



# COLORADO

## Department of Transportation

Nonattainment Area Air Pollution  
Mitigation Enterprise

BOARD OF DIRECTORS MEETING | OCTOBER 24, 2023 | 3:00 PM - 4:30 PM

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### SCHEDULE AND AGENDA

- |       |   |                          |
|-------|---|--------------------------|
| I.    | <b>Convene Meeting &amp; Roll Call</b><br><i>Kristin Stephens, NAAPME Chair</i>   | <b>3:00 PM - 3:05 PM</b> |
| II.   | <b>Public Comments</b><br><i>Kristin Stephens, NAAPME Chair</i>   | <b>3:05 PM - 3:10 PM</b> |
| III.  | <b><i>Decision Item:</i></b><br><b>Approval of Minutes from the<br/>September 28, 2023, Board of Directors Meeting</b><br><i>Kristin Stephens, NAAPME Chair</i>                     | <b>3:10 PM - 3:15 PM</b> |
| IV.   | <b>FY 2024-25 NAAPME Draft Budget</b><br><i>Darius Pakbaz, NAAPME Program Administrator</i><br><i>Cassie Rutter, CDOT DAF Budget Policy Operations and Planning (B-POP) Manager</i> | <b>3:15 PM - 3:25 PM</b> |
| V.    | <b>Colorado EnviroScreen Overview</b><br><i>Jessica Ferko, NAAPME Director</i><br><i>Rani Kumar, Colorado Department of Public Health &amp; Environment</i>                         | <b>3:25 PM - 3:50 PM</b> |
| VI.   | <b>Evaluating Programs &amp; Projects Discussion (Continued)</b><br><i>Darius Pakbaz, NAAPME Program Administrator</i>  | <b>3:50 PM - 4:25 PM</b> |
| VII.  | <b>Revenue &amp; Budget and Enterprise Program Updates</b><br><i>Darius Pakbaz, NAAPME Program Administrator</i>  | <b>4:25 PM - 4:30 PM</b> |
| VIII. | <b>Adjournment</b><br><i>Kristin Stephens, NAAPME Chair</i>   | <b>4:30 PM</b>           |

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Next Governing Board Meeting: Thursday, November 30, 2023, 3:00 - 4:30 PM



# COLORADO

## Department of Transportation

Nonattainment Area Air Pollution  
Mitigation Enterprise

### Nonattainment Area Air Pollution Mitigation Enterprise - Meeting Minutes

Board of Directors Meeting  
September 28, 2023, 3:00 PM to 4:30 PM  
Location: CDOT HQ/Virtual  
Recording: [YouTube Video](#)

#### Attendance

##### Present

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

##### Excused

#### Guests:

Ryan Noles, CDOT Bus Rapid Transit Program Manager

Nora Kern, Denver Regional Council of Governments

Kathy Young, Attorney General's Office

Rani Kumar, Colorado Department of Public Health and Environment

Mike Silverstein, Regional Air Quality Council

Angie Drumm  
R1 Deputy Director of Traffic and Safety Operations

#### NAAPME Staff:

Suzanna Alvarado  
Darius Pakbaz  
Phil von Hake

- I. **Convene Meeting & Roll Call**, Chair Stephens convened the meeting and Roll Call was conducted. ([Video 14:46](#))

II. **Public Comments**, Chair Stephens asked if there was any public comment. Darius confirmed there was no public comment received through the NAAPME public email address. ([Video 15:27](#))

III. **Decision Item: Approval of August 24, 2023, Board of Directors Meeting Minutes**, Director Wheeler made a motion to approve the minutes, Director Stockinger seconded the motion, all in favor, no one opposed. ([Video 15:48](#))

IV. **Bus Rapid Transit (BRT) Program Overview**, Ryan Noles and Nora Kern gave an overview of the BRT program with a presentation including how NAAPME funding could potentially fill in monetary gaps for projects that would qualify.

*Questions from Directors:*

Director Holguin asked to elaborate more on staff level disclosures with the Regional BRT Partnerships? Nora confirmed there was going to be a Charter created and was in the work. Darius asked where do you see some of the anticipated gaps for completing BRT projects? Ryan stated the latter ones for the 2030 period have not secured funding. BRT projects in the works now will have a better idea with actual costs versus assessments and where those potential short falls are as the project unfolds.

Vice Chair Baca had concerns about duplicate funding and that various corridors have access to additional funding already and if there was a chance of NAAPME funding replacing already allocated money for their projects. There was much discussion on the DI communities not being represented adequately and how does the Board prioritize that.

Director Stockinger asked at what point might BRT be coming back to the Board in regards to the small start on Federal , after reviewing their budget needs, they may be looking to the Board to fill some gaps, so that the Board can preemptively set some money aside and be responsive to BRT needs. Ryan said depending on CIG and the FTA the goal is to have a good sense of what they will be getting by early 2025.

Director Suniga asked if information on the BRT lines will be available in multiple languages and what were some of the amenities. Ryan confirmed working with RTD to make it as accessible as possible to reflect the communities it serves and could include multiple languages.

Director Baca: a lot of money has been infused in transportation and transit mobility. Enterprise funds throughout Colorado, federal funding that's available. First of all, where are the gaps in disproportionately impacted communities? And where is the greatest need? How do we prioritize? Those communities that are either impacted mostly by air quality in disproportionate communities? This can be a future discussion. What does funding look like for from NAAPME in support of the region, and what is the most impact?

Do we further enhance certain corridors? Or do we actually want to make an impact on corridors that don't have service right now that are in a nonattainment area.

Director Wheeler: for granting funds, the question around equity and accessibility and language. I'd like to see us incorporate some weighting to the rubric, to be equitable. But I want us to be specific about the things we weigh. ([Video 16:13](#))

V. **Evaluating Proposals and Funding Programs**

Darius Pakbaz provided some additional information and some examples from other areas that may have similar business purposes and if there were any other criteria the Board would like to consider? Board provided comments on the suggestions, in particular a discussion on who can apply for funds. Kathy Young, Attorney General's Office, indicated that there was provision in statute that eligible entities are defined as those who can

receive CMAQ funds. Questions and comments from Directors about ensuring that the greatest need for underserved communities should be considered. Oftentimes these communities do not have the resources or knowledge to compete for grants. Additional conversation about ensuring that potential recipients can meet state regulations regarding grants and reimbursement. The Chair determined that a continued conversation at the next Board of Directors Meeting would be scheduled. ([Video 56:26](#))

**VI. Funding Proposal from Regional Air Quality Council (RAQC)**

Darius Pakbaz provided the proposal to the Board for review and it was determined there would be no decisions on proposed until there were specific criteria and programs that were publically available, due to requirements in statute. ([Video 1:33](#))

**VII. Colorado EnviroScreen**

This has been rescheduled for October's meeting.

**VIII. Revenue & Budget and Enterprise Program Updates**

Darius Pakbaz reviewed the revenue and budget updates with no further questions from the Board. ([Video 1:43](#))

**IX. Adjournment ([Video 1:45](#))**

***Next Governing Board Meeting: Thursday October 26, 2023 3:00PM to 4:30PM  
Hybrid meeting at CDOT HQ and Virtual***



# COLORADO

## Department of Transportation

Nonattainment Area Air Pollution  
Mitigation Enterprise

COLORADO NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE

# REGISTRY OF ACTIONS

DATE OF MEETING September 28, 2023

Action Number	Action	Decision
2023-12	<p>Motion to approve minutes from August 24, 2023 Board meeting.</p> <ul style="list-style-type: none"><li>• Motion made by Director Wheeler</li><li>• Director Stockinger seconded the motion; it passed with no further discussion</li></ul>	Approved

Suzanna Alvarado, Secretary  
Nonattainment Area Air Pollution Mitigation Enterprise

Date

# Nonattainment Area Air Pollution Mitigation Enterprise



**COLORADO**

Department of Transportation

*Board of Directors Meeting*  
October 26, 2023



# Meeting Agenda

**I. Convene Meeting & Roll Call** 3:00PM - 3:05PM  
*Kristin Stephens, NAAPME Chair*

**II. Public Comments** 3:05PM - 3:10PM  
*Kristin Stephens, NAAPME Chair*

**III. Approval of Minutes from the September 28, 2023 Board of Directors Meeting** 3:10PM - 3:15PM  
*Kristin Stephens, NAAPME Chair*

**IV. FY2025 Budget Proposal** 3:15PM - 3:25PM  
*Darius Pakbaz, NAAPME Program Administrator*

**V. Colorado EnviroScreen Overview** 3:25PM - 3:50PM  
*Rani Kumar, Colorado Department of Public Health & Environment*

**VI. Evaluating Proposals and Funding Programs (cont'd.)** 3:50PM - 4:25PM  
*Darius Pakbaz, NAAPME Program Administrator*

**VII. Enterprise Program and Revenue & Budget Updates** 4:25PM - 4:30PM  
*Darius Pakbaz, NAAPME Program Administrator*

**VIII. Adjournment** 4:30PM  
*Kristin Stephens, NAAPME Chair*

**DECISION  
ITEM**



# Public Comments

*Kristin Stephens, NAAPME Chair*



## DECISION ITEM

# Approval of Minutes from the September 28, 2023, Board of Directors Meeting

*Kristin Stephens, NAAPME Chair*



## COLORADO

### Department of Transportation

Nonattainment Area Air Pollution  
Mitigation Enterprise

**DATE:** October 26, 2023

**FROM:** Darius Pakbaz, NAAPME Program Administrator

**TO:** NAAPME Board of Directors

**SUBJECT:** Fiscal Year 2024-25 Proposed NAAPME Budget

#### OVERVIEW:

Annual, starting in the fall, the NAAPME is required to begin its budgeting process for the following fiscal year, ensuring that its budget proposal is sent to the Office of State Planning and Budgeting for inclusion in the annual state budgeting process. The proposed budget, prepared by NAAPME staff, is brought to the Board for review and comment in the fall and final approval in the Spring. Amendments to the approved budget can be conducted at any time, with Board approval.

#### PROPOSAL(S) / RECOMMENDATION(S):

The proposed budget for review by the board allocates \$154,500 for Administrative & Operating Costs and \$200,000 for Board Contingency Reserve fund. Anticipated revenues for the next fiscal year are \$25,723,067, with \$10,646,544 anticipated in fee revenue and \$15,076,523 in anticipated roll-forward of funds from fiscal year 2023-24. Unbudgeted funds for fiscal year 2024-25 are \$25,368,567.

#### ACTIONS BY OTHERS:

N/A

#### PREVIOUS DISCUSSIONS / ACTIONS:

- N/A

#### PROPOSED MOTION(S):

Informational Only. Formal Action by the Board of Directors will take place at the February 2024 Board of Directors Meeting.

#### ATTACHMENTS:

Presentation - FY 2025 NAAPME Budget

Attachment A - NAAPME Fiscal Year 2024-25 Draft Proposed Annual Budget

#### ADDITIONAL INFORMATION:

Please contact [Darius Pakbaz](mailto:Darius.Pakbaz@cdot.gov) (720.241.8097) for further information.





# FY 24-25 Budget Proposal

*Darius Pakbaz, NAAPME Program Administrator*



# Overview of Fiscal Year 2025 Draft Budget

## Fiscal Year 2025 Budget Overview

Budget Line Item	Total Estimated Revenues	Total Estimated Expenditures
Total Estimated Revenues	\$25,723,067	
Total Programmed & Project Support Services		\$0
Total Administrative & Operating Activities		\$154,500
Total Debt Service		\$0
Total Board Contingency Reserve		\$200,000
<b>TOTAL REVENUES</b>	<b>\$25,723,067</b>	
<b>TOTAL EXPENDITURES</b>		<b>\$354,500</b>
<b>UNBUDGETED REVENUES</b>	<b>\$25,368,567</b>	

*Please see Attachment A in the packet for the full, proposed budget.*



# Overview of Fiscal Year 2025 Draft Budget

## Estimated Revenues

### Fiscal Year 2025 Budget Overview - Estimated Revenues

Budget Line Item	Total Estimated Revenues	Total Estimated Expenditures
Air Pollution Per Ride (Standard Rate)	\$8,054,572	
Air Pollution Per Ride (Carshare/ZEV Rate)	\$283,494	
Air Pollution Mitigation Retail Delivery Fee	\$2,308,478	
Roll-Forward from Previous Fiscal Year - Administrative & Operating	\$200,000	
Roll-Forward from Previous Fiscal Year - Programming Funds	\$14,876,523	
<b>TOTAL REVENUES</b>	<b>\$25,723,067</b>	

*Please see Attachment A in the packet for the full, proposed budget.*



# Overview of Fiscal Year 2025 Draft Budget

## Administration & Operations Expenses

### Fiscal Year 2025 Budget Overview - Administration & Operations

Budget Line Item	Total Estimated Revenues	Total Estimated Expenditures
Nonattainment Enterprise Staff Compensation		\$50,000
Nonattainment Enterprise Program Support		\$100,000
Attorney General's Office Legal Services		\$1,000
Annual Audit		\$2,000
Travel Expenses		\$500
Operating Expenses		\$1,000
<b>TOTAL EXPENDITURES</b>		<b>\$154,500</b>

*Please see Attachment A in the packet for the full, proposed budget.*



# Overview of Fiscal Year 2025 Draft Budget

## Debt Service & Contingency Reserve

### Fiscal Year 2025 Budget Overview - Debt Service & Contingency

Budget Line Item	Total Estimated Revenues	Total Estimated Expenditures
Debt Service		\$0
Board Contingency Reserve		\$200,000
<b>TOTAL EXPENDITURES</b>		<b>\$200,000</b>

*Please see Attachment A in the packet for the full, proposed budget.*



# Overview of Fiscal Year 2025 Draft Budget Assumptions & Next Steps

## Assumptions:

- Revenue Assumptions Based on *CDOT Revenue Forecast for FY2024 - Quarter 1*
  - [CDOT Quarterly Revenue Forecast, FY 2023-24, Quarter 1](#)
- Roll-forward of Revenue - based on expected expenditure from fiscal year 2024.
- Administrative & Operating Activities - based on previous fiscal year expenditures for each category.

