



CLEAN TRANSIT ENTERPRISE BOARD MEETING - MAY 2, 2023

SCHEDULE & AGENDA

- I. **Welcome, Roll Call, Agenda Review (5 minutes)**
Matt Frommer, Chair
2:00 - 2:05 p.m.
- II. **Action Agenda (5 min)**
Matt Frommer, Chair
 - A. **Approval of Minutes - March 7, 2023 CTE Board Meeting**
2:05 - 2:10 p.m.
- III. **Program Administrator Report Out (5 min)**
Kay Kelly, Chief, Innovative Mobility (CDOT)
2:10 - 2:15 p.m.
- IV. **Enterprise Financial Update (10 min)**
Celeste Kopperl (CDOT)
 - A. **Approval of CTE Budget Policy Directive**
2:15 - 2:25 p.m.
- V. **CTE Planning Grant NOFA Update (10 min)**
Michael King, Asst Director, Electrification & Energy (CDOT)
2:25 - 2:35 p.m.
- VI. **CDOT Equity 360 Initiative and CTE Equity Approach (20 min)**
Marsha Nelson and Celina Milner Leon, CDOT
2:35 - 2:55 p.m.
- VII. **Adjournment (5 min)**
Matt Frommer, Chair
2:55 - 3:00 p.m.

Clean Transit Enterprise Board Meeting

March 7, 2023

Regular Board Meeting – Tuesday, March 7, 2023. 2:00 – 3:30pm, Virtual via Zoom Meeting

Video Recording: [Clean Transit Enterprise Board Meeting - March 2023](#)

1. Call to Order, Roll Call (Matt Frommer) - Time 2:03

Director Dawn Block,
Director Bonnie Trowbridge,
Director Cris Jones,
Director David Averill,
Director Theresa Takushi,
Director Kelly Blynn (indicated she is running late and will join meeting later)
Director Richard Coffin,
Chair Matt Frommer.

2. Action Agenda - Time 2:05

A motion by Chair Frommer to approve the meeting minutes from the last board meeting on January 24, 2023. Seconded by Director Takushi. Motion passes unanimously. No oppositions or abstentions.

3. Program Administrator Update (Kay Kelly) – Time 2:06

- State Legislative Update
 - HB23-1166 - seeks to remove retail delivery fee. This has been tabled indefinitely.
 - SB23-143 - seeks to modify retail delivery fee. Referred to the Senate. The Governor's office supports this.
- Remaining Decisions from CTE 10 Year Plan on Match Structure/Match Relief Policy, Equity Approach and Data Reporting Requirements
 - Final recommendations being presented today
- First CTE Funding Opportunity to be included in upcoming Division of Transit and Rail “Super Call”

No questions from directors.

4. Clean Transit Retail Delivery Fee Inflationary Adjustments (Kay Kelly) – Time 2:11

- New Fee levels must be approved by the Enterprise Board (no new rulemaking) and communicated to the Department of Revenue by March 15th
- Recommendation for Fee Level Adjustment:
 - Increase the Clean Transit Retail Delivery Fee from \$0.0300 to \$0.0311 for FY 23-24 (Colorado Fiscal Year starting July 1, 2023 and concluding on June 30, 2024)
- **Decision item:** Move for the Clean Transit Enterprise to adopt a new retail delivery fee level of three and eleven one-hundredths cents (\$0.0311) for fiscal year 2023-24, based on the recommendation from the Department of Revenue and Enterprise staff.

Kay Kelly: Any questions? Seeing no questions, I will pass it to the Chair Frommer for discussion and voting.

Matt Frommer: I make a motion to approve the increase to \$0.0311

Rick Coffin: Second

Matt Frommer: No abstentions or opposition. Motion has been approved unanimously.

5. Enterprise Financial Update (Celeste Kopperl) – Time 2:17

- Total Retail Delivery Fee collected: \$4,586,769
- Decision item: FY 2023-24 Final Budget Review and Approval
- Budget Highlights:
 - Aligning enterprise budget cycle to CDOT budget cycle

- Total Revenue Allocation for FY 2023-24: \$9,132,872
- Annual appropriation: residual FY23 balance will stay in cash fund until requested from legislature
- **Decision item:** Move for the Clean Transit Enterprise to adopt the final fiscal year 2023-24 budget, based on the recommendations of Enterprise staff, and report the final revenue allocation plan to the Colorado Department of Transportation.

Matt Frommer: Any question from the board?

Theresa Takushi: Do I need to abstain from this vote due to staffing?

Kathy Young: If there is any doubt, you can abstain. We still have a quorum without you.

