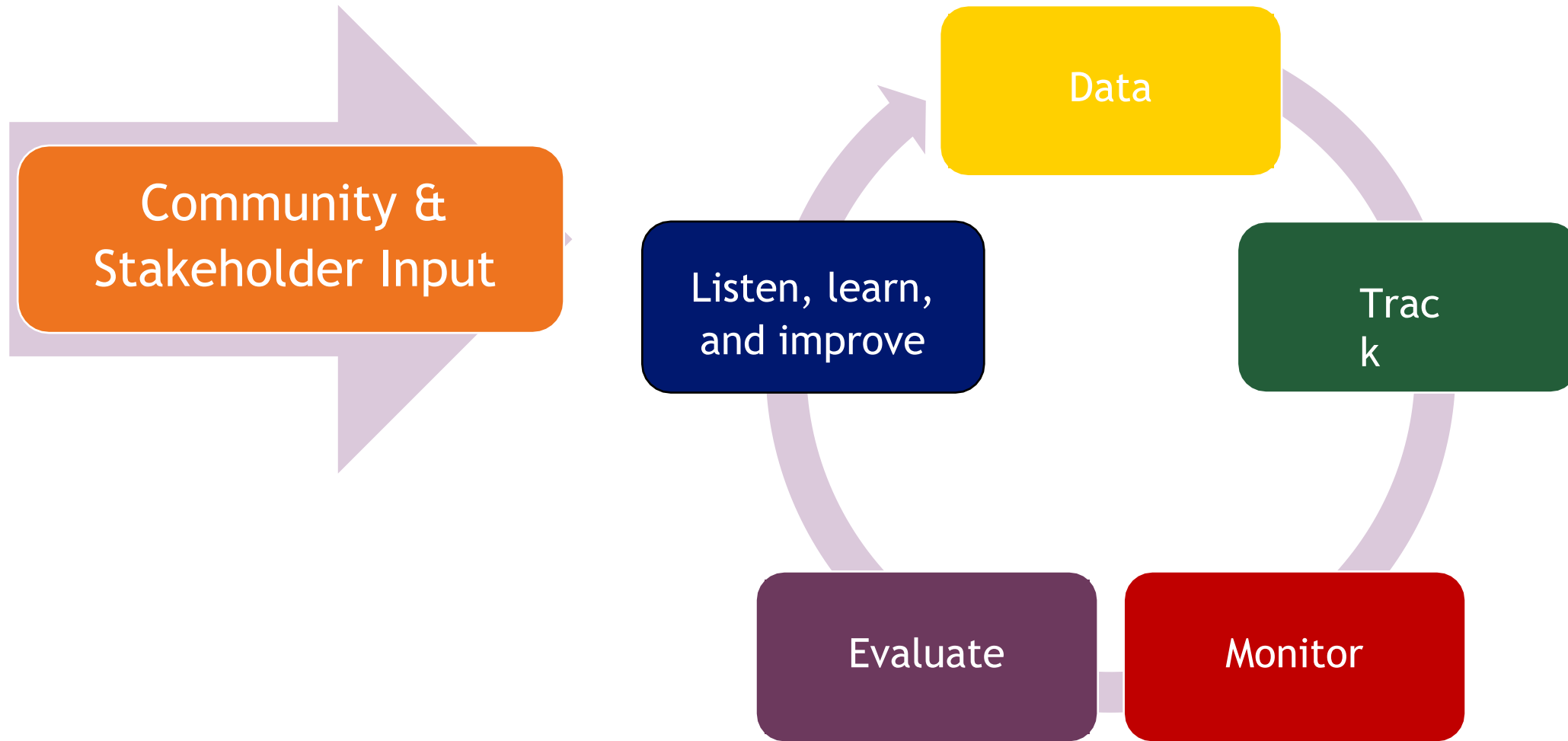
Transponder with an initial balance (amount TBD)

3.

Combination of options 1 & 2

Community Engagement

Creating Impact and Accountability



How We Adjusted Based on Community Feedback

Federal Poverty level should be higher than 185%

- Ask the community if they would like to increase this to 200%.

Percentage vs. flat amount of revenue from tolls should be allocated to the program

- CTIO is proposing 15 percent net revenue, excluding admin and cost of the transponder/credit.

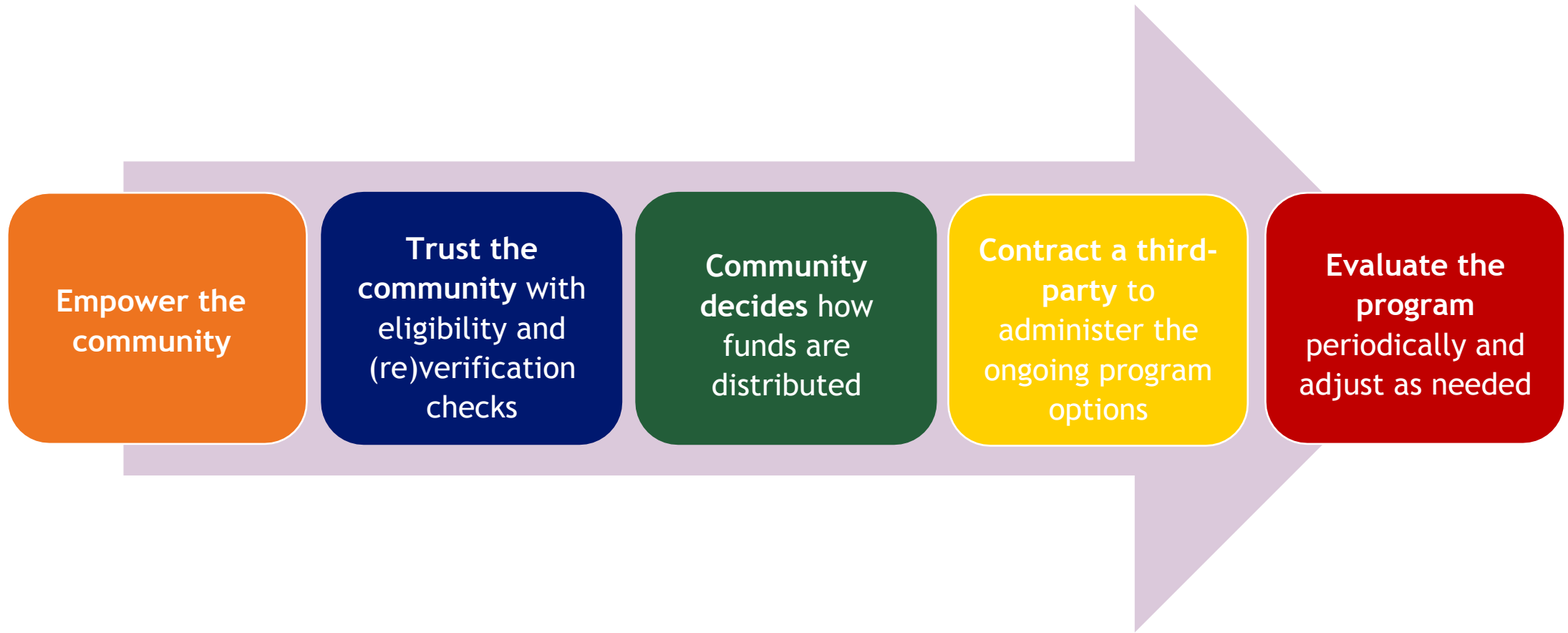
Community needs to decide how the money is spent

- CTIO offered the opportunity for the community to decide how the funds are spent on transit passes and Express Lanes toll credit beginning in the second year.