## Next Steps:

- Review of staff recommendations for the budget and provide feedback and/or recommendations
- Final approval of Enterprise Budget by the Board of Directors - Expected in February 2024
- Incorporation into CDOT budget submission packet to the Office of State Planning & Budget - April/May 2024
- Start of Fiscal Year 2024-25 - July 1, 2024.
- Amendment Process for budget - Quarterly in fiscal year 2024-25

## Questions?

*Please see Attachment A in the packet for the full, proposed budget.*



Nonattainment Area Air Pollution Mitigation Enterprise Air Pollution Mitigation Enterprise Revenue Fund (Fund 542)			
Line Item	Budget Item	Estimated Revenues	Proposed Allocations
1	<b>Estimated Fiscal Year 2024-25 Revenue</b>		
2	Air Pollution Per Ride (Standard Rate)	\$ 8,054,572	
3	Air Pollution Per Ride (Carshare/ZEV Rate)	\$ 283,494	
4	Air Pollution Mitigation Retail Delivery Fee	\$ 2,308,478	
5	Roll-Forward from Previous Fiscal Year - Administrative & Operating	\$ 200,000	
6	Roll-Forward from Previous Fiscal Year - Programming Funds	\$ 14,876,523	
7	<b>Total Estimated Revenue</b>	<b>\$ 25,723,067</b>	
8			
9	<b>Estimated Allocations</b>		
10	<b>Programming &amp; Projects</b>		
11	Additional Project and Program Support Services		\$ -
12	<b>Total Project and Program Support Services</b>		<b>\$ -</b>
13			
14	<b>Administrative &amp; Operating Activities (Cost Center APME0-542)</b>		
15	Nonattainment Enterprise Staff Compensation		\$ (50,000)
16	Nonattainment Enterprise Program Support		\$ (100,000)
17	Attorney General's Office Legal Services		\$ (1,000)
18	Annual Audit		\$ (2,000)
19	Travel Expenses		\$ (500)
20	Operating Expenses		\$ (1,000)
21	Other Consulting Expenses		\$ -
22	<b>Total Administrative &amp; Operating Activities</b>		<b>\$ (154,500)</b>
23			
24	<b>Debt Service</b>		
25	Debt Service		\$ -
26	<b>Total Debt Service</b>		<b>\$ -</b>
27			
28	<b>Contingency Reserve (Cost Center APME0-542)</b>		
29	Board Contingency Reserve		\$ (200,000)
30	<b>Total Contingency Reserve</b>		<b>\$ (200,000)</b>
31			
<b>Total Fund 542 Revenues</b>			<b>\$ 25,723,067</b>
<b>Total Fund 542 Allocations</b>			<b>\$ (354,500)</b>
<b>Remaining Unbudgeted Funds</b>			<b>\$ 25,368,567</b>



# COLORADO

## Department of Transportation

Nonattainment Area Air Pollution  
Mitigation Enterprise

**DATE:** October 26, 2023

**FROM:** Rani Kumar, Colorado Department of Public Health and Environment  
Darius Pakbaz, NAAPME Program Administrator

**TO:** NAAPME Board of Directors

**SUBJECT:** Colorado EnviroScreen Tool Overview & Definition of DI Communities

### OVERVIEW:

As part of the effort to help identify the criteria for evaluating programs and projects, this workshop will provide an overview of the Colorado EnviroScreen tool, to help with identification and mapping of disproportionately impacted communities to direct enterprise funding and projects, as required in statute. Additionally, NAAPME staff will provide the official definition of disproportionate impacted communities, as identified by HB23-1233.

### PROPOSAL(S) / RECOMMENDATION(S):

No recommendations at this time. The workshop will provide an overview of the EnviroScreen tool, what information is provided through the tool, and usage of the tool. Colorado EnviroScreen is an interactive environmental justice mapping tool. Version 1.0 of Colorado EnviroScreen launched on June 28, 2022. The tool enables users to identify disproportionately impacted communities based on the definition in Colorado's so that communities directly benefit from:

- Money and other resources.
- Enhanced opportunities to participate in Air Quality Control Commission rulemaking and permitting decisions.
- Priority for enforcement and compliance initiatives under an agreement between CDPHE and the U.S. Environmental Protection Agency.

### ACTIONS BY OTHERS:

N/A

### PREVIOUS DISCUSSIONS / ACTIONS:

- [JULY 2023: Enterprise Program Discussion](#): In review of a potential funding proposal, the Board of Directors have requested that a further discussion on evaluation criteria would be helpful. The Board had indicated a particular interest in further discussions in regards to disproportionately impacted communities.

### PROPOSED MOTION(S):

Informational Only

### ATTACHMENTS:

Presentation - Colorado EnviroScreen Tool Overview - 10/26/23

### ADDITIONAL INFORMATION:

Please contact [Darius Pakbaz](#) (720.241.8097) for further information.





# Colorado EnviroScreen

*Rani Kumar, Colorado Department of Public Health and Environment*



# Definition of DI Communities

## HB23-1233 Standardized Definition

Section 14 of HB23-1233 defines the phrase "disproportionately impacted community" for state government to include communities in which:

- The proportion of households that are below 200% of the federal poverty level is greater than 40%;
- The proportion of households that spend more than 30% of household income on housing is greater than 50%;
- The proportion of the population that identifies as people of color is greater than 40%;
- The proportion of the population that is linguistically isolated is greater than 20%;
- The population has a history of being subject to environmental racism perpetuated through redlining or through anti-indigenous, anti-immigrant, anti-Latino, or anti-Black laws, policies, or practices and that present-day demographic factors and data demonstrate that the community currently faces environmental health disparities;
- The community is identified by a statewide agency as being one where multiple factors, including socioeconomic stressors, vulnerable populations, disproportionate environmental burdens, vulnerability to environmental degradation or climate change, and lack of public participation, may act cumulatively to affect health and the environment and may contribute to persistent disparities;
- The community is a mobile home park; or
- The community is located on the Southern Ute or Ute Mountain Ute Indian reservation.

All statewide agencies are required to use the definition of disproportionately impacted community, but the agencies are given flexibility in applying the definition.

# HB23-1233 “Disproportionately Impacted Community” Definition & Colorado EnviroScreen

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Rani Kumar

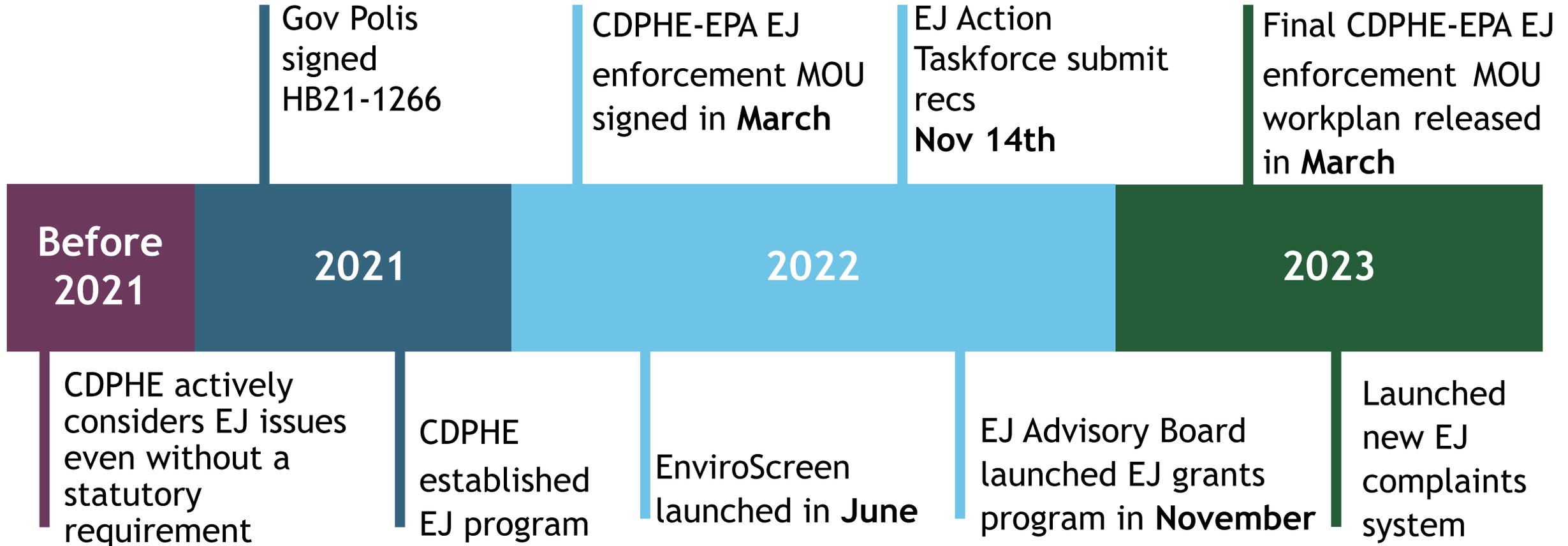
Environmental Justice Research & GIS  
Analyst