Matt Frommer: Other questions? (Silence) Then I move to pass the motion for the Clean Transit Enterprise to adopt the final fiscal year 2023-24 budget, based on the recommendations of Enterprise staff, and report the final revenue allocation plan to the Colorado Department of Transportation.

Rick Coffin: Second.

Matt Frommer: Motion passes unanimously. No opposition. Director Takushi abstains.

6. Final Decision Items for Upcoming CTE Funding Opportunity (Mike King) – Time 2:25

- Updated match structure:

<i>Project Category</i>	<i>Planning</i>	<i>Infrastructure</i>	<i>Facilities</i>
<i>Standard Match Requirement</i>	10%	20%	50%
<i>Match Requirement with Relief Request</i>	5%	10%	25%

<i>Project Category</i>	<i>Vehicles</i>
<i>Standard Incentive Level</i>	100% of incremental cost
<i>Incentive Bonus with Relief Request</i>	Additional 25% of incremental cost

- **Decision item:** to approve the proposed match levels from the table for the first grant cycle and consider adjustments in future grant rounds.

Matt Frommer: Any questions from the board? I do have one question. Can you say what the relief request eligibility will look like?

Mike King: Part of this is related to later points about equity planning. This will be based on geographic determinants as well as the open-ended question in the application process. The board will make a final decision on relief requests.

Rick Coffin: Are we funding vehicle conversions? Or just new vehicles?

Mike King: It has always been allowed, and we are open to it, but we don't get many requests.

Rick Coffin: About scrapping, I'm disappointed that the scrapping incentive has been removed. Based on the last meeting, it looks like it was totally removed. The 10 year plan says we should encourage it, so how are we doing that?

Mike King: We can keep track of who is and is not scraping, and then use that data to inform future decisions.

Theresa Takushi: I'm very open to that possibility.

Cris Jones: If it is easy, then I would support adding the question to the application. At the last meeting, the majority seemed to be on board to remove the scrapping. We can change in the future, but we were pretty clear last meeting.

David Averill: Scrapping only started as a part of the VW settlement, and was not a regular part of CDOT grants before that. We have a vehicle shortage in the state. I'm open to addressing this again in the future, but I think this is what we should do now.

Rick Coffin: EPA program is similar to VW settlement in terms of replacing vehicles and scrapping incentives. Proposed to ask for additional information.

Mike King: I commit to providing that information for future board meetings.

Matt Frommer: Thank you Director Coffin. Other questions? (Silence) Then I move to approve the proposed match levels

David Averill: Second

Matt Frommer: No abstentions or opposition. Motion has been approved unanimously.

- Equity approach: **(Time 2:44)**

- Using Geographic and open-ended narrative to determine equity

Method of Addressing	Pros	Cons
Decreased Match Requirement ✓	Consistent with approach to scrapping and match relief, easy to understand	Doesn't make award more likely Combining 2 or more match changes may limit overall impact
Increased Funding ("Bonus") ✓	Clear and direct support for project	Doesn't make award more likely Taken alone, could increase match amount
Higher Application Scoring ✓	Directly increases likelihood of award for projects that support equity Could be combined with match relief	Taken alone, doesn't address match limitations
Statewide Equity Target ?	Takes focus off of individual application or applicant for a more holistic view Encourages staff to promote grants to more agencies statewide	Number, location, and equity status of applicants is out of CTE control
Other	?	?

- Decision item:**

- base the initial CTE equity approach on Geography, using the 5-factor map wherein eligible applicants will receive higher scoring on grant applications, reduced match requirements, and/or incentive bonuses; and
- provide an opportunity for applicants to request Equity consideration based on other, non-geographic factors via an open-ended narrative; and
- work with CDOT's Environmental Justice and Equity Branch to develop a statewide equity target for the CTE to track moving forward

Matt Frommer: Is the equity map binary or are there more specific metrics?

Mike King: It could be either, the binary approach may be difficult, due to how much of the state is covered. We could have applicants tell us how much of a route is in that area. We can give a rating based on what they put in the short answer.

Cris Jones: I agree. Even Aspen has some qualifying areas. It may be better to cover our bases, and make sure we're not giving the equity relief to everyone who applies.

Theresa Takushi: We have been specifically applying the GHG program tool which can be used to develop an equity score. We may have the option for applicants to input data and receive their equity score in the future when the process is simplified and does not require GIS training.

Matt Frommer: If we just used one of the metrics, instead of all four, how would that compare?

Mike King: I would have to look at the percentages in the map, but we are more obligated to use the SB 260 definition of equity to figure out scoring and baseline and if there are any negative effects on awardees.

Matt Frommer: For me, I'd like to have a dynamic scoring system, to make sure. We could give the equity incentive to maybe the top 25% of applicants that way.