Residents who lost their homes through eminent domain should also benefit

- The program will be extended to GES residents that lost their homes through eminent domain and income qualify. This is the only exception to the eligibility criteria.

Implementation of Program Options: Approach approved by the Steering Committee



Approved Program

- **Benefits:** Transponder and promotional credit totaling a monetary value of \$100 in the first year.
- **Funding:** 15% of the net toll revenue from Central 70 Express Lanes to provide free transit passes or to add credit to participants' ExpressToll accounts in subsequent years based on input provided by GES residents annually after the first year.
- **Eligibility:** Resident of GES and below 200% FPL household income threshold; the exception is displaced household due to eminent domain for I-70 Central (167 households).

What's next?

- Program go-live in 2023
- Program promotion and marketing to encourage participation
- Raise Express Lane education and awareness within the community
- Determine program evaluation metrics to measure performance

Thank you!



Presentation on NFRMPO Regional Transit Corridors

Alex Gordon, North Front Range Metropolitan Planning Organization



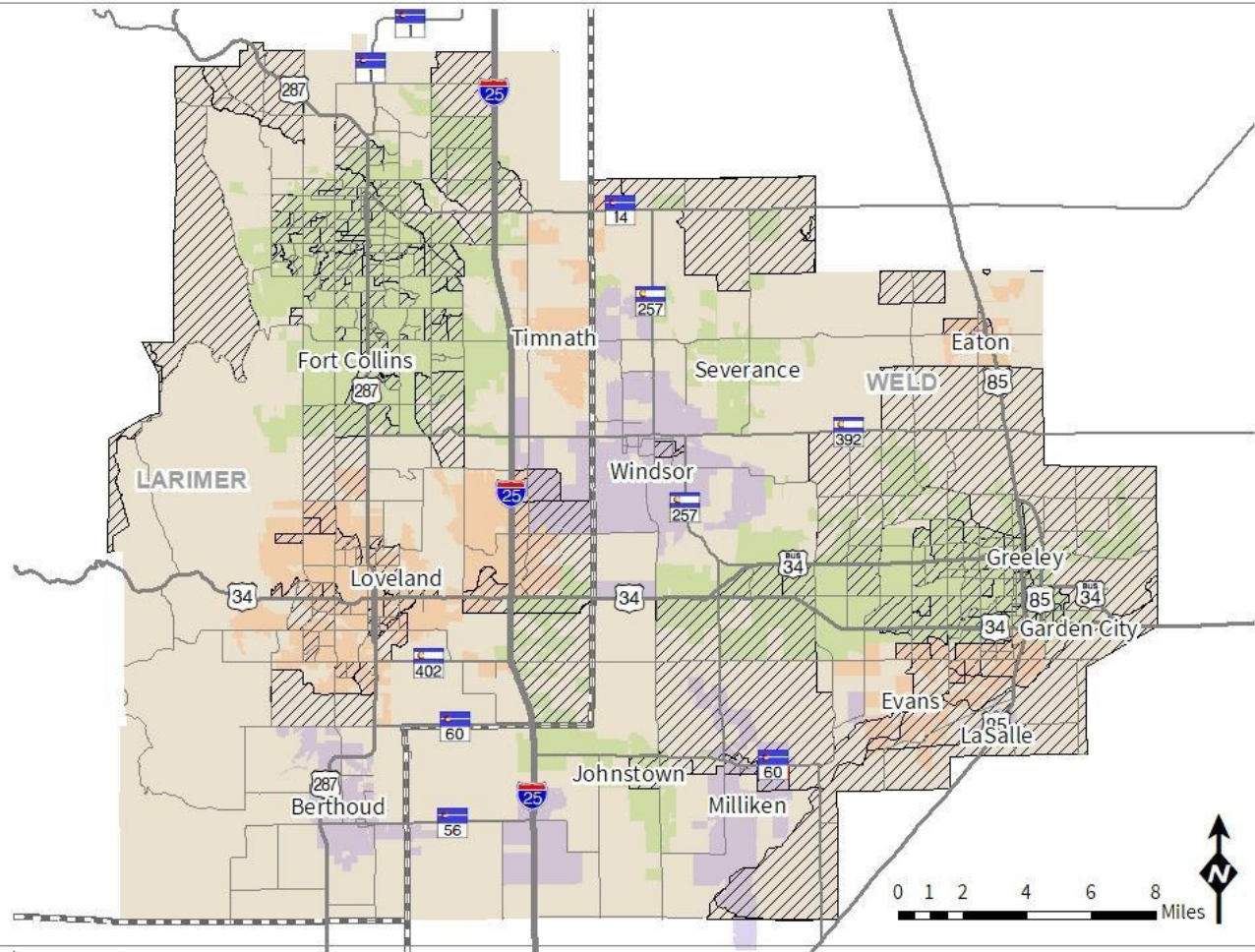
Regional Transit Corridors

Nonattainment Area Air Pollution Mitigation Enterprise






North Front Range
Metropolitan
Planning
Organization

January 26,
2022



Legend

-  County Boundary
-  2020 EJ Areas
-  NFRMPO Planning Area

December 2022
Sources: CDOT, NFRMPO

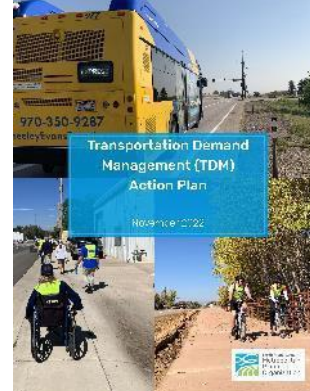
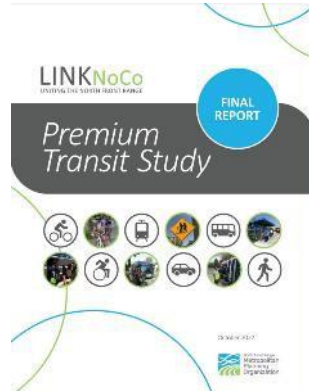
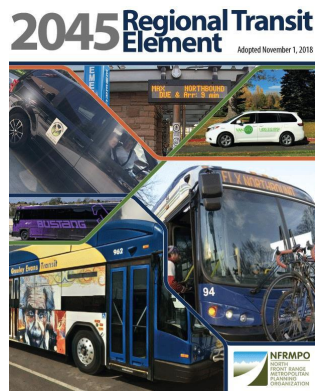