September 28, 2023

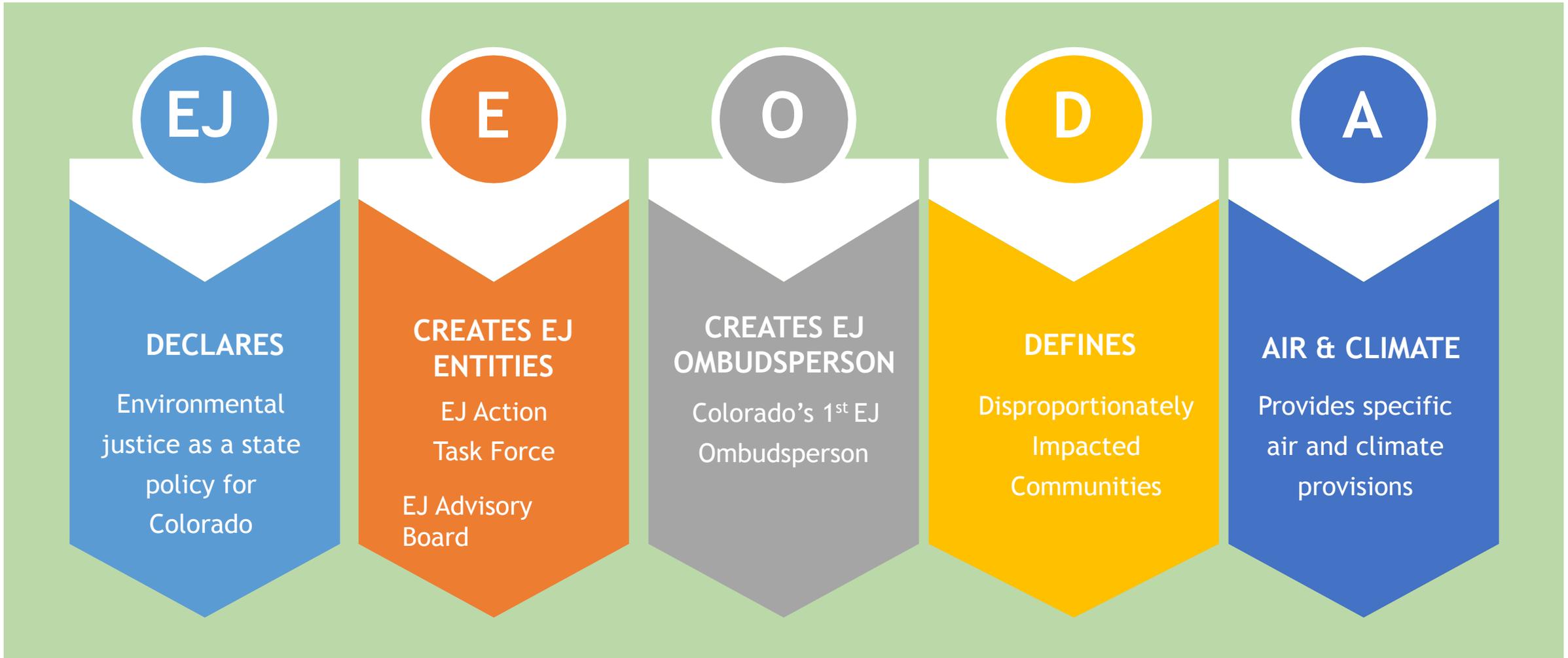


**COLORADO**  
Department of Public  
Health & Environment

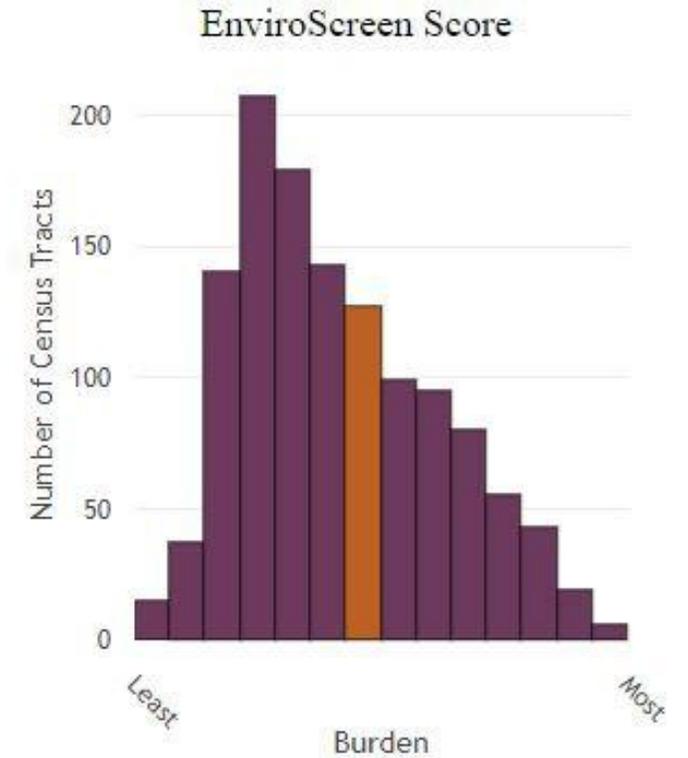
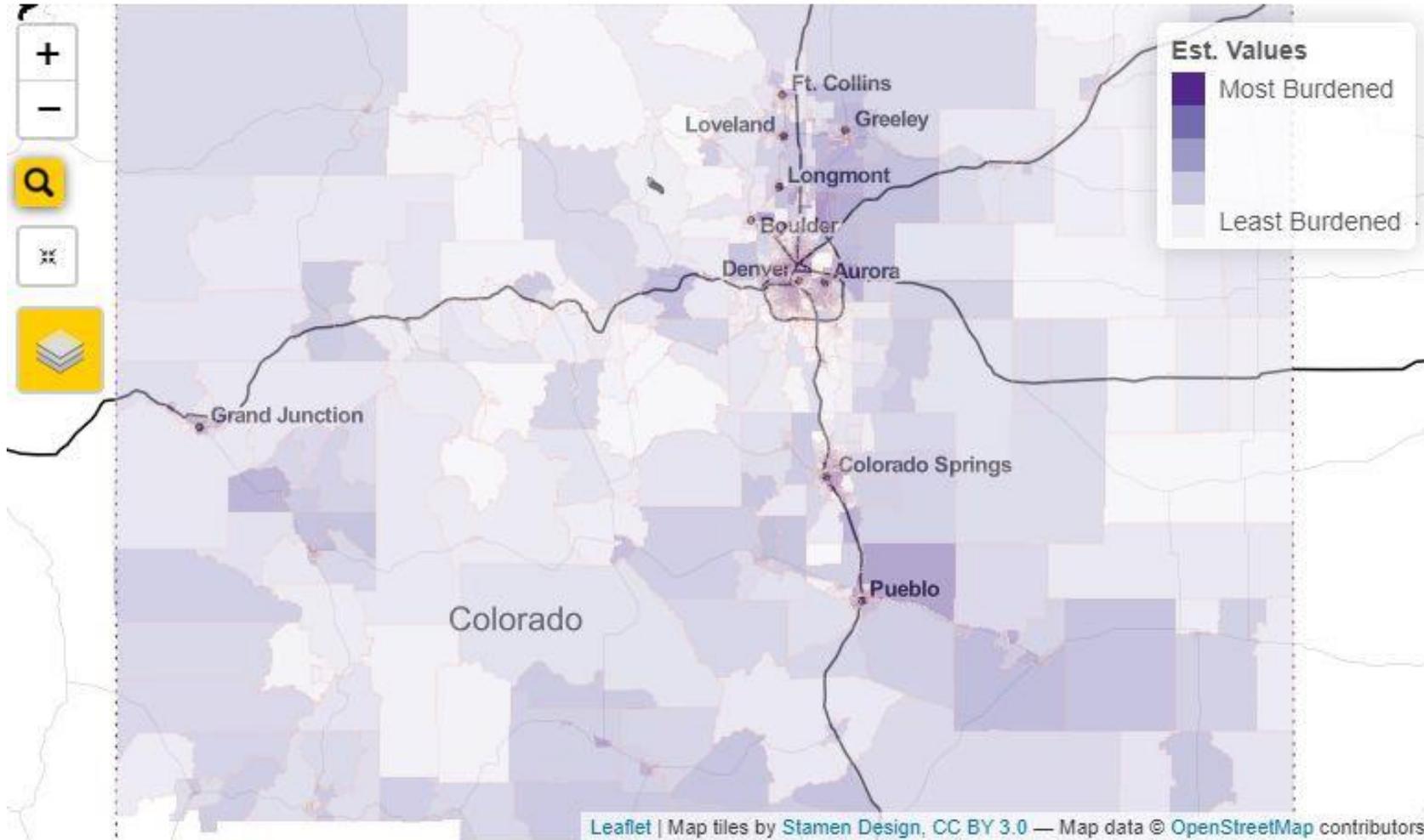
# Environmental Justice at CDPHE



# House Bill 21-1266: Colorado Environmental Justice Act



# CO EnviroScreen



# Using CO EnviroScreen as a community member:

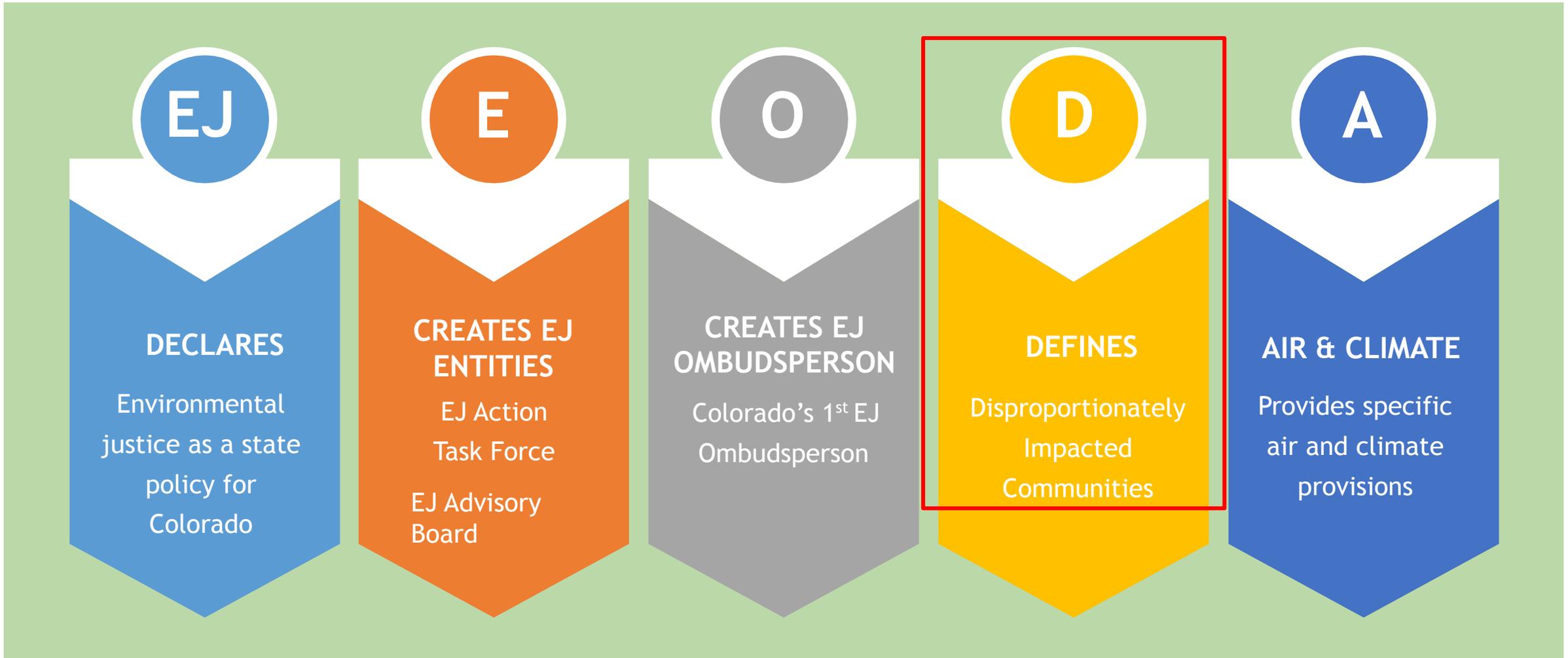
- Have increased access to environmental, health, and socioeconomic data for your community
- Locate areas identified as “disproportionately impacted communities” by the Environmental Justice Act in Colorado



# CO's Disproportionately Impacted Community Definition & CO EnviroScreen

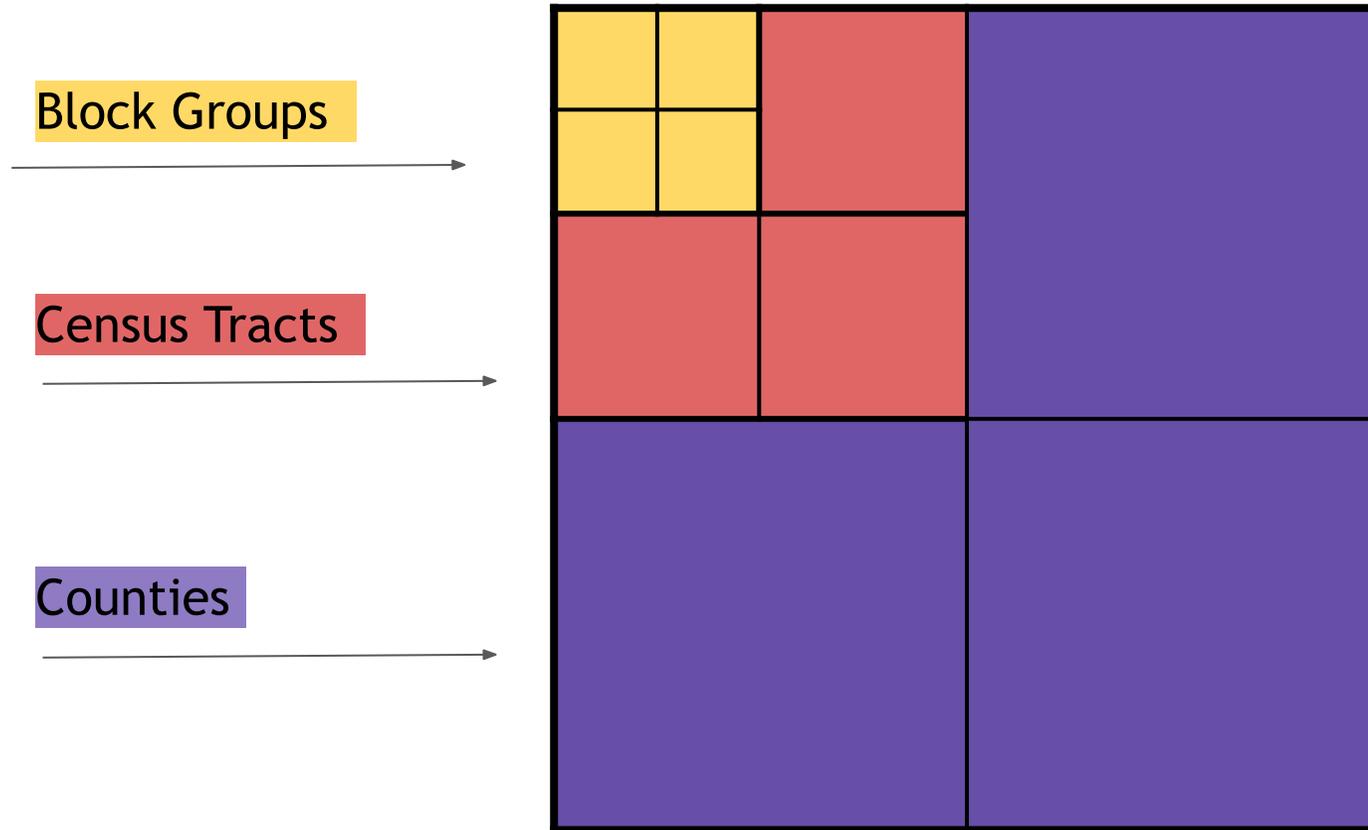


# House Bill 21-1266: Colorado Environmental Justice Act



# Disproportionately Impacted Communities *as defined by the Environmental Justice Act*

Census block groups that meet any of the following criteria:



# Statutory Definition of Disproportionately Impacted Community

- § 24-4-109(2)(b)(II), C.R.S.
- Adopted in HB21-1266
- Revised by HB23-1233 to implement the recommendations of the Environmental Justice Action Task Force
- Census Block Group scale
- Agencies may prioritize or target certain criteria of the definition or certain subsets of communities that meet the definition through a public rulemaking process



# What is in the New Statutory Definition?

- Demographic criteria

- Over 40% low-income households (at or below 200% of the federal poverty level)
- Over 40% of the population identifies as people of color
- Over 50% housing cost burdened households (spend more than 30% of monthly income on housing costs)
- Over 20% linguistically isolated (limited English speaking households)

- Cumulative impacts criteria

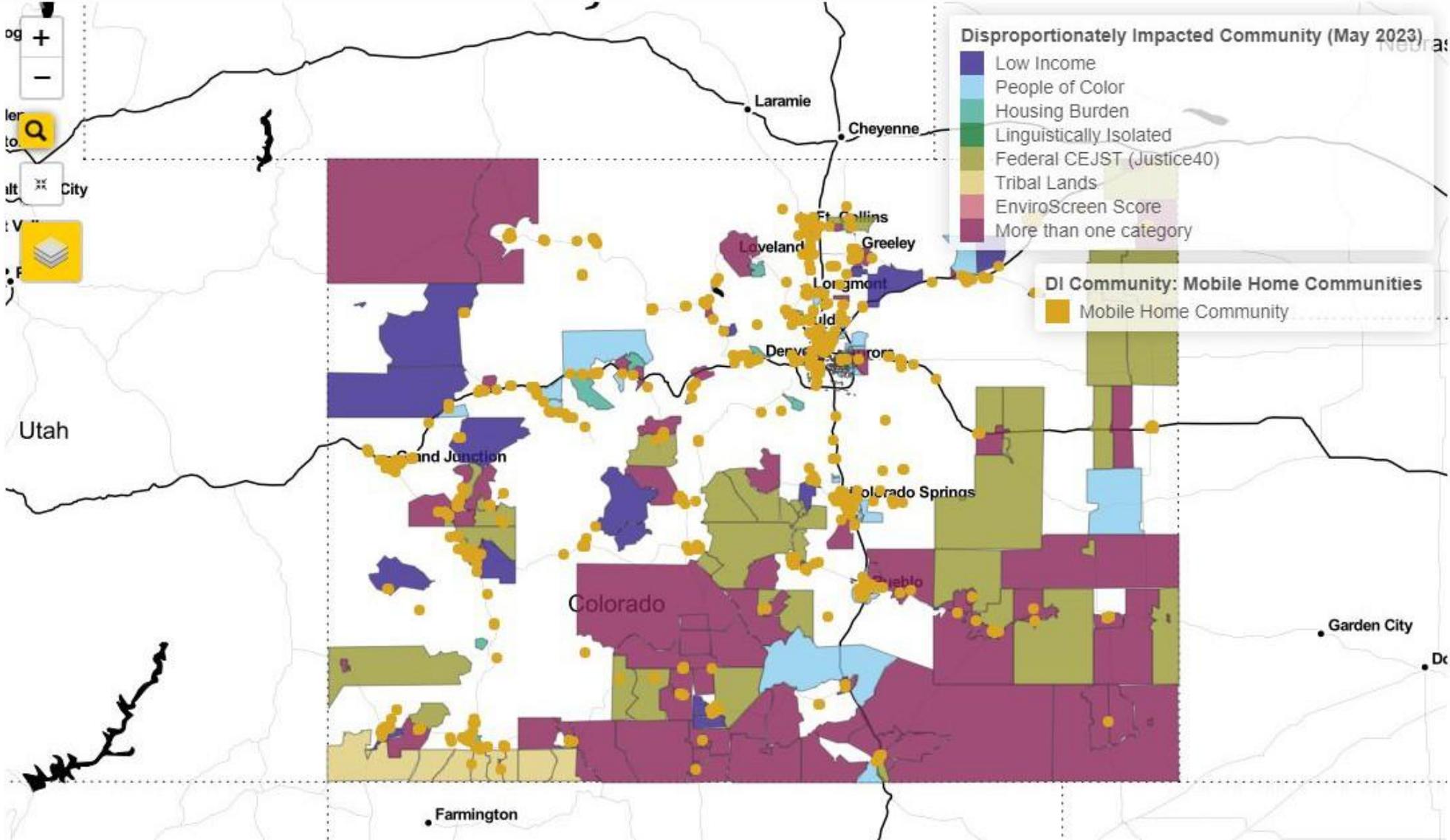
- Above the 80th percentile Colorado EnviroScreen score
- Within a census tract identified as disadvantaged by the federal Council on Environmental Quality's Climate and Economic Justice Screening Tool (aka "Justice 40")