	2010	2020	2050
Population	434,973	533,547	872,757
Jobs	240,777	303,307	477,720

- Environmental Justice (EJ) Plan
 - Communities of Concern
 - DI Communities
 - EJ areas

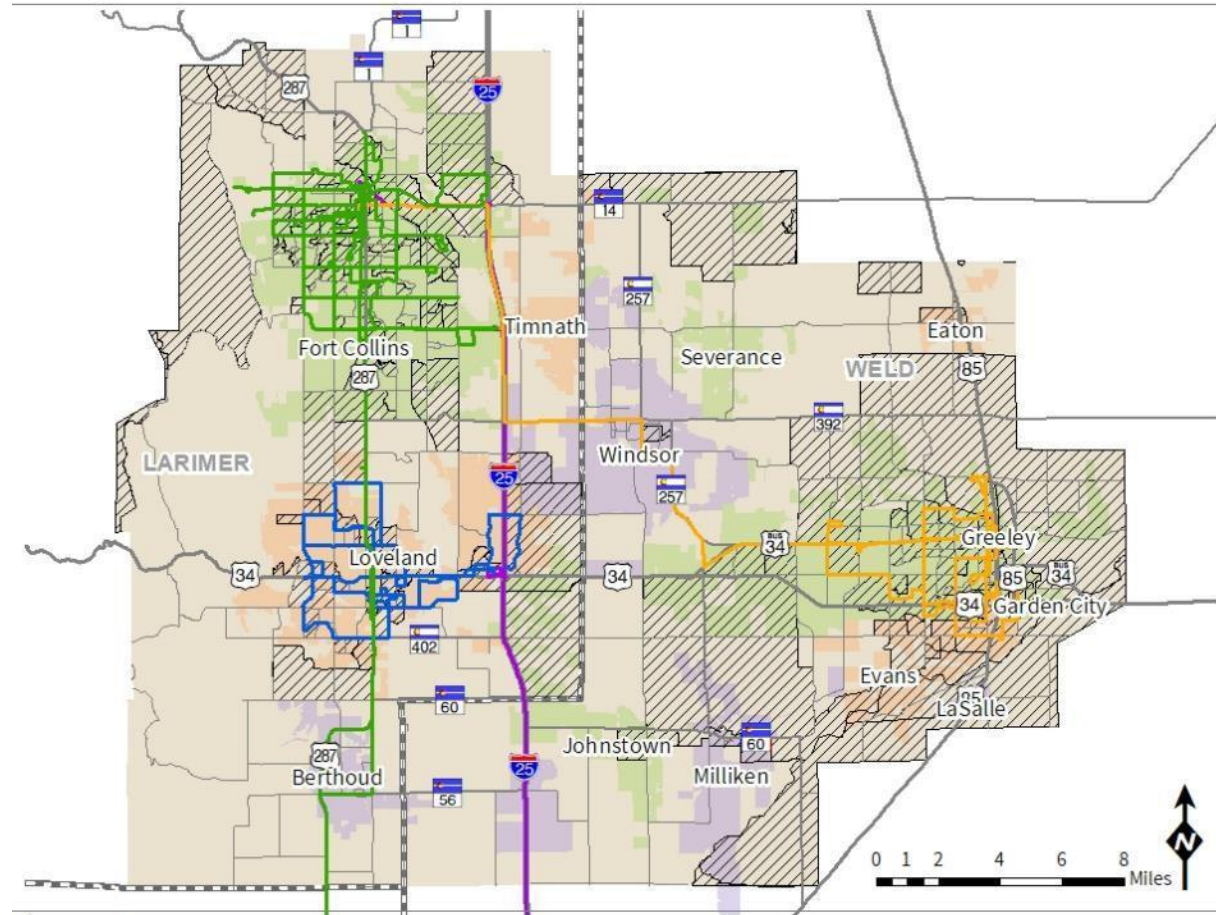
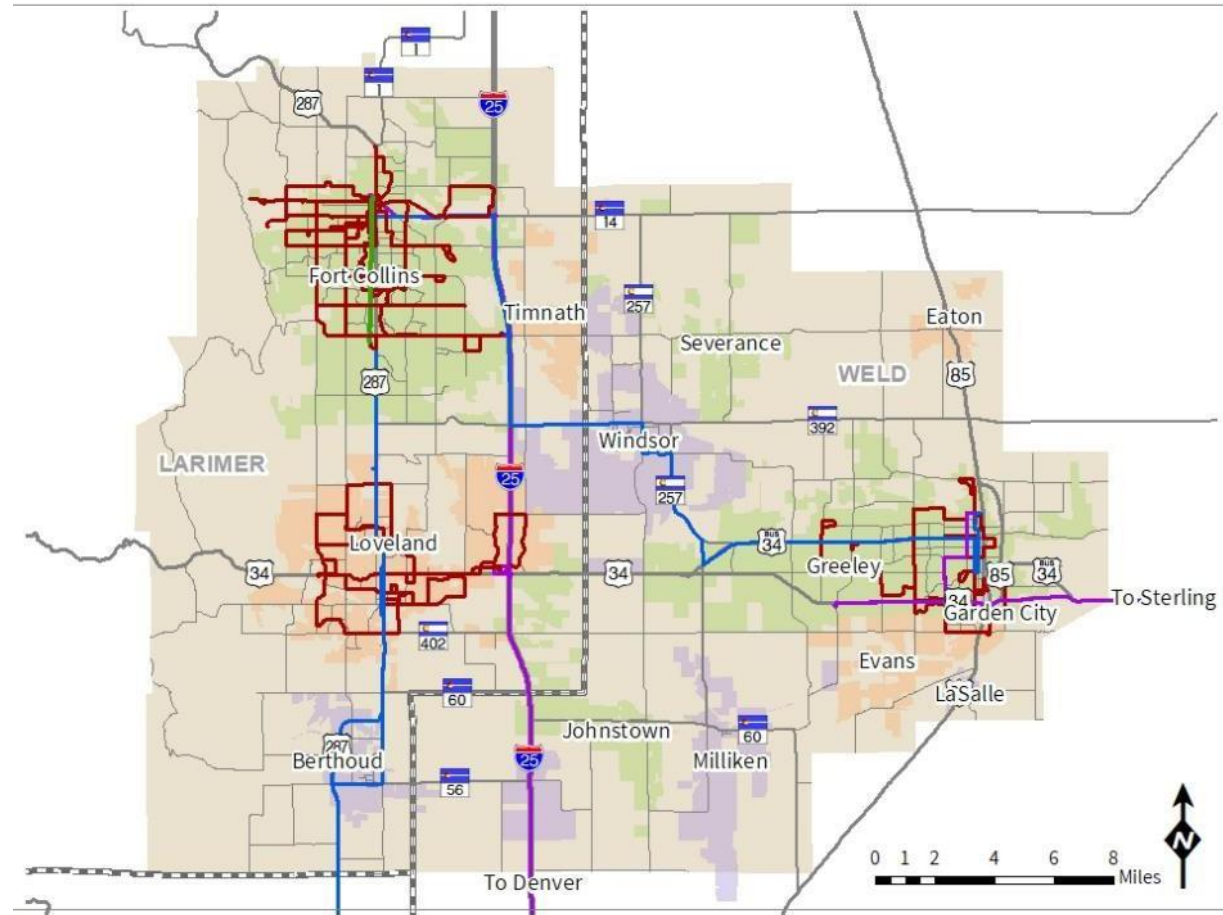
How does the NFRMPO incorporate transit in planning?

- 2045 Regional Transit Element
- LinkNoCo/Premium Transit Analysis
- 2045 RTP 2022 Update - GHG Transportation Report
- Transportation Demand Management (TDM) Action Plan
- 2050 Regional Transportation Plan



Current Transit Options and EJ Areas

Transit



- Legend**
- Bus Rapid Transit
 - Regional Transit
 - Intercity Transit
 - Local Transit
 - County Boundary
 - NFRMPO Planning Area

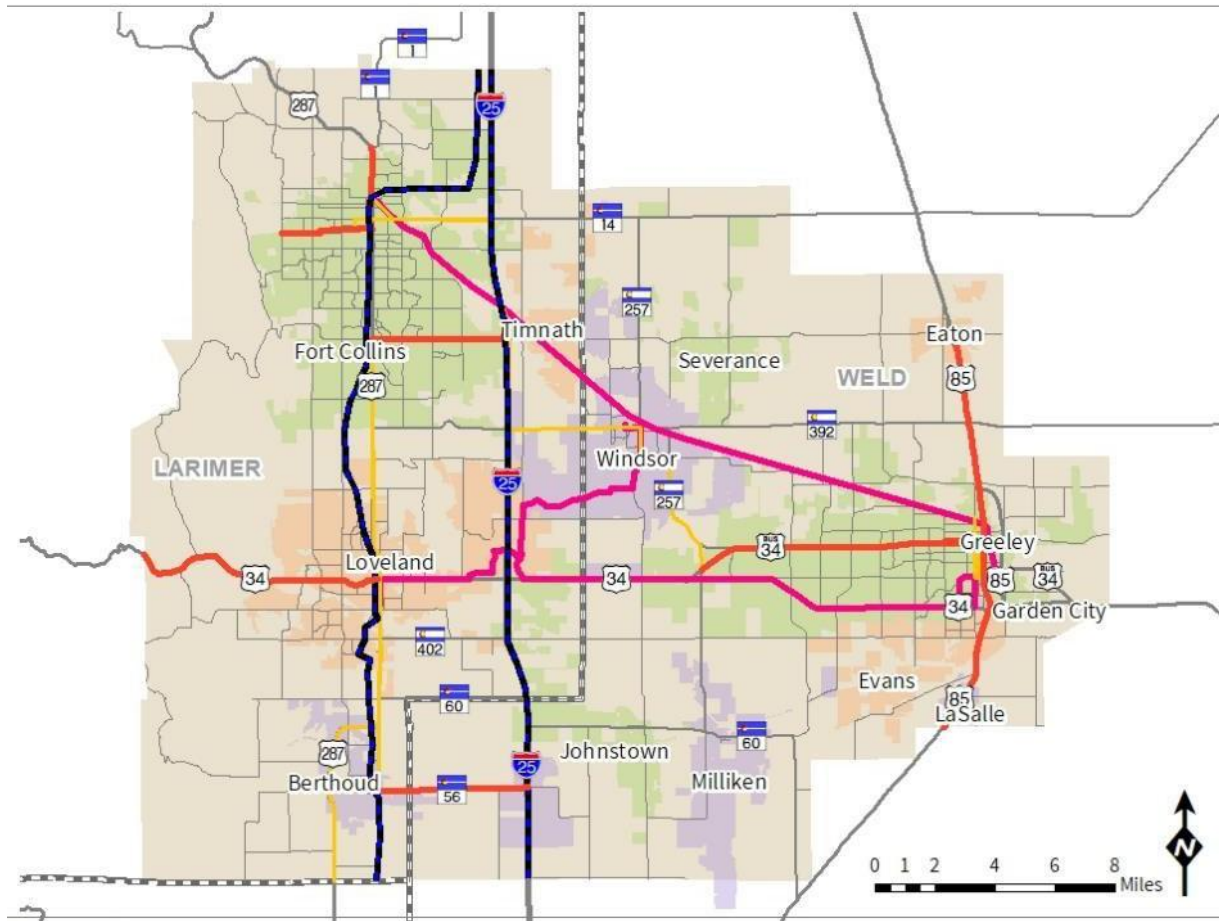
December 2022
Sources: CDOT, NFRMPO



- Legend**
- City of Loveland Transit
 - Colorado Department of Transportation
 - Greeley Evans Transit
 - Transfort
 - 2020 EJ Areas
 - County Boundary
 - NFRMPO Planning Area