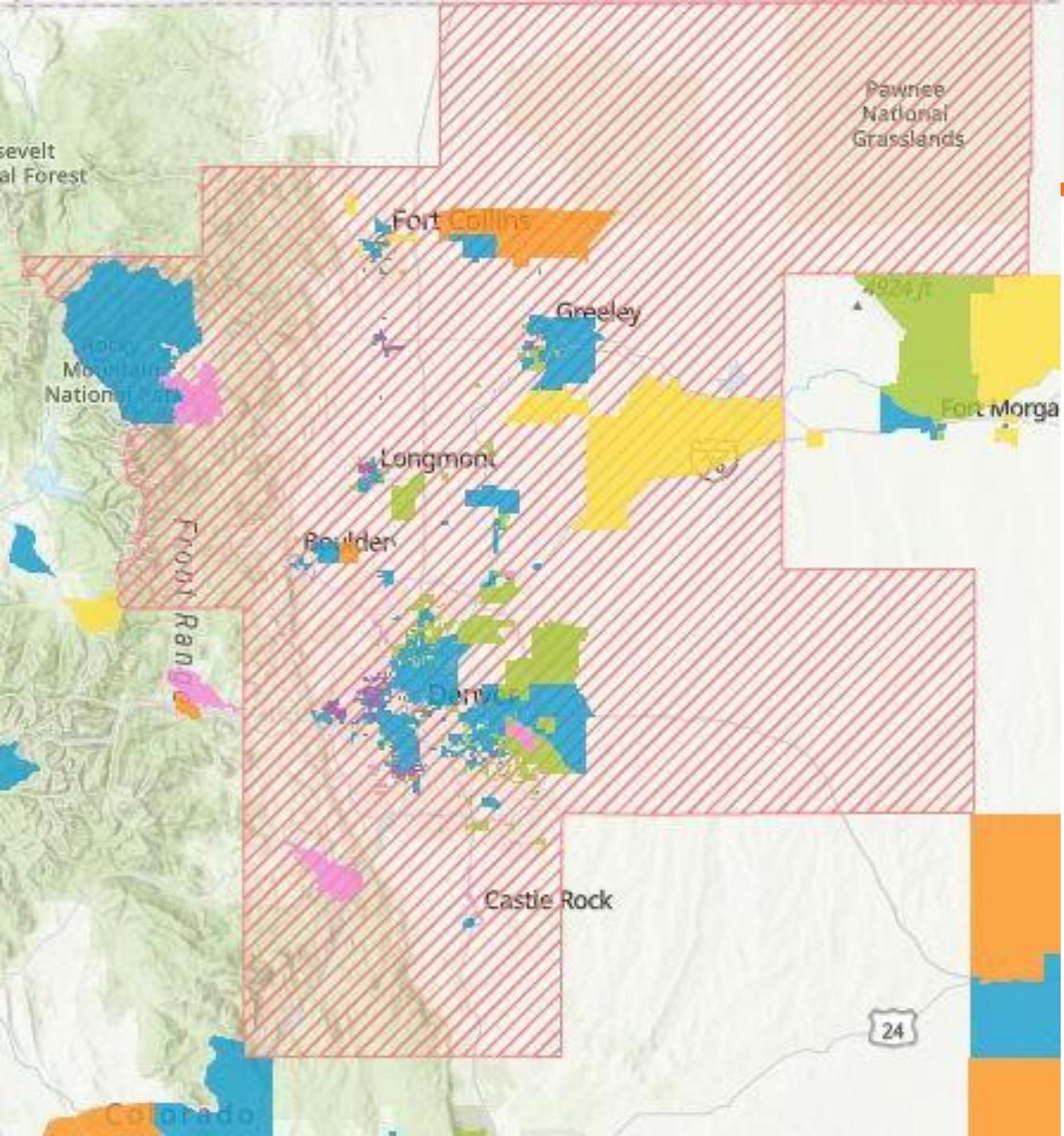
- Other criteria

- History prong (community with a history of discriminatory laws, policies, or practices, identified through opt-in provision of community bringing forward evidence in relevant proceeding)
- Southern Ute and Ute Mountain Ute reservations
- Mobile Home Parks



# CO EnviroScreen DI Communities Layer





DI Community May 2023 Census Block Groups

- N/A
- More than one category
- POC population above 40%
- EnviroScreen Percentile Score above 80
- Within a Justice 40 Census Tract
- Low-Income population above 40%
- Housing Cost Burdened population above 50%
- Area under Tribal Jurisdiction
- LEP population above 20%

APCD Ozone 8 Hour NAA 2015  
 APCD\_Ozone8HourNAA2015

DI Community Type (May 2023)	Count of Census Block Groups in Ozone NAA 2015
More than one category	612
Housing Cost Burdened population above 50%	35
Low-Income population above 40%	23
POC population above 40%	196
LEP population above 20%	1
EnviroScreen Percentile Score above 80	80
Within a Justice 40 Census Tract	15
<b>Total</b>	<b>962</b>

**Thank  
You!**

[cdphe.colorado.gov/enviroscreen](https://cdphe.colorado.gov/enviroscreen)

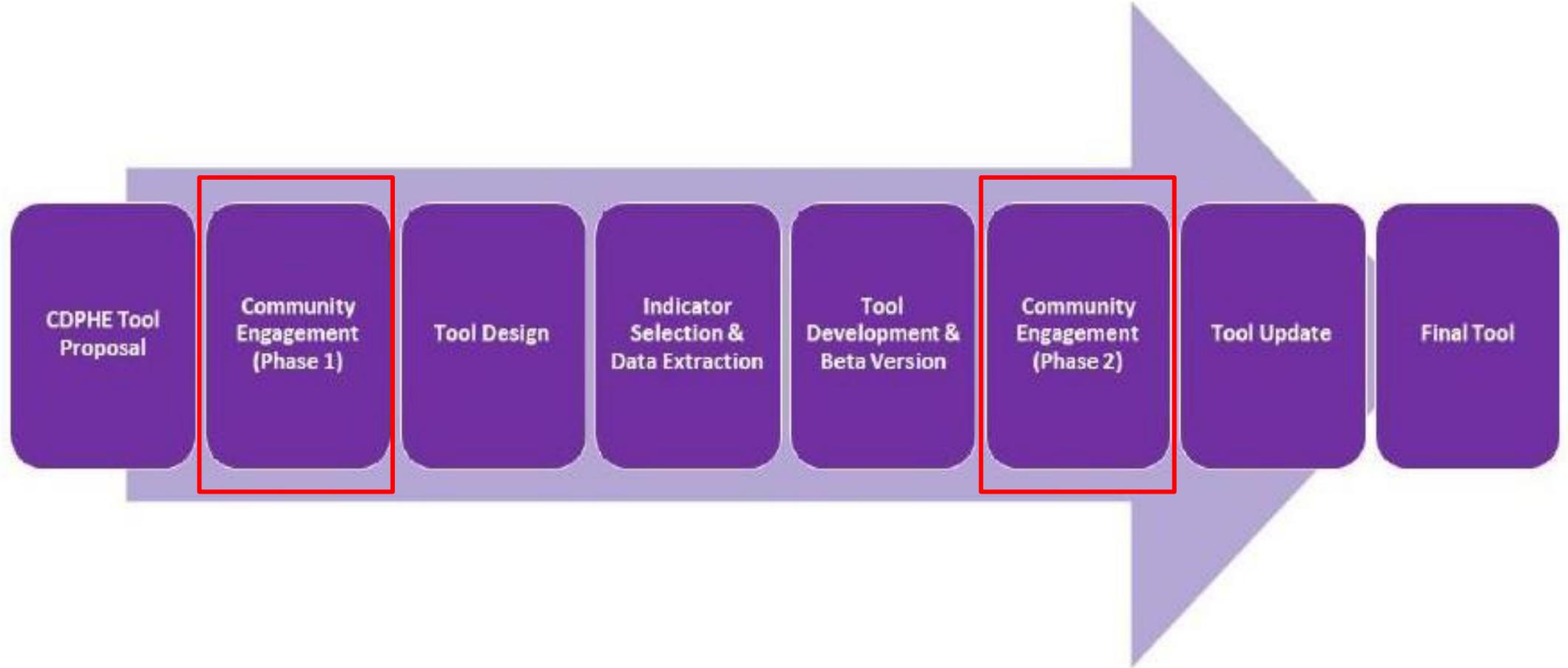
[cdphe.colorado.gov/enviroscreen-es](https://cdphe.colorado.gov/enviroscreen-es)

[rani.kumar@state.co.us](mailto:rani.kumar@state.co.us)

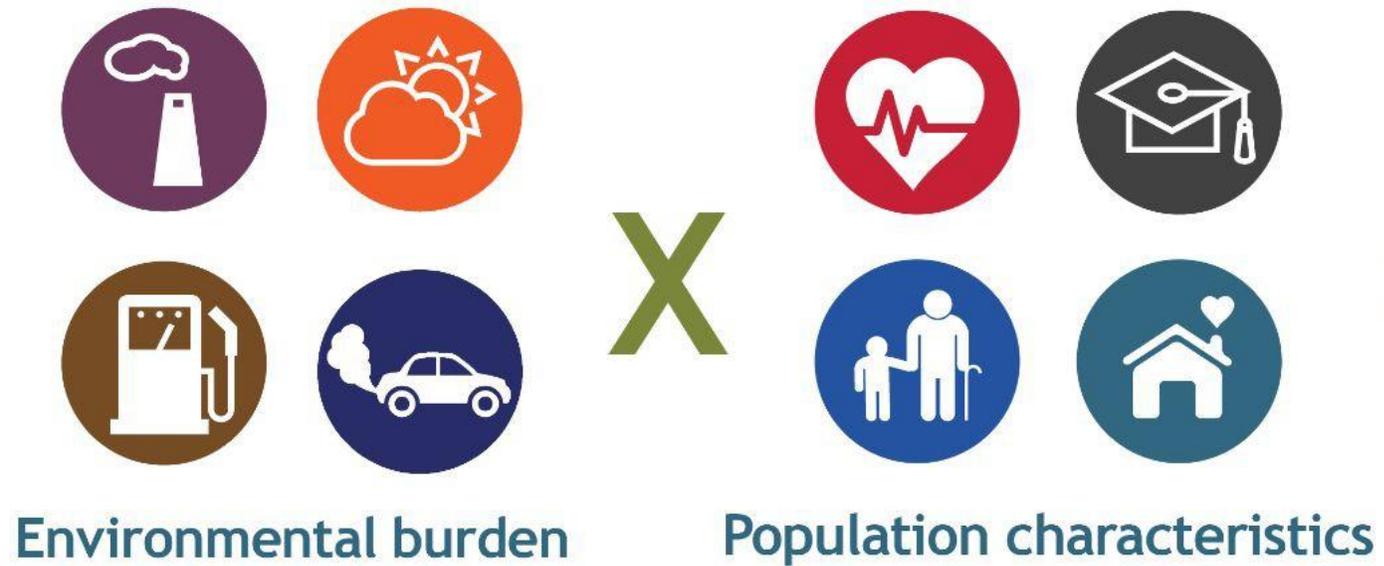
[joel.minor@state.co.us](mailto:joel.minor@state.co.us)

# CO EnviroScreen Background

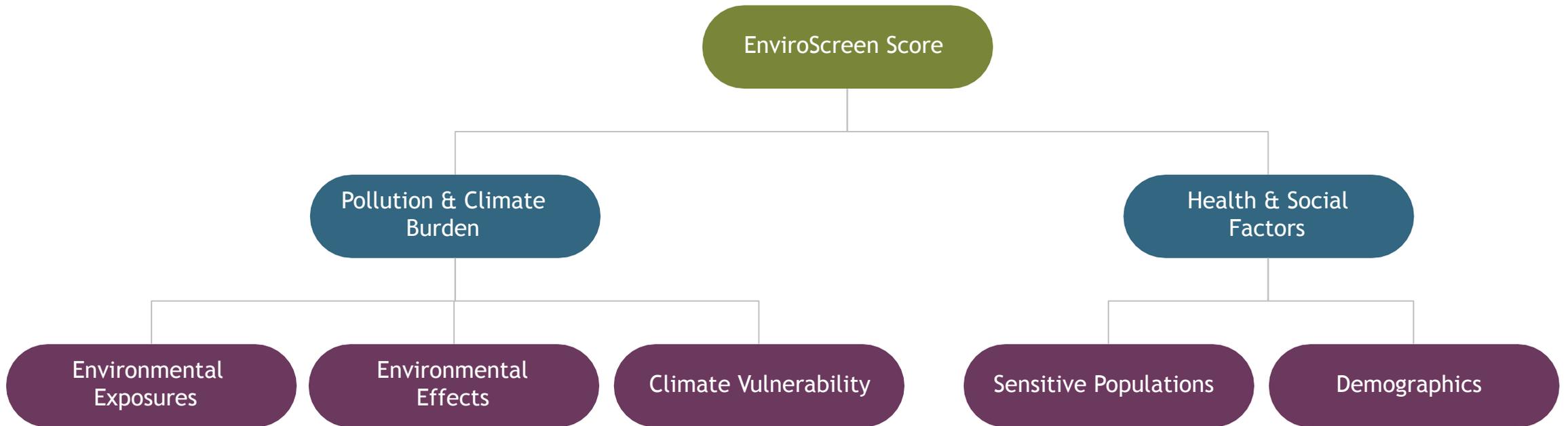
# Tool Development



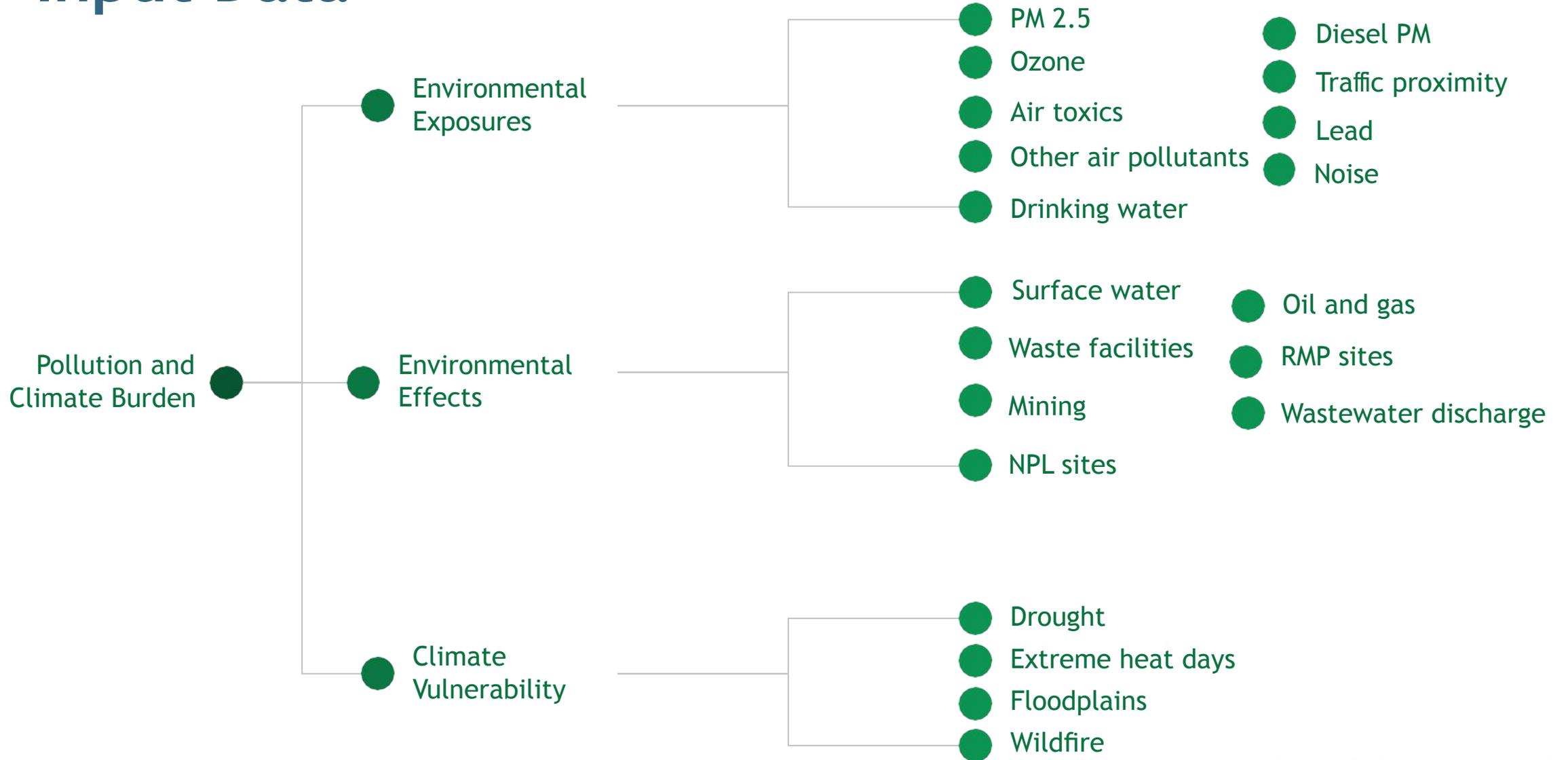
# The EnviroScreen Score



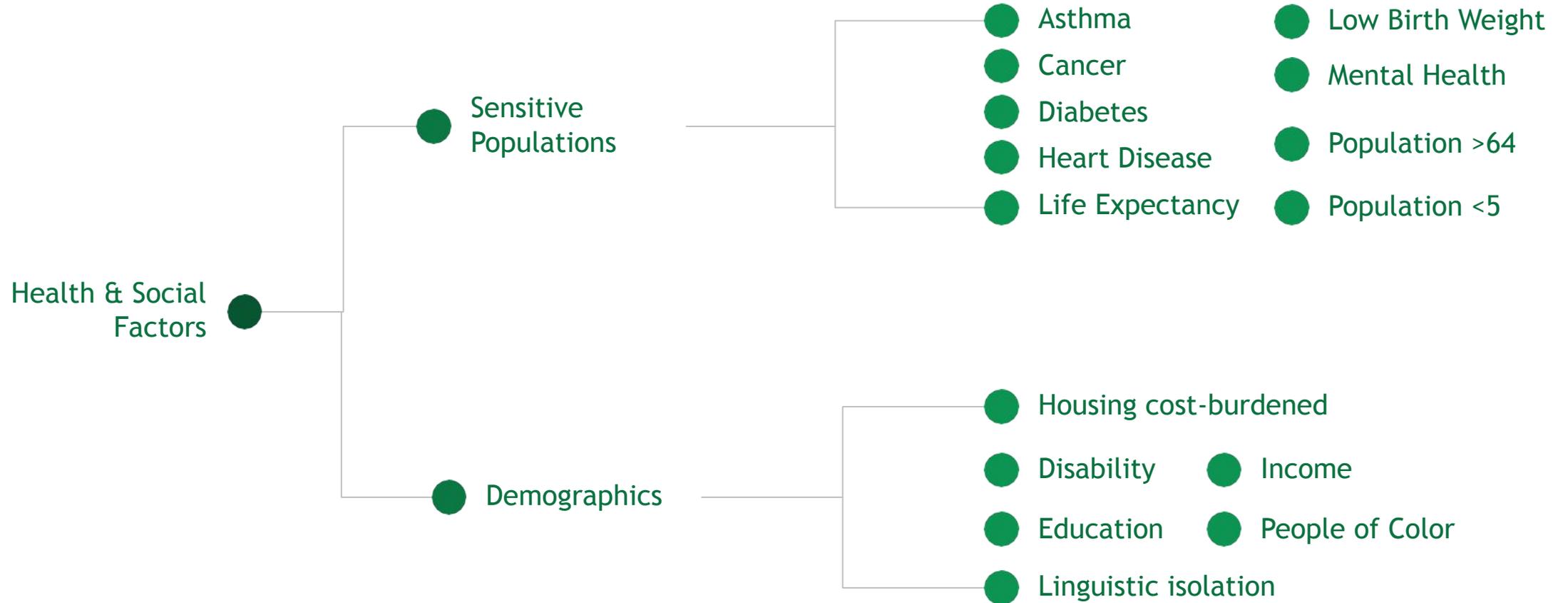
# The EnviroScreen Score (Percentile)



# Input Data



# Input Data



# Data sources

Content Area	Data Sources
Environmental data	<ul style="list-style-type: none"> <li>● CDPHE Air Pollution Control Division</li> <li>● CDPHE Water Quality Control Division</li> <li>● CDPHE Hazardous Materials and Waste Management Division</li> <li>● Environmental Protection Agency</li> <li>● Colorado Oil and Gas Conservation Commission</li> <li>● Colorado Department of Reclamation, Mining and Safety</li> </ul>
Climate	<ul style="list-style-type: none"> <li>● Colorado Department of Natural Resources</li> <li>● Colorado State Forest Service</li> <li>● Federal Emergency Management Agency</li> </ul>
Health	<ul style="list-style-type: none"> <li>● CDPHE Center for Health and Environmental Data via the..               <ul style="list-style-type: none"> <li>○ Colorado Hospital Association</li> <li>○ Vital Statistics Unit</li> <li>○ Behavioral Risk Factor Surveillance Survey</li> <li>○ Colorado Cancer Registry</li> </ul> </li> </ul>
Demographics	<ul style="list-style-type: none"> <li>● U.S. Census Bureau, American Community Survey</li> </ul>



# What else do you need to know?

- EnviroScreen does not...
  - Define all areas that might be affected by environmental injustice or specific environmental burdens.
  - Take all environmental exposures into account.
  - Tell us about smaller areas within a county, census tract, or census block groups that may be more vulnerable to environmental exposures.
- Each version will be documented and archived
- Version 2.0 planned for early 2024 release



# CO EnviroScreen 2.0 and beyond



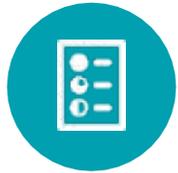
**COLORADO**  
Department of Public  
Health & Environment

# Colorado EnviroScreen 1.0: Areas for Review

## Versión 1.0 de Colorado EnviroScreen: aspectos a revisar



**Tool functionality and design**  
**Funcionalidad y diseño de la herramienta**



**Communication of the data**  
**Comunicación de los datos**



**Datasets**  
**Conjuntos de datos**



**Methodology**  
**Metodología**



**Including community voice and experience**

**Inclusión de la voz y experiencias de la comunidad**



**Community engagement**  
**Participación comunitaria**

Update process will prioritize transparency and accessibility  
El nuevo proceso dará prioridad a la transparencia y la accesibilidad

# How will EnviroScreen be used?

## At CDPHE

- Permits
- Programs
- Funding
- Public input on environmental regulations

## At other state agencies

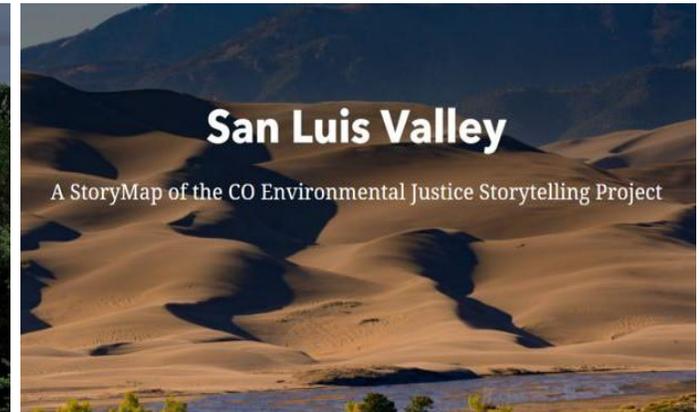
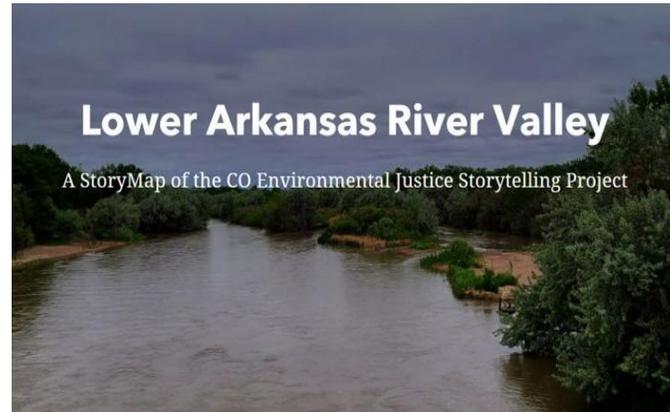
- Identifying disproportionately impacted communities
- Prioritizing grants and incentives

## Beyond...

- Community-based work
- Local Public Health Authorities
- Academic research
- Policy analysis

# CO EnviroScreen Program First Year Highlights

- Community Events
- StoryMap Project
- Collaboration with partner agencies, local governments, and Colorado academic institutions
  - 40 presentations in the past year
- Inspection and Compliance efforts
- Public Health Improvement Plan
- Partnership with Western states EJ tool coalition
- Updates to the Disproportionately Impacted Community definition
- Air Quality Regulation 3 EJ Report Tool



**COLORADO**  
Department of Public Health & Environment



# Discussion Questions

## Discussion Questions:

- Are there any questions on the usage or specific features of the Colorado EnviroScreen tool?
- Do you believe the Colorado EnviroScreen tool is an appropriate method to help with identifying DI communities?
- Any thoughts on how the Board wants to consider this to help with establishing evaluation criteria?



# COLORADO

## Department of Transportation

Nonattainment Area Air Pollution  
Mitigation Enterprise

**DATE:** October 26, 2023

**FROM:** Darius Pakbaz, NAAPME Program Administrator

**TO:** NAAPME Board of Directors

**SUBJECT:** Evaluating Proposals and Funding Programs Workshop (continued)

### OVERVIEW:

At the request of the NAAPME Board of Directors, this workshop will focus on continued discussion on how the Enterprise should evaluate funding programs that meet its business purpose, and how to evaluate specific proposals in authorized funding programs. To supplement the discussion from the previous month, eligible entities and definitions from state statute and its relation to the federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program will be presented and discussed. Additional information about the CMAQ Program can be found here: [CMAQ PROGRAM GUIDANCE](#)

### PROPOSAL(S) / RECOMMENDATION(S):

The workshop will review previously discussed information from past Board meetings and provide examples from other similar programs that could be helpful in determining how the board wishes to evaluate programs and proposals. Additionally, staff has prepared an overview of the CMAQ program and its relationship to the eligibility requirements as defined in statute. Staff presents a proposal for discussion and comment by the Board at this meeting:

### PROPOSED NAAPME PROJECT ELIGIBILITY CRITERIA:

- Projects are eligible if the activities in the submitted application meet the requirements for the funding program outlined by the Board of Directors and meet eligibility requirements set forth in 43-4-1302 C.R.S. and federal statute.
- Projects must be located in or benefit a nonattainment or maintenance area.
- Eligible project sponsors meet eligibility criteria under 43-4-1302 C.R.S. to apply for funding OR partner with an eligible entity and have the authority to enter into a contract with the State.
- Eligible project sponsors are in good standing with the Colorado Secretary of State, have no projects on the federal inactive list with CDOT, and have not had a non-compliance determination on a sub-allocated recipient audit/visit.
- Applications for funding will only be considered through an open project call as approved by the Board of Directors for specific program areas.
- Projects must demonstrate emissions reduction benefits and report those benefits to the Enterprise, as a condition for approval.
- Applications for infrastructure projects (professional services) must complete an engineering assessment with an entity identified by the Board (proposal is CDOT).
- A completed infrastructure project is open to the general public and meets the accessibility standards of the Americans with Disabilities Act AND follows all applicable federal, state and local laws and regulations.
- Project and Sponsor(s) follow all applicable federal, state and local laws and regulations.