December 2022
Sources: CDOT, NFRMPO





Legend

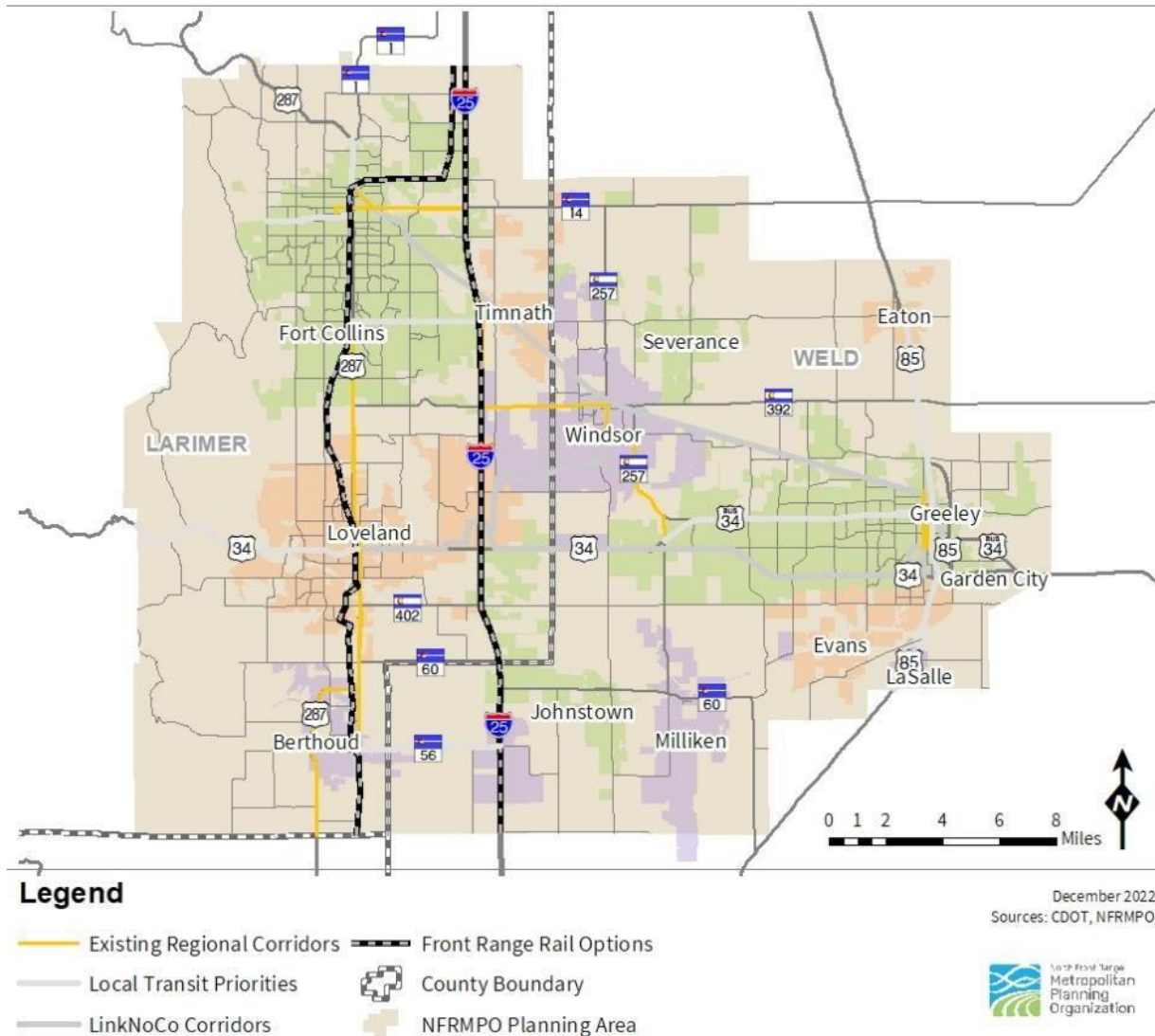
- Existing Regional Corridors
- Local Transit Priorities
- LinkNoCo Corridors
- Front Range Rail Options
- County Boundary
- NFRMPO Planning Area

December 2022
Sources: CDOT, NFRMPO



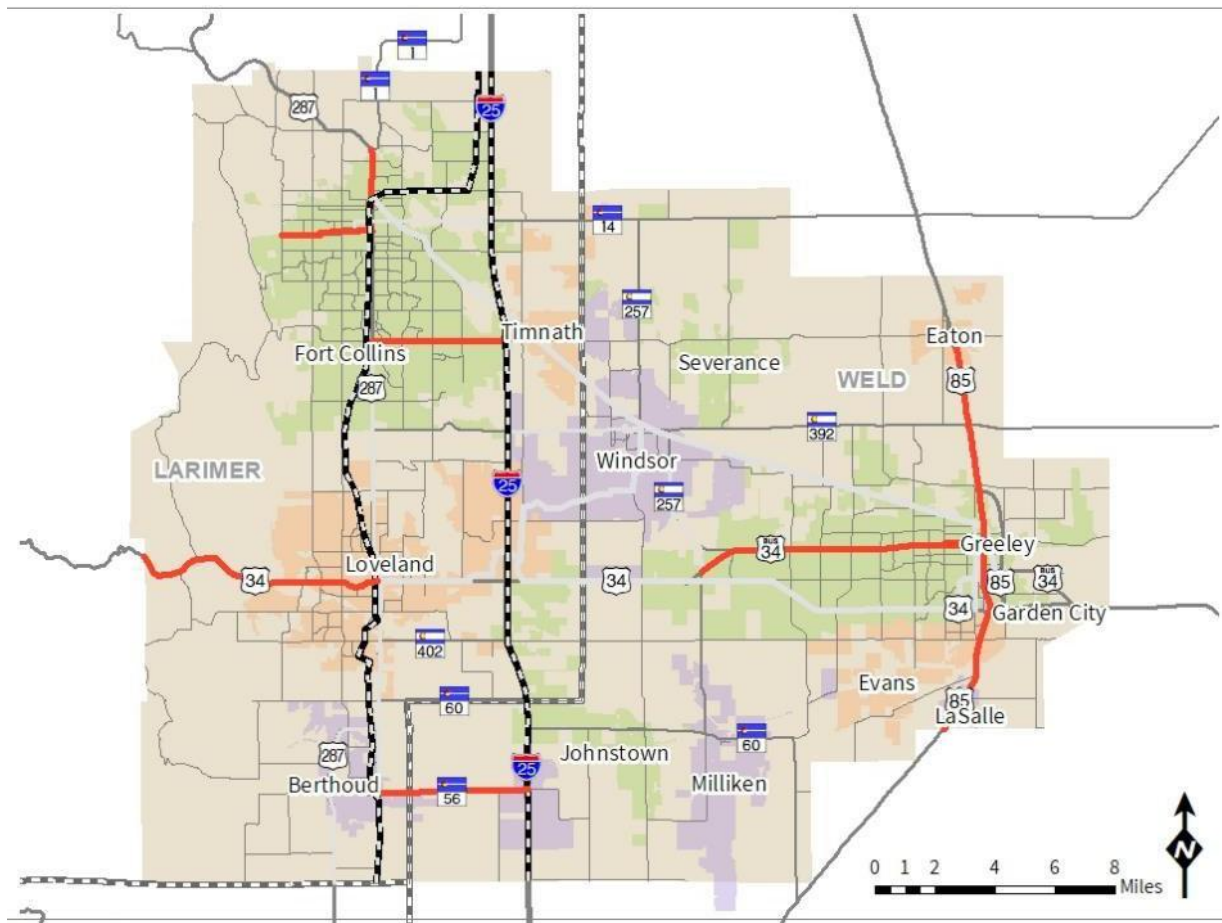
Four categories of routes:

- Existing Regional Corridors
- Local Transit Priorities
- LinkNoCo Corridors
- Front Range Rail



Existing Corridors:

- FLEX service
 - Fort Collins to Loveland
 - Fort Collins to Longmont
 - Fort Collins to Boulder
- Bustang North Line
- Poudre Express
 - Greeley to Fort Collins



Legend

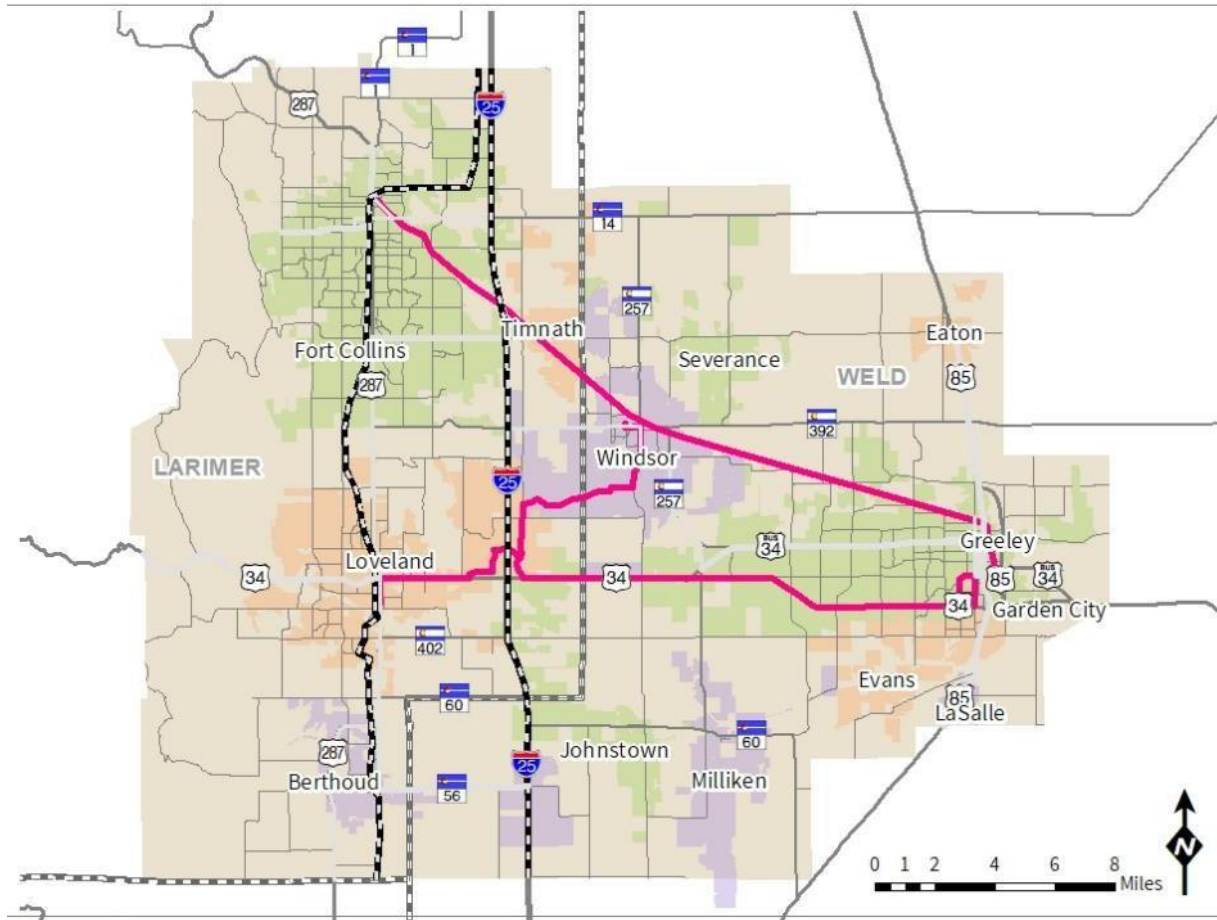
- Existing Regional Corridors
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December 2022
Sources: CDOT, NFRMPO



Local Transit Priorities:

- MAX Extensions (Fort Collins)
 - North College MAX
 - West Elizabeth MAX
 - Harmony Road MAX
- US34 Loveland to Estes Park
- SH56 Berthoud to Mobility Hub
- US34 Business Premium Transit
- US85 Express Bus



Legend

- Existing Regional Corridors
- Local Transit Priorities
- LinkNoCo Corridors
- Front Range Rail Options
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December 2022
Sources: CDOT, NFRMPO