- Is able to meet the sponsor match requirements of at least 20 percent of the total project cost.

**PROPOSED NAAPME GENERAL EVALUATION CRITERIA**

- Amount of emissions reduction benefit from the project (as measured in kg/day).
- Located within or supports a disproportionately impacted community as outlined in state statute.
- How the project meets the business purpose of the enterprise and its three funding focus areas and/or the objectives outlined with the specific enterprise funding program.
  - *Eligible CMAQ Activities and alignment with funding focus areas*
  - *Activities eligible in the program area OR in the notice of funding opportunity*
- Improves the safety of the traveling public, especially vulnerable users.
- Documented commitment for long-term maintenance of infrastructure projects.
- Demonstrated likelihood of successful project delivery.
- Project is part of an MPO Regional Transportation Plan (in MPO areas) and/or the CDOT 10-Year Plan (rural areas). Consideration for approved local transportation improvement plans by a local government entity.
- Demonstrates improvement or expands transportation choice in the region/community.
- Quality of the Application
  - *Completeness*
  - *On-Time Submittal*

**PROPOSED NAAPME FUNDING PROGRAMS**

- **Bus Rapid Transit Assistance Program**
  - Supports the following funding focus areas:
    - Sustainability Reduce Traffic Congestion
    - Reduce the Environmental and Health Impacts of Transportation
    - Improve Neighborhood Connectivity for Communities Adjacent to Highways
- **Pedestrian & Bicycle Facilities**
  - Supports the following funding focus areas:
    - Reduce the Environmental and Health Impacts of Transportation
    - Improve Neighborhood Connectivity for Communities Adjacent to Highways
- **Construction Equipment and Vehicle Retrofitting Assistance**
  - Supports the following funding focus areas:
    - Reduce the Environmental and Health Impacts of Transportation
- **Transit Facilities and Connectivity between Modes (First Mile/Last Mile)**
  - Supports the following funding focus areas:
    - Sustainability Reduce Traffic Congestion
    - Reduce the Environmental and Health Impacts of Transportation
    - Improve Neighborhood Connectivity for Communities Adjacent to Highways

**ACTIONS BY OTHERS:**

N/A

**PREVIOUS DISCUSSIONS / ACTIONS:**

- [SEPTEMBER 2023 - Enterprise Program Discussion](#): The Board of Directors discussed potential eligibility and evaluation criteria for programs and projects funded through NAAPME.
- [JULY 2023: Enterprise Program Discussion](#): In review of a potential funding proposal, the Board of Directors have requested that a further discussion on evaluation criteria



would be helpful and for NAAPME staff to provide examples of similar programs that could help with this discussion.

- [MAY 2023: Enterprise Program Discussion](#): A proposed funding program proposal was brought forward for review by the Board of Directors. Initial evaluation criteria was presented as possible options for evaluating the specific proposal during the discussion.
- [JUNE 2022: NAAPME 10-Year Plan](#): The NAAPME 10-Year Plan, adopted by the Board of Directors in June 2022, outlined funding focus areas that meet the business purpose of the Enterprise and specifically notes that all funding needs to be allocated to areas within the ozone nonattainment area.

**PROPOSED MOTION(S):**

Informational Only

**ATTACHMENTS:**

Presentation - Evaluating Proposals and Funding Programs (cont'd.) - October 2023

Attachment B - 43-4-1302 C.R.S. - NAAPME Definitions

Attachment C - 23 USC 149 - CMAQ Improvement Program

**ADDITIONAL INFORMATION:**

Please contact [Darius Pakbaz](#) (720.241.8097) for further information.





# Evaluating Proposals and Funding Programs (cont'd.)

*Darius Pakbaz, NAAPME Program Administrator*



# Evaluating Proposals and Funding Programs

## AGENDA FOR DISCUSSION TOPIC

1. Enterprise Business Purpose & Funding Focus Areas
2. Eligible Entities & Federal CMAQ Program
3. Demonstration Emission Reduction Benefit
4. Project/Program Types
5. Staff Proposal
6. Board Discussion & Next Steps



# Evaluating Proposals and Funding Programs

## **Enterprise Business Purpose:**

The business purpose of the enterprise is to **mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas** that results from the rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides provided by transportation network companies by providing funding for **eligible projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers, and planting trees along medians.**



# Evaluating Proposals and Funding Programs

## NAAPME 10-Year Plan Funding Focus Areas

**As part of its 10 Year Plan development (2022), the NAAPME Board identified three funding focus areas:**



**Sustainably reduce traffic congestion**



**Reduce the environmental and health impacts of transportation**



**Improve neighborhood connectivity for communities adjacent to highways**



# NAAPME Eligible Entity - Definition

Per C.R.S. § 43-4-1302 - Definitions

## 43-4-1302(9):

"Eligible entity" means a metropolitan planning organization or any other public entity that is eligible to receive CMAQ funding and that is seeking funding from the fund for an eligible project.

## 43-4-1302(10):

"Eligible project" means a project located within a nonattainment area that:

- (a) Is eligible for CMAQ funding; or
- (b) Reduces emissions of air pollutants or greenhouse gas pollutants.

*Please see attachment B for the entire statute.*



# What is CMAQ?

## Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments and is codified at 23 USC Sec 149. CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter.

Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.

*Additional information about the CMAQ Program can be found here: [CMAQ PROGRAM GUIDANCE](#)*



# Eligibility for CMAQ Funding

## Per 23 USC 149: CMAQ improvement program

### Eligible Areas:

“The CMAQ funds may be invested in all ozone, CO, and PM nonattainment and maintenance areas, including former areas where the NAAQS has been revoked. Funds also may be used for projects in proximity to nonattainment and maintenance areas if the **benefits will be realized primarily within the nonattainment or maintenance area**. The delineation of an area considered "in proximity" should be discussed with the FHWA and FTA field offices and elevated to headquarters if necessary.”

### Eligible Entities:

Generally, eligible entities or project sponsors should be either:

- State Departments of Transportation
- Metropolitan Planning Organizations
- Local Governments
- Transit Agencies

Non-profit organizations, private entities, or other non-governmental entities can enter into an agreement with an eligible entity to complete a CMAQ project.

*Please see attachment C for the entire statute.*



# Eligibility for CMAQ Funding

Per 23 USC 149: CMAQ improvement program

## General Project Eligibility:

Each CMAQ project must meet three basic criteria: *it must be a transportation project, it must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area.* In addition, all Federal-aid projects—CMAQ is no exception—must be included in the MPO’s current transportation plan and Transportation Improvement Program (TIP) (or the current Statewide Transportation Improvement Program (STIP) in areas without an MPO). In nonattainment and maintenance areas, the project also must meet the conformity provisions contained in section 176(c) of the CAA and the transportation conformity regulations. Lastly, all CMAQ-funded projects need to complete National Environmental Policy Act (42 U.S.C. 4321 et seq.) (NEPA) requirements and satisfy the basic eligibility requirements under titles 23 and 49 of the United States Code.

*Please see attachment C for the entire statute.*



# Eligibility for CMAQ Funding

Per 23 USC 149: CMAQ improvement program

## Eligible Project Types:

1. Diesel Engine Retrofits & Other Advanced Truck Technologies
2. Idle Reduction
3. Congestion Reduction & Traffic Flow Improvements
4. Freight/Intermodal
5. Transportation Control Measures (TCM)
6. Transit Improvements
7. Bicycle and Pedestrian Facilities and Programs
8. Travel Demand Management

*Please see attachment C for the entire statute.*



# Eligibility for CMAQ Funding

Per 23 USC 149: CMAQ improvement program

## Eligible Project Types - Continued:

9. Public Education and Outreach Activities
10. Transportation Management Associations
11. Carpooling and Vanpooling
12. Carsharing
13. Extreme Low-Temperature Cold Start Programs
14. Training
15. Inspection/Maintenance (I&M) Programs
16. Innovative Projects
17. Alternative Fuels and Vehicles

*Please see attachment C for the entire statute.*



# Quantifying Emissions Benefits

## CMAQ Program Requirements

### **DEMONSTRATE EMISSION BENEFITS**

Quantified emissions benefits (i.e., emissions reductions) and disbenefits (i.e., emissions increases) should be included in all project proposals, except where it is not possible to quantify emissions benefits.

### **INCLUDE ALL AIR POLLUTANTS**

Benefits and disbenefits should be included for all pollutants for which the area is in nonattainment or maintenance status and should include appropriate precursor emissions.

### **CONSISTENT REPORTING**

Benefits should be listed in a consistent fashion (i.e., kg/day) across projects to allow accurate comparison during the project selection process. Net benefits from all emissions sources involved should be included in the analysis.

For example, in analyzing a commuter rail project, net benefits would include emissions reductions from the auto trips avoided, and emissions increases tied to locomotive operation.

The FHWA has a tool kit with models and extensive information to support calculation of benefits: [CMAQ Toolkit](#)



# Sidewalk/Multimodal Projects Example

## Potential Reductions in Ozone Causing Emissions

Increasing the connectivity of sidewalks and multimodal paths has shown a potential reduction in ozone causing emissions. Here is an example of modeled reductions from FHWA’s [“Congestion Mitigation and Air Quality Improvement \(CMAQ\)” program](#):

Colorado “Bicycle and Pedestrian Facilities” Projects funded by CMAQ, FY 2014-2021	Modeled Pollution Reductions (all in kg/day):			
	VOC *	CO	NOx *	PM10
Separate Path	0.5	1.18	2.01	0.5
Separate Path	1.0	16.0	1.0	1.0
CONSTRUCT 2 BIKE/PED UNDERPASSES ...	1.34	18.04	1.56	0.05
CONSTRUCT BIKE/PED TRAIL AND AMENITIES ...	1.08	14.65	1.26	0.04
MULTIMODAL IMPROVEMENTS, ROADWAY & DRAINAGE IMP., LANDSCAPING	0.84	1.98	3.36	0.01
CONSTRUCT BICYCLE / PEDESTRIAN FACILITY	0.96		1.28	
Passenger Facilities	0.96		1.28	
Passenger Facilities		2		
CONSTRUCT BIKE/PED UNDERPASS AND AMENITIES		2		
10 FT WIDE TRAIL AND TWO PEDESTRIAN BRIDGES		1		
Passenger Facilities		2		
OVERPASS CONSTRUCTION, TRAIL CONNECTIONS ...	0.042	1.4	0.044	0.003
TRAIL CONSTRUCTION ...	0.074	2.477	0.078	0.005
CONSTRUCT 10' BIKE/PED TRAIL, WALLS, BIKE RAILING ...	0.301	10.058	0.318	0.022
CONSTRUCT TRAIL AND PEDESTRIAN BRIDGE	0.062	2.087	0.066	0.004
CONSTRUCT BIKE/PED UNDERPASS	.0056	1.14	0.123	0.009
CONSTRUCT NEW 10' SIDEWALK AND INSTALL WAYFINDING SIGNAGE	0.067	1.055	0.098	0.013
REMOVE EXISTING STAIRS AND REPLACE WITH ADA COMPLIANT RAMP, WIDEN SIDEWALK, ...	0.3	4.79	0.45	0.06
CONSTRUCT 10' MULTI-USE BIKE/PED TRAIL, RETAINING WALLS, BIKE RAILING	0.0630	0.9100	0.0780	0.0080
<b>TOTALS</b>	<b>7.589</b>	<b>82.767</b>	<b>13.005</b>	<b>1.724</b>
<b>* 365 = kg of pollutants reduced each year</b>	<b><u>2,769.98</u></b>	<b><u>30,209.96</u></b>	<b><u>4,746.83</u></b>	<b><u>629.26</u></b>

\* Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NOx) are “ozone precursors,” which combine with sunlight to produce ground-level ozone.



# Similar Transportation Funding Programs

## TRANSPORTATION ALTERNATIVES PROGRAM (TAP - FEDERAL)

TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

## MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF)

The Multimodal Transportation and Mitigation Options Fund (MMOF) was created by the State Legislature in 2018 and provided a one-time allocation of state funding. In 2021, Senate Bill 2021-260 dedicated a significant portion of the State's COVID Fiscal Recovery Funds (ARPA-SLFRF) to MMOF, in addition to generating annual state revenues for the program for the next ten years. These funds have made multimodal accessibility and safety improvements possible for the first time in decades for many Colorado communities.



# Evaluating Proposals and Funding Programs

## Staff Proposal - Eligibility

- Projects are eligible if the activities in the submitted application meet the requirements for the funding program outlined by the Board of Directors and meet eligibility requirements set forth in 43-4-1302 C.R.S. and federal statute.
- Projects must be located in or benefit a nonattainment or maintenance area.
- Eligible project sponsors meet eligibility criteria under 43-4-1302 C.R.S. to apply for funding **OR** partner with an eligible entity and have the authority to enter into a contract with the State.
- Eligible project sponsors are in good standing with the Colorado Secretary of State, have no projects on the federal inactive list with CDOT, and have not had a non-compliance determination on a sub allocated recipient audit/visit.
- Applications for funding will only be considered through an open project call as approved by the Board of Directors for specific program areas.
- Projects must demonstrate emissions reduction benefits and report those benefits to the Enterprise, as a condition for approval.
- Applications for infrastructure projects (professional services) must complete an engineering assessment with an entity identified by the Board (proposal is CDOT).
- A completed infrastructure project is open to the general public and meets the accessibility standards of the Americans with Disabilities Act
- Project and Sponsor(s) follow all applicable federal, state and local laws and regulations.
- Is able to meet the sponsor match requirements of at least 20 percent of the total project cost.