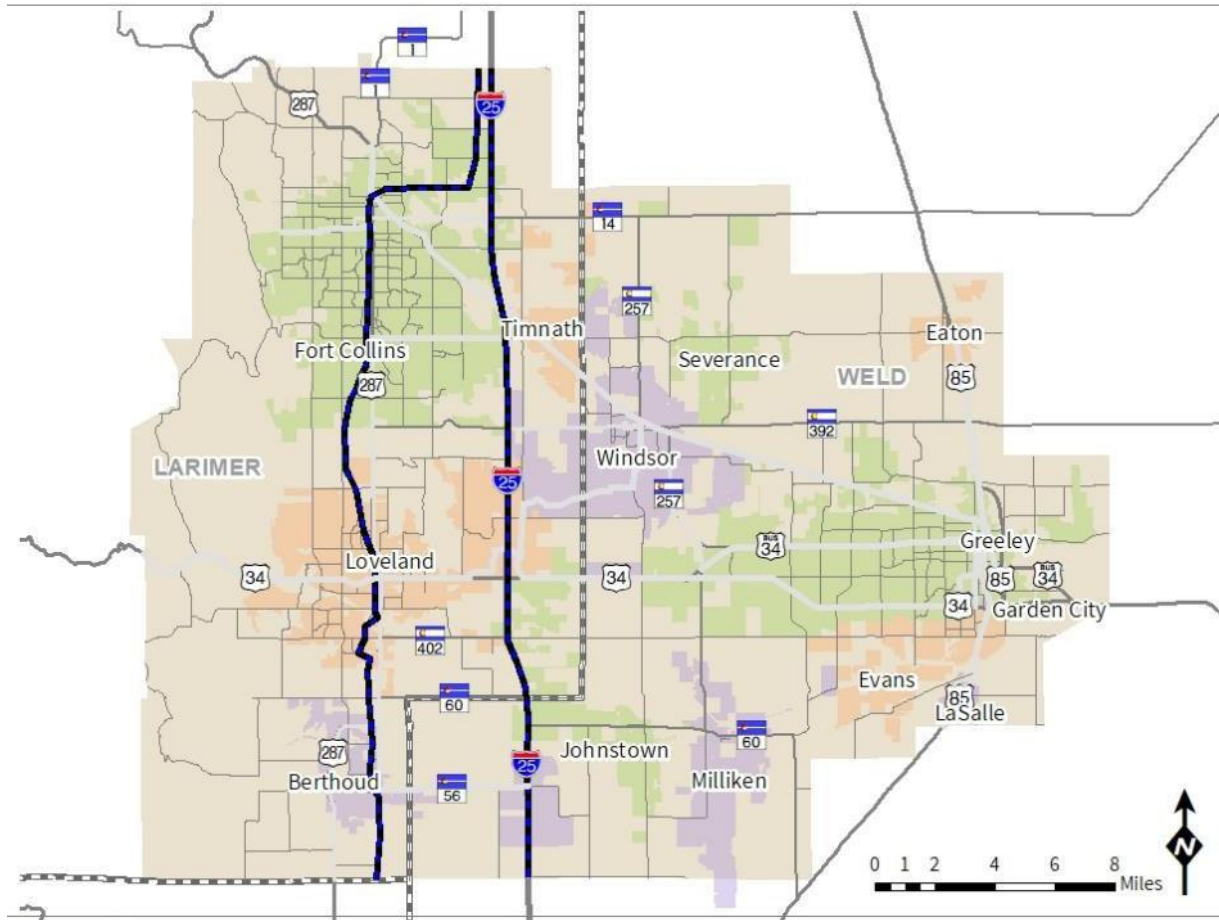


LinkNoCo Corridors:

- US34 – Loveland to Greeley
- Loveland to Windsor
- Poudre Express upgrades
□ BRT □ Commuter Rail

Regional Transit Corridors – Front Range Rail

Transit



Legend

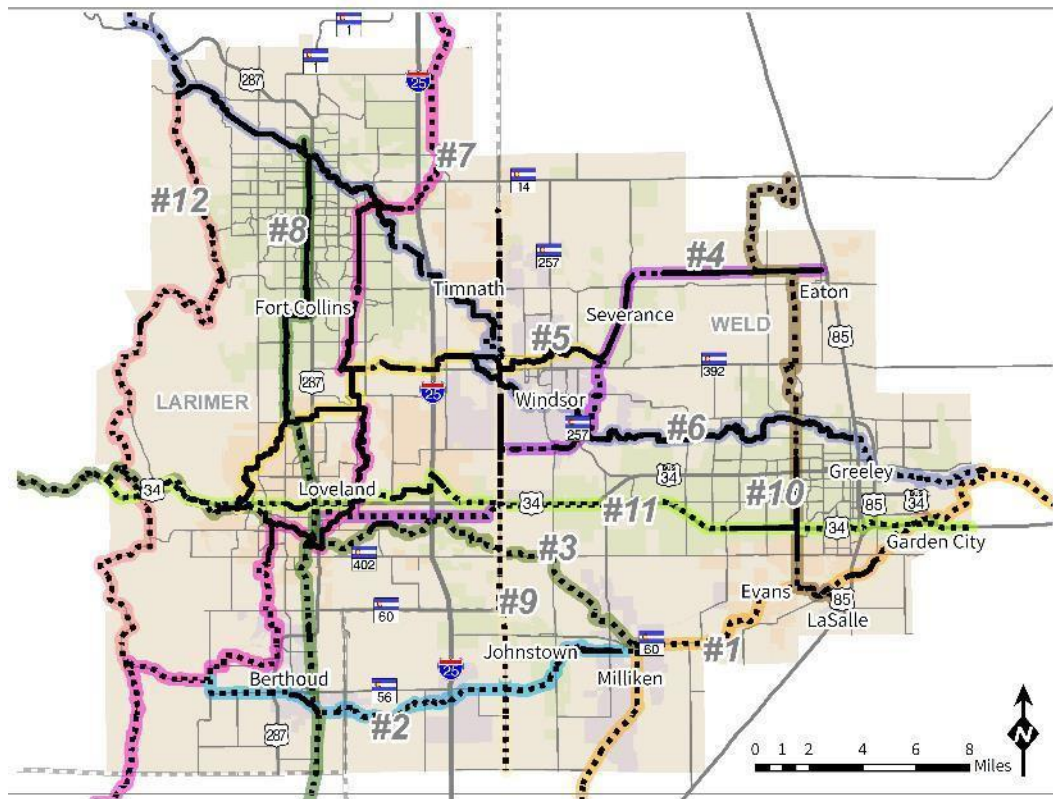
- Existing Regional Corridors
- Local Transit Priorities
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December 2022
Sources: CDOT, NFRMPO



Front Range Rail:

- I-25 or US287 option



Legend

— Existing or Interim Alignment	6: Poudre River Trail	County Boundary
- - - Proposed Alignment	7: Front Range Trail (West)	NFRMPO Planning Area
1: South Platte/American Discovery Trail	8: BNSF Fort Collins/Berthoud	
2: Little Thompson River	9: Johnstown/Timnath	
3: Big Thompson River	10: Eaton/LaSalle	
4: Great Western/Johnstown/Loveland	11: US 34 Parallel	
5: North Loveland/Windsor	12: Carter Lake/Horsetooth Foothills Corridor	

June 2021
Sources: CDOT, NFRMPO



- 12 corridors crossing the region
- NoCo Bike & Ped Collaborative
- **2021 Active Transportation Plan**: Corridor visions with strategic local connections, crossing improvements

Table 2: Modeled Improvements

Category	Improvement
Transit	Advance US34 transit service between Loveland and Greeley from 2045 to 2030
Transit	Expansion of COLT's local transit network as identified in Connect Loveland by 2030
Transit	Double frequency of Bustang North Line in all compliance years
Transit	Addition of mobility hubs and transit centers planned since 2019
TDM	Increase in work from home in all compliance years
TDM	Development and expansion of TDM programs by 2030 and increasing scope through 2050
Operations	Arterial signal timing improvements by 2030 and additional signal timing improvements through 2050
Active Transportation	Expansion of the local bicycle and pedestrian network by 2030 and increasing to 2050
Active Transportation	Increased prevalence of e-bikes and scooters by 2030 and increasing to 2050

Table 3-11: Fiscally Constrained Transit Capacity Projects, 2020

Map ID	Agency	Corridor	Project Type	RTC	Length (Mi)	Remaining Capital Cost through 2045(\$M, YOE)	Remaining Operating Cost through 2045 (\$M, YOE)
A	GET	Poudre Express	New Service	8	37	\$3.7	\$18.9

Table 3-11: Fiscally Constrained Transit Capacity Projects, 2021-2030

Map ID	Agency	Corridor	Project Type	RTC	Length (Mi)	Remaining Capital Cost through 2045(\$M, YOE)	Remaining Operating Cost through 2045 (\$M, YOE)
B	Transfort	Fort Collins to Wellington (SH1)	New Service	2	13	\$3.2	\$13.0
C	Transfort	Fort Collins to Longmont/Boulder (US287)	Increased Frequency	9	45	\$9.0	\$85.8

Table 3-11: Fiscally Constrained Transit Capacity Projects, 2041-2045

Map ID	Agency	Corridor	Project Type	RTC	Length (Mi)	Remaining Capital Cost through 2045(\$M, YOE)	Remaining Operating Cost through 2045 (\$M, YOE)
D	Unidentified	Loveland to Greeley (US34)	New Service	10	24	\$2.5	\$1.9
E	Unidentified	Eaton to Denver Region (US85)	New Service	11	69	\$5.3	\$4.0

Alex Gordon, PTP
Transportation Planner III
agordon@nfrmpo.org
(970) 289-8279



Enterprise Financial Update

Darius Pakbaz, NAAPME Program Administrator



Enterprise Financial Update

Total Program Funds and Expenses

Enterprise Revenue Collection:

- \$672,250 from the Retail Delivery Fee
- \$1,556,049 from the Rideshare Fee
- \$1,375 in interest
- **TOTAL REVENUE - \$2,229,674**

Total Expenses (from Enterprise Fund):

- \$384 for Attorney General's Office services
- \$75,557 for repayment of CDOT Loan
- Total YTD Expenses - \$75,941
- **REMAINING FUNDS FOR ENTERPRISE EXPENSES - \$428,195**

Fiscal Year 2022-23 Budget to Actual for Fund 542-Ongoing									
Nonattainment Area Air Pollution Mitigation Enterprise									
Line Item		Approved Budget	July 2022	August 2022	September 2022	October 2022	November 2022	Total	Remaining Funds
1	Fiscal Year Revenues								
2	NAAPME Retail Delivery Fee	\$ 6,669,090	\$ 16	\$ 152,852	\$ 175,944	\$ 166,247	\$ 177,191	\$ 672,250	
	NAAPME Rideshare Fee	\$ -	-	-	-	1,556,049		\$ 1,556,049	
	Interest Income	\$ -	-	-	74	504	797	\$ 1,375	
3	Total FY 2022-23- Revenue	\$ 6,669,090	\$ 16	\$ 152,852	\$ 176,018	\$ 1,722,800	\$ 177,988	\$ 2,229,674	\$ -
4	Fiscal Year Allocations								
5	Administration & Agency Operations								
6	Staff Salaries	\$ 64,800							
7	State Agency Support	\$ 64,800							
8	Attorney General Fees	\$ 5,000	\$ -	\$ -	\$ -	\$ 384		\$ 384	\$ 4,232
9	Office of the State Audit-Annual Financial Audit	2,000	-	-	-	-		-	\$ 2,000
10	Total State Agency Support	\$ 7,000	\$ -	\$ -	\$ -	\$ 384		\$ 384	\$ 6,232
11	Enterprise Support Initiatives								
12	Language Translation Services	\$ 50,000	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 50,000
13	Consultant Services	100,000	-	-	-	-		-	100,000
14	Total Enterprise Support Initiatives	\$ 150,000	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 150,000
15	Board Meeting Expenses								
16	Board Travel	\$ 5,000	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 5,000
17	Board Meeting Expenses	500	-	-	-	-		-	500
18	Presentation Support	350	-	-	-	-		-	350
19	Total Board Meeting Expenses	\$ 5,850	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 5,850
20	Total Administration and Agency Operations	\$ 227,650	\$ -	\$ -					\$ 162,082
21	Debt Service								
22	Debt Service on CDOT Loan	\$ 76,486	\$ -	\$ -	\$ -	\$ -	\$ 75,557	\$ 75,557	\$ 929
23	Total Debt Service	\$ 76,486	\$ -	\$ -	\$ -	\$ -		\$ 75,557	\$ 929
24	Contingency Reserve								
25	Enterprise Reserve Fund (>\$200,000.01)	\$ 200,000	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 200,000
26	Total Contingency Reserve	\$ 200,000	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 200,000
27	Total FY 2022-23 Budget	.							
28	Total FY 2022-23 Allocations	\$ 504,136							



Enterprise Financial Update

Loan Proceeds and Expenses

Fiscal Year 2022-23 Budget to Actual for Fund 543-Initial Fund Nonattainment Area Air Pollution Mitigation Enterprise

Line Item		Approved Loan Proceeds	FY21-22 Expenses	July 2022	August 2022	September 2022	October 2022	November 2022	Total Spending	Remaining Funds
1	Fiscal Year Revenues									
2	FY22 TC Loan Proceeds	\$ 74,700						\$ 74,700		
3	Total FY 2021-22- TC Loan Proceeds	\$ 74,700						\$ 74,700		
4	Fiscal Year Allocations									
5	TC Loan Spending: FY 21-22 Expenses									
6	Staff Salaries		\$ 18,589							
7	Attorney General Fees		1,729							
8	Mentimeter		144							
9	Interest on Loan Proceeds		233					624		
10	Total TC Loan Spending: FY21-22 Expenses	\$ -	\$ 20,695					\$ 624	\$ 21,319	
11	TC Loan Spending: FY22-23 Expenses									
12	Staff Salaries			\$ -	\$ 1,164	\$ 917	\$ 2,111	\$ 1,077	\$ 5,269	
13	Attorney General Fees			-	-	263	-		263	
14	Note Interest Expense			(233)	-	-	-		(233)	
15	Total TC Loan Spending: FY22-23 Expenses			\$ (233)	\$ 1,164	\$ 1,180	\$ 2,111	\$ 1,077	\$ 5,299	
16	Remaining TC Loan Funds								\$ 26,618	\$ 53,074

The Board of Directors instructed staff to repay the CDOT Loan at the October 27th Enterprise Board meeting. This payment occurred in November 2022, thus all remaining expenses will now be charged to the Enterprise fund.



Program Administrator Update

Darius Pakbaz, NAAPME Program Administrator



Program Administrator Update

- **February 2023 Board of Directors Meeting**
 - Finalization of Enterprise Budget and submittal to CDOT
 - Review and adoption of revised fee levels for fiscal year 2024
- **Future Board of Directors Meeting Business**
 - Enterprise Public Accountability Dashboard
 - Updates to the Enterprise 10-Year Plan
 - Language Translation for Enterprise Plans
 - Discussion on Enterprise fiscal rules
 - Presentation on CDOT's role in proposed BRT corridors in Denver Metro Area
 - Presentation on how local communities manage grant funds
 - Update on Safe Routes to School Program and allocation for High School students



Next Steps and Adjoinment

Kristin Stephens, NAAPME Chair



Next Steps

Upcoming Dates:

- February 23, 2023, 3:00 - 4:30 PM - *NAAPME Board of Directors Meeting*

Upcoming Meeting Topics:

- Enterprise Fee Levels for Fiscal Year 2024
- Final Approval of Enterprise Budget - FY 2024