# Evaluating Proposals and Funding Programs

## Staff Proposal - Evaluation Criteria

- Amount of emissions reduction benefit from the project (as measured in kg/day).
- Located within or supports a disproportionately impacted community as outlined in state statute.
- How the project meets the business purpose of the enterprise and its three funding focus areas and/or the objectives outlined with the specific enterprise funding program.
  - *Eligible CMAQ Activities and alignment with funding focus areas;*
  - *Activities eligible in the program area OR in the notice of funding opportunity.*
- Improves the safety of the traveling public, especially vulnerable users.
- Documented commitment for long-term maintenance of infrastructure projects.
- Demonstrated likelihood of successful project delivery.
- Project is part of an MPO Regional Transportation Plan (in MPO areas) and/or the CDOT 10-Year Plan (rural areas). Consideration for approved local transportation improvement plans by a local government entity.
- Demonstrates improvement or expands transportation choice in the region/community.
- Quality of the Application:
  - *Completeness;*
  - *On-Time Submittal.*



# Evaluating Proposals and Funding Programs

## Staff Proposal - Specific NAAPME Programs

- Bus Rapid Transit Assistance Program



Sustainably reduce traffic congestion



Reduce the environmental and health impacts of transportation



Improve neighborhood connectivity for communities adjacent to highways

- Pedestrian & Bicycle Facilities



Reduce the environmental and health impacts of transportation



Improve neighborhood connectivity for communities adjacent to highways

- Construction Equipment and Vehicle Retrofitting Assistance



Reduce the environmental and health impacts of transportation

- Transit Facilities and Connectivity between Modes (First Mile/Last Mile)



Sustainably reduce traffic congestion



Reduce the environmental and health impacts of transportation



Improve neighborhood connectivity for communities adjacent to highways



# Evaluating Proposals and Funding Programs

## Next Steps & Questions

- Next Steps - Future Board of Directors Meeting(s)
  - Presentation of Final Proposal for Overall Enterprise Funding Proposal Evaluation, with updates based on Board of Directors feedback.
    - Include in updated 10-Year Plan
  - Determination of allocation for programs, based on need (annual and for 10-Years)
    - Include in updated 10-Year Plan
  - Updating 10-Year Spending Plan for Board Approval
- QUESTIONS?

# ATTACHMENT B

Document: C.R.S. 43-4-1302

## C.R.S. 43-4-1302

### Copy Citation

Statutes current and final through all legislation from the 2023 Regular Session

[Colorado Revised Statutes Annotated](#) [Title 43. Transportation \(§§ 43-1-101 – 43-10-117\)](#) [Financing \(Art. 4\)](#) [Article 4. Financing \(Pts. 1 – 14\)](#) [Part 13 Nonattainment Area Air Pollution Mitigation Enterprise \(§§ 43-4-1301 – 43-4-1303\)](#)

### 43-4-1302. Definitions.

As used in this part 13, unless the context otherwise requires:

- (1) "Air pollutant" has the same meaning as set forth in section 25-7-103 (1.5).
- (2) "Battery electric motor vehicle" means a motor vehicle that is powered exclusively by a rechargeable battery pack that can be recharged by being plugged into an external source of electricity and that has no secondary source of propulsion.
- (3) "Board" means the governing board of the enterprise.
- (4) "Car share ride" means a prearranged ride for which the rider agrees, at the time the rider requests the ride through a digital network, to be transported with another rider who has separately requested a prearranged ride regardless of whether or not another rider is actually transported with the rider.
- (5) "CMAQ" means the congestion mitigation and air quality improvement program administered by the federal highway administration or any substantially similar successor program.
- (6) "Department" means the department of transportation.
- (7)
  - (a) "Disproportionately impacted community" means a community that is in a census block group, as determined in accordance with the most recent United States decennial census, where the proportion of households that are low income is greater than forty percent, the proportion of households that identify as minority is greater than forty percent, or the proportion of households that are housing cost-burdened is greater than forty percent.
  - (b) As used in this subsection (7):
    - (I) "Cost-burdened" means a household that spends more than thirty percent of its income on housing.
    - (II) "Low income" means the median household income is less than or equal to two hundred percent of the federal poverty guideline.
  - (8) "Electric motor vehicle" means a battery electric motor vehicle, a hydrogen fuel cell motor vehicle, or a plug-in hybrid electric motor vehicle.
  - (9) "Eligible entity" means a metropolitan planning organization or any other public entity that is eligible to receive CMAQ funding and that is seeking funding from the fund for an eligible project.
  - (10) "Eligible project" means a project located within a nonattainment area that:
    - (a) Is eligible for CMAQ funding; or
    - (b) Reduces emissions of air pollutants or greenhouse gas pollutants.
  - (11) "Enterprise" means the nonattainment area air pollution mitigation enterprise created in section 43-4-1303 (1)(a).
  - (12) "Fund" means the nonattainment area air pollution mitigation enterprise fund created in section 43-4-1303 (5).
  - (13) "Greenhouse gas pollutant" means anthropogenic emissions of carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride, and sulfur hexafluoride.
  - (14) "Hydrogen fuel cell motor vehicle" means a motor vehicle that is powered by electricity produced from a fuel cell that uses hydrogen gas as fuel.
  - (15) "Inflation" means the average annual percentage change in the United States department of labor, bureau of labor statistics, consumer price index for Denver-Aurora-Lakewood for all items and all urban consumers, or its applicable predecessor or successor index, for the five years ending on the last December 31 before a state fiscal year for which an inflation adjustment to be made to the air pollution mitigation per ride fee imposed by section 43-4-1303 (7) or the air pollution mitigation retail delivery fee imposed by section 43-4-1303 (8) begins.
  - (16) "Nonattainment area" means an area that the air quality control commission, created in section 25-7-104, has designated as a nonattainment area pursuant to section 25-7-107.
  - (17) "Plug-in hybrid electric motor vehicle" means a motor vehicle that is powered by both a rechargeable battery pack that can be recharged by being plugged into an external source of electricity and a secondary source of propulsion such as an internal combustion engine.
  - (18) "Prearranged ride" has the same meaning as set forth in section 40-10.1-602 (2).
  - (19) "Retail delivery" has the same meaning as set forth in section 43-4-218 (2)(e).
  - (20) "Retailer" has the same meaning as set forth in section 39-26-102 (8).
  - (21) Repealed.

- (22) "Rider" has the same meaning as set forth in section 40-10.1-602 (5).
- (23) "Tangible personal property has the same meaning as set forth in section 39-26-102 (15).
- (24) "Transportation network company" has the same meaning as set forth in section 40-10.1-602 (3).
- (25) "Zero emissions motor vehicle" means a battery electric motor vehicle or a hydrogen fuel cell motor vehicle.

History

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**Source:**L. 2021:Entire part added, (SB 21-260), ch. 250, p. 1463, § 52, effective June 17. **L. 2023:**(19) amended and (21) repealed, (SB 23-143), ch. 153, p. 657, § 12, effective July 1.

▼ Annotations

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Research References & Practice Aids

**Hierarchy Notes:**

C.R.S. Title 43, Art. 4, Pt. 13

Colorado Revised Statutes Annotated  
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**23 USC 149: Congestion mitigation and air quality improvement program**

Text contains those laws in effect on January 2, 2001

**From Title 23-HIGHWAYS**

CHAPTER 1-FEDERAL-AID HIGHWAYS

SUBCHAPTER I-GENERAL PROVISIONS

**Jump To:**

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[Amendments](#)

[Effective Date](#)

[Termination Date](#)

[Miscellaneous](#)

**§149. Congestion mitigation and air quality improvement program**

(a) ESTABLISHMENT.-The Secretary shall establish and implement a congestion mitigation and air quality improvement program in accordance with this section.

(b) ELIGIBLE PROJECTS.-Except as provided in subsection (c), a State may obligate funds apportioned to it under section 104(b)(2) for the congestion mitigation and air quality improvement program only for a transportation project or program if the project or program is for an area in the State that is or was designated as a nonattainment area for ozone, carbon monoxide, or particulate matter under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)) and classified pursuant to section 181(a), 186(a), 188(a), or 188(b) of the Clean Air Act (42 U.S.C. 7511(a), 7512(a), 7513(a), or 7513(b)) or is or was designated as a nonattainment area under such section 107(d) after December 31, 1997, and-

(1)(A) if the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines, on the basis of information published by the Environmental Protection Agency pursuant to section 108(f) (1)(A) of the Clean Air Act (other than clause (xvi) of such section), that the project or program is likely to contribute to-

- (i) the attainment of a national ambient air quality standard; or
- (ii) the maintenance of a national ambient air quality standard in a maintenance area; or

(B) in any case in which such information is not available, if the Secretary, after such consultation, determines that the project or program is part of a program, method, or strategy described in such section;

(2) if the project or program is included in a State implementation plan that has been approved pursuant to the Clean Air Act and the project will have air quality benefits;

(3) the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines that the project or program is likely to contribute to the attainment of a national ambient air quality standard, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors;

(4) to establish or operate a traffic monitoring, management, and control facility or program if the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines that the facility or program is likely to contribute to the attainment of a national ambient air quality standard; or

(5) if the program or project improves traffic flow, including projects to improve signalization, construct high occupancy vehicle lanes, improve intersections, and implement intelligent transportation system strategies and such other projects that are eligible for assistance under this section on the day before the date of enactment of this paragraph.

No funds may be provided under this section for a project which will result in the construction of new capacity available to single occupant vehicles unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than peak travel times. In areas of a State which are nonattainment for ozone or carbon monoxide, or both, and for PM-10 resulting from transportation activities, the State may obligate such funds for any project or program under paragraph (1) or (2) without regard to any limitation of the Department of Transportation relating to the type of ambient air quality standard such project or program addresses.

(c) STATES RECEIVING MINIMUM APPORTIONMENT.-

(1) STATES WITHOUT A NONATTAINMENT AREA.-If a State does not have, and never has had, a nonattainment area designated under the Clean Air Act (42 U.S.C. 7401 et seq.), the State may use funds apportioned to the State under section 104(b)(2) for any project eligible under the surface transportation program under section 133.

(2) STATES WITH A NONATTAINMENT AREA.-If a State has a nonattainment area or maintenance area and receives funds under section 104(b)(2)(D) above the amount of funds that the State would have received based on its nonattainment and maintenance area population under subparagraphs (B) and (C) of section 104(b)(2), the State

may use that portion of the funds not based on its nonattainment and maintenance area population under subparagraphs (B) and (C) of section 104(b)(2) for any project in the State eligible under section 133.

(d) **APPLICABILITY OF PLANNING REQUIREMENTS.**-Programming and expenditure of funds for projects under this section shall be consistent with the requirements of sections 134 and 135 of this title.

(e) **PARTNERSHIPS WITH NONGOVERNMENTAL ENTITIES.**-

(1) **IN GENERAL.**-Notwithstanding any other provision of this title and in accordance with this subsection, a metropolitan planning organization, State transportation department, or other project sponsor may enter into an agreement with any public, private, or nonprofit entity to cooperatively implement any project carried out under this section.

(2) **FORMS OF PARTICIPATION BY ENTITIES.**-Participation by an entity under paragraph (1) may consist of-

(A) ownership or operation of any land, facility, vehicle, or other physical asset associated with the project;

(B) cost sharing of any project expense;

(C) carrying out of administration, construction management, project management, project operation, or any other management or operational duty associated with the project; and

(D) any other form of participation approved by the Secretary.

(3) **ALLOCATION TO ENTITIES.**-A State may allocate funds apportioned under section 104(b)(2) to an entity described in paragraph (1).

(4) **ALTERNATIVE FUEL PROJECTS.**-In the case of a project that will provide for the use of alternative fuels by privately owned vehicles or vehicle fleets, activities eligible for funding under this subsection-

(A) may include the costs of vehicle refueling infrastructure, including infrastructure that would support the development, production, and use of emerging technologies that reduce emissions of air pollutants from motor vehicles, and other capital investments associated with the project;

(B) shall include only the incremental cost of an alternative fueled vehicle, as compared to a conventionally fueled vehicle, that would otherwise be borne by a private party; and

(C) shall apply other governmental financial purchase contributions in the calculation of net incremental cost.

(5) **PROHIBITION ON FEDERAL PARTICIPATION WITH RESPECT TO REQUIRED ACTIVITIES.**-A Federal participation payment under this subsection may not be made to an entity to fund an obligation imposed under the Clean Air Act (42 U.S.C. 7401 et seq.) or any other Federal law.

(Added Pub. L. 93-87, title I, §142(a), Aug. 13, 1973, 87 Stat. 272 ; amended Pub. L. 102-240, title I, §1008(a), Dec. 18, 1991, 105 Stat. 1932 ; Pub. L. 102-388, title III, §380, Oct. 6, 1992, 106 Stat. 1562 ; Pub. L. 104-59, title III, §319(a)(1), (b), Nov. 28, 1995, 109 Stat. 588 , 589; Pub. L. 104-88, title IV, §405(a)(2), (b), Dec. 29, 1995, 109 Stat. 956 , 957; Pub. L. 105-178, title I, §1110(a)-(d)(1), June 9, 1998, 112 Stat. 142 , 143.)

## REFERENCES IN TEXT

The Clean Air Act, referred to in subsecs. (b)(2), (c)(1), and (e)(5), is act July 14, 1955, ch. 360, 69 Stat. 322 , as amended, which is classified generally to chapter 85 (§7401 et seq.) of Title 42, The Public Health and Welfare. Section 108(f)(1)(A) of the Act is classified to section 7408(f)(1)(A) of Title 42. For complete classification of this Act to the Code, see Short Title note set out under section 7401 of Title 42 and Tables.

The date of enactment of this paragraph, referred to in subsec. (b)(5), is the date of enactment of Pub. L. 105-178, which was approved June 9, 1998.

## AMENDMENTS

**1998-**Subsec. (a). Pub. L. 105-178, §1110(a), substituted "shall establish and implement" for "shall establish".

Subsec. (b). Pub. L. 105-178, §1110(b)(1), in introductory provisions, substituted "that is or was designated as a nonattainment area for ozone, carbon monoxide, or particulate matter under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)) and classified pursuant to section 181(a), 186(a), 188(a), or 188(b) of the Clean Air Act (42 U.S.C. 7511(a), 7512(a), 7513(a), or 7513(b)) or is or was designated as a nonattainment area under such section 107(d) after December 31, 1997," for "that was designated as a nonattainment area under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)) during any part of fiscal year 1994".

Subsec. (b)(1)(A). Pub. L. 105-178, §1110(b)(2), substituted "clause (xvi) of such section" for "clauses (xii) and (xvi) of such section".

Subsec. (b)(1)(A)(ii). Pub. L. 105-178, §1110(b)(3), substituted "a maintenance area" for "an area that was designated as a nonattainment area but that was later redesignated by the Administrator of the Environmental Protection Agency as an attainment area under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d))".

Subsec. (b)(5). Pub. L. 105-178, §1110(b)(4)-(6), added par. (5).

Subsec. (c). Pub. L. 105–178, §1110(c), added subsec. (c) and struck out heading and text of former subsec. (c). Text read as follows: "If a State does not have a nonattainment area for ozone or carbon monoxide under the Clean Air Act located within its borders, the State may use funds apportioned to it under section 104(b)(2) for any project eligible for assistance under the surface transportation program."

Subsec. (e). Pub. L. 105–178, §1110(d)(1), added subsec. (e).

1995-Subsec. (b). Pub. L. 104–59, §319(a)(1)(A), in introductory provisions, inserted "if the project or program is for an area in the State that was designated as a nonattainment area under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)) during any part of fiscal year 1994 and" after "project or program".

Subsec. (b)(1)(A). Pub. L. 104–59, §319(a)(1)(B), substituted "contribute to-" and cls. (i) and (ii) for "contribute to the attainment of a national ambient air quality standard; or".

Subsec. (b)(2). Pub. L. 104–59, §319(b)(1), struck out "or" at end.

Subsec. (b)(3). Pub. L. 104–88, §405(b)(1), inserted "or" after semicolon at end.

Pub. L. 104–59, §319(b)(2), substituted a semicolon for period at end.

Subsec. (b)(4). Pub. L. 104–88, §405(b)(2), substituted a period for "; or" at end.

Pub. L. 104–59, §319(b)(3), as amended by Pub. L. 104–88, §405(a)(2), added par. (4).

1992-Subsec. (b). Pub. L. 102–388 inserted at end "In areas of a State which are nonattainment for ozone or carbon monoxide, or both, and for PM–10 resulting from transportation activities, the State may obligate such funds for any project or program under paragraph (1) or (2) without regard to any limitation of the Department of Transportation relating to the type of ambient air quality standard such project or program addresses."

1991-Pub. L. 102–240 substituted section catchline for one which read: "Truck lanes" and amended text generally. Prior to amendment, text read as follows: "The Secretary may approve as a project on any Federal-aid system the construction of exclusive or preferential truck lanes."

### **EFFECTIVE DATE OF 1995 AMENDMENT**

Amendment by section 405(b) of Pub. L. 104–88 effective Jan. 1, 1996, see section 2 of Pub. L. 104–88, set out as an Effective Date note under section 701 of Title 49, Transportation.

Section 405(a) of Pub. L. 104–88 provided that the amendment made by that section is effective Nov. 28, 1995.

### **EFFECTIVE DATE OF 1991 AMENDMENT**

Amendment by Pub. L. 102–240 effective Dec. 18, 1991, and applicable to funds authorized to be appropriated or made available after Sept. 30, 1991, and, with certain exceptions, not applicable to funds appropriated or made available on or before Sept. 30, 1991, see section 1100 of Pub. L. 102–240, set out as a note under section 104 of this title.

### **DETERMINATION BY SECRETARY; WATER-PHASED HYDROCARBON FUEL EMULSION TECHNOLOGIES**

Pub. L. 105–178, [title I, §1110\(d\)\(2\), June 9, 1998](#), 112 Stat. 144 , as amended by Pub. L. 105–206, [title IX, §9002\(g\), July 22, 1998](#), 112 Stat. 836 , provided that: "For the purposes of section 149(e) of title 23, United States Code, the Secretary shall determine in accordance with the procedures specified in section 149(b) of such title whether water-phased hydrocarbon fuel emulsion technologies that consist of a hydrocarbon base and water in an amount not less than 20 percent by volume reduce emissions of hydrocarbon, particulate matter, carbon monoxide, or nitrogen oxide from motor vehicles."

### **STUDY OF CMAQ PROGRAM**

Pub. L. 105–178, [title I, §1110\(e\), June 9, 1998](#), 112 Stat. 144 , provided that:

"(1) IN GENERAL.—The Secretary and the Administrator of the Environmental Protection Agency shall enter into arrangements with the National Academy of Sciences to complete, by not later than January 1, 2001, a study of the congestion mitigation and air quality improvement program under section 149 of title 23, United States Code. The study shall, at a minimum—

"(A) evaluate the air quality impacts of emissions from motor vehicles;

"(B) evaluate the negative effects of traffic congestion, including the economic effects of time lost due to congestion;

"(C) determine the amount of funds obligated under the program and make a comprehensive analysis of the types of projects funded under the program;

"(D) evaluate the emissions reductions attributable to projects of various types that have been funded under the program;

"(E) assess the effectiveness, including the quantitative and nonquantitative benefits, of projects funded under the program and include, in the assessment, an estimate of the cost per ton of pollution

reduction;

"(F) assess the cost effectiveness of projects funded under the program with respect to congestion mitigation;

"(G) compare-

"(i) the costs of achieving the air pollutant emissions reductions achieved under the program; to

"(ii) the costs that would be incurred if similar reductions were achieved by other measures, including pollution controls on stationary sources;

"(H) include recommendations on improvements, including other types of projects, that will increase the overall effectiveness of the program;

"(I) include recommendations on expanding the scope of the program to address traffic-related pollutants that, as of the date of the study, are not addressed by the program.

"(2) REPORT.-Not later than January 1, 2000, the National Academy of Sciences shall transmit to the Secretary, the Committee on Transportation and Infrastructure and the Committee on Commerce of the House of Representatives, and the Committee on Environment and Public Works of the Senate a report on the results of the study with recommendations for modifications to the congestion mitigation and air quality improvement program in light of the results of the study.

"(3) FUNDING.-Before making the apportionment of funds under section 104(b)(2) of title 23, United States Code, for each of fiscal years 1999 and 2000, the Secretary shall deduct from the amount to be apportioned under such section for such fiscal year, and make available, \$500,000 for such fiscal year to carry out this subsection."

### **EFFECT OF LIMITATION ON APPORTIONMENT**

Notwithstanding any other provision of law, for each of fiscal years 1996 and 1997, amendment by section 319(a)(1) of Pub. L. 104-59 not to affect any apportionment adjustments under section 1015 of the Intermodal Surface Transportation Efficiency Act of 1991, Pub. L. 102-240, see section 319(c) of Pub. L. 104-59, set out as a note under section 104 of this title.

### **VALUE PRICING PILOT PROGRAM**

Pub. L. 102-240, title I, §1012(b), Dec. 18, 1991, 105 Stat. 1938, as amended by Pub. L. 104-59, title III, §325(e), Nov. 28, 1995, 109 Stat. 592; Pub. L. 105-178, title I, §1216(a), June 9, 1998, 112 Stat. 211; Pub. L. 105-206, title IX, §9006(b), July 22, 1998, 112 Stat. 848, provided that:

"(1) The Secretary shall solicit the participation of State and local governments and public authorities for one or more value pricing pilot programs. The Secretary may enter into cooperative agreements with as many as 15 such State or local governments or public authorities to establish, maintain, and monitor value pricing programs.

"(2) Notwithstanding section 129 of title 23, United States Code, the Federal share payable for such programs shall be 80 percent. The Secretary shall fund all preimplementation costs and project design, and all of the development and other start up costs of such projects, including salaries and expenses, for a period of at least 1 year, and thereafter until such time that sufficient revenues are being generated by the program to fund its operating costs without Federal participation, except that the Secretary may not fund the preimplementation or implementation costs of any project for more than 3 years.

"(3) Revenues generated by any pilot project under this subsection must be applied to projects eligible under such title.

"(4) Notwithstanding sections 129 and 301 of title 23, United States Code, the Secretary shall allow the use of tolls on the Interstate System as part of any value pricing pilot program under this subsection.

"(5) The Secretary shall monitor the effect of such programs for a period of at least 10 years, and shall report to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives every 2 years on the effects such programs are having on driver behavior, traffic volume, transit ridership, air quality, and availability of funds for transportation programs.

"(6) HOV PASSENGER REQUIREMENTS.-Notwithstanding section 102(a) of title 23, United States Code, a State may permit vehicles with fewer than 2 occupants to operate in high occupancy vehicle lanes if the vehicles are part of a value pricing pilot program under this subsection.

"(7) FINANCIAL EFFECTS ON LOW-INCOME DRIVERS.-Any value pricing pilot program under this subsection shall include, if appropriate, an analysis of the potential effects of the pilot program on low-income drivers and may include mitigation measures to deal with any potential adverse financial effects on low-income drivers.

"(8) FUNDING.-

"(A) AVAILABILITY.-Funds allocated by the Secretary to a State under this subsection shall remain available for obligation by the State for a period of 3 years after the last day of the fiscal year for which

the funds are authorized.

"(B) USE OF UNALLOCATED FUNDS.-If the total amount of funds made available from the Highway Trust Fund to carry out this subsection for fiscal year 1998 and fiscal years thereafter but not allocated exceeds \$8,000,000 as of September 30 of any year, the excess amount-

"(i) shall be apportioned in the following fiscal year by the Secretary to all States in accordance with section 104(b)(3) of title 23, United States Code;

"(ii) shall be considered to be a sum made available for expenditure on the surface transportation program, except that the amount shall not be subject to section 133(d) of such title; and

"(iii) shall be available for any purpose eligible for funding under section 133 of such title.

"(C) CONTRACT AUTHORITY.-Funds authorized to carry out this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of any project under this subsection and the availability of funds authorized to carry out this subsection shall be determined in accordance with this subsection."

### **SECTION REFERRED TO IN OTHER SECTIONS**

This section is referred to in sections 104, 106, 322 of this title.



**COLORADO**  
**Department of Transportation**  
Nonattainment Area Air Pollution  
Mitigation Enterprise

**DATE:** October 26, 2023  
**FROM:** Darius Pakbaz, NAAPME Program Administrator  
**TO:** NAAPME Board of Directors  
**SUBJECT:** Program Administrator Update

**OVERVIEW:**

This workshop provides an update to the Board on the current status of the Enterprise's fiscal year 2023-24 budget and expenditures. Additionally, the Program Administrator will provide the Board an update on future discussion items and other notable items related to the Enterprise.

**PROPOSAL(S) / RECOMMENDATION(S):**

No recommendations at this time.

**ACTIONS BY OTHERS:**

N/A

**PREVIOUS DISCUSSIONS / ACTIONS:**

- N/A

**PROPOSED MOTION(S):**

Informational Only

**ATTACHMENTS:**

Presentation - Program Administrator Update - 10/26/2023

**ADDITIONAL INFORMATION:**

Please contact [Darius Pakbaz](#) (720.241.8097) for further information.





# Revenue and Budget Update

*Darius Pakbaz, NAAPME Program Administrator*

**Fiscal Year 2024-25 Budget to Actual for Fund 542-Ongoing**

**Nonattainment Area Air Pollution Mitigation Enterprise**

Line Item		Approved Budget	July 2023	August 2023	September 2023	Total Quarter 1	Total	Remaining Funds
1	<b>Fiscal Year Revenues</b>							
2	NAAPME Retail Delivery Fee	\$ 14,898,163	\$ 116,781	\$ 205,296	\$ 197,811	\$ 519,887	\$ 519,887	
3	NAAPME Rideshare Fee	-	1,630,668	10,271	-	1,640,939	1,640,939	
4	Interest Income	-	-	20,314	26,718	\$ 47,032	47,032.00	
5	<b>Total FY 2023-24 Revenue</b>	<b>\$ 14,898,163</b>	<b>\$ 1,747,449</b>	<b>\$ 235,880</b>	<b>\$ 224,529</b>	<b>\$ 2,207,858</b>	<b>\$ 2,207,858</b>	<b>\$ 12,690,304</b>
6	<b>Fiscal Year Allocations</b>							
7	<b>Administration &amp; Agency Operations</b>							
8	Staff Salaries	\$ 75,068	\$ -	\$ 612	\$ 3,178	\$ 3,789	\$ 3,789	\$ 71,279
9	<b>State Agency Support</b>	<b>\$ 75,068</b>	<b>\$ -</b>	<b>\$ 612</b>	<b>\$ -</b>	<b>\$ 612</b>	<b>\$ 3,789</b>	<b>\$ 71,279</b>
10	Attorney General Fees	\$ 1,000	\$ 67	\$ 627	\$ -	\$ 693	\$ 693	\$ 307
11	Office of the State Audit-Annual Financial Audit	\$ 2,000	-	-	-	-	-	2,000
12	<b>Total State Agency Support</b>	<b>\$ 3,000</b>	<b>\$ 67</b>	<b>\$ 627</b>	<b>\$ -</b>	<b>\$ 693</b>	<b>\$ 693</b>	<b>\$ 2,307</b>
13	<b>Enterprise Support Initiatives</b>							
14	Language Translation Services	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
15	Consultant Services	150,000	-	-	-	-	-	150,000
16	<b>Total Enterprise Support Initiatives</b>	<b>\$ 225,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 225,000</b>
17	<b>Board Meeting Expenses</b>							
18	Board Travel	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
19	Board Meeting Expenses	\$ 500	-	-	-	-	-	500
20	Presentation Support	\$ 350	-	-	-	-	-	350
21	<b>Total Board Meeting Expenses</b>	<b>\$ 5,850</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,850</b>
22	<b>Total Administration and Agency Operations</b>	<b>\$ 308,918</b>	<b>\$ 67</b>	<b>\$ 1,238</b>	<b>\$ 3,178</b>	<b>\$ 4,483</b>	<b>\$ 4,483</b>	<b>\$ 304,435</b>
26	<b>Contingency Reserve</b>							
27	Enterprise Reserve Fund (>\$200,000.01)	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
28	<b>Total Contingency Reserve</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>
29	<b>Total FY 2023-24 Allocations</b>	<b>\$ 508,918</b>						

**NAAPME  
Budget to  
Actual  
Report**

**September  
2023**



# Enterprise Program Update

*Darius Pakbaz, NAAPME Program Administrator*



# Program Administrator Update

## Future Board of Directors Meeting Business

- **November 30, 2023, Board of Directors Meeting**
  - Bus Rapid Transit Discussion - North Front Range
  - Review draft of NAAPME 2023 Annual Report
  - Discuss NAAPME Public Accountability Dashboard
- **January 25, 2024, Board of Directors Meeting**
  - Continued Discussion on Program Eligibility and Criteria Proposals
  - Approval of funds/proposal for Language Translation and Accessibility Needs
  - Quarterly Budget Amendment for Fiscal Year 2023-24



# Board Meeting Schedule

## Upcoming Board of Directors Meeting Dates (held virtually and at 3:00 - 4:30 PM, unless otherwise noted):

- Thursday, November 30, 2023 - Virtual through the Zoom Platform
- **No NAAPME Board Meeting in December 2023**
- January 25, 2024 - Virtual through the Zoom Platform



# Adjournment

*Kristin Stephens, NAAPME Chair*