Mike King: I agree with Director Jones. As we get more information, we can adjust and evolve the process of equity scoring and the methods used based on board direction.

Matt Frommer: If there are no other questions, I will make a move to approve the motion.

Cris Jones: Second.

Matt Frommer: No abstentions or opposition. Motion has been approved unanimously. (Director Blynn joined the call and was present for this vote)pp

- Data reporting requirements **(Time 3:01)**

- Key Questions:

- What vehicle and/or charger data should grantee transit agencies be required to report to the CTE on a regular basis?
- What vehicle and charger telematics are already being collected?
- How often should data be reported?

- **Decision item:** to require CTE awardees to share any and all telematics data on funded vehicles to the staff of CDOT on an annual basis in order to verify usage and conduct analysis aimed at improving CTE programs and supporting future transit electrification planning efforts.

Matt Frommer: Any other questions? I will make a motion to approve the CTE telematics data requirements.

Theresa Takushi: Second.

Matt Frommer: No abstentions or opposition. Motion has been approved unanimously.

6. Final Decision Items for Upcoming CTE Funding Opportunity (Kay Kelly) – Time 3:05

- Staff will use the Board’s direction to issue CTE’s first funding opportunity to be included in the upcoming DTR Super Call
- Anticipated release in April 2023
- Applications for CTE funding will be assessed for eligibility and scored by a review panel
- Staff will present a list of applications recommended for funding to the Clean Transit Enterprise Board for final approval

David Averill: Can you give us an overview of who is scoring the grants?

Mike King: There will be multiple representatives from OIM, DTR, CEO CDPHE, NREL, EJ Groups, and CASTA

David Averill: Could we also get a list of unfunded projects?

Kay Kelly: We will provide the overview and all the information from the applications to be approved by the board.

Matt Frommer: Will we see a list of the specific projects funded by CTE?

Kay Kelly: You will definitely get a list of the specific projects funded by CTE. Some projects in that list may or may not receive funding from other state or federal programs. We have an obligation for our public accountability dashboard to provide a specific list of projects funded through CTE. Any other questions?

Matt Frommer: Are the transit agencies in the state aware of this funding. Is there anything you need from us to support that and make sure everyone is aware of this opportunity?

Mike King: We do our best to inform people. We can work on building excitement around this to help get the word out.

Matt Frommer: Since it is new, could we have a newsletter or something?

Kay Kelly: We can certainly consider that, and we’ll let you know when the Super Call is released.

7. Future CTE Meeting Schedule (Kay Kelly) – Time 3:13

- CTE Board is required to meet a minimum of four times per year:
 - The Board will always need to meet in October for draft budget approval and in February for final budget approval
 - The Board will always need to meet in February to discuss inflationary adjustments to the Clean Transit Retail Delivery Fee so that the Department of Revenue can be notified of any changes by March 15th
 - Staff recommends meeting in October and February to align with budget and fee timelines and targeting May and August for other scheduled meetings
 - Additional meetings can also be scheduled for timely items that the Board needs to discuss
 - Upcoming meetings in May, August, and October
- Topics to be discussed in upcoming meetings:
 - CTE Budget Policy Directive
 - Public accountability dashboard development
 - Transit agency presentations
 - Other topics at the Board’s pleasure

8. Meeting Adjourned (Matt Frommer) - Time 3:16



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Department of Transportation

Clean Transit Enterprise Board

May 2, 2023



AGENDA

Topic	Presenter
Welcome, Roll Call, Agenda Review (5 min)	Matt Frommer, Chair
Action Agenda (5 min) <ul style="list-style-type: none">Approval of Minutes - 3/7/23 CTE Board Meeting	Matt Frommer, Chair
Program Administrator Update (5 min)	Kay Kelly, CDOT
Enterprise Financial Update (10 min) <ul style="list-style-type: none">Approval of CTE Budget Policy Directive	Celeste Kopperl, CDOT
CTE Planning Grant NOFA Update (10 min)	Mike King, CDOT
CDOT Equity 360 Initiative and CTE Equity Approach (20 min)	Marsha Nelson and Celina Milner Leon, CDOT
Adjournment	Matt Frommer, Chair



Program Administrator Update



Program Administrator Update

- State Legislative Update
- Joint Session with CTE Board and CDOT Transportation Commission
- First CTE Funding Opportunity to be included in upcoming Division of Transit and Rail “Super Call”
 - Estimated Notice of Funding Availability Release Dates:
 - May 2023 for Planning Projects
 - July 2023 for Capital Projects (Vehicles, Infrastructure, Facilities)



Enterprise Financial Update



CTE Accounting Update

Year-To Date Figures Through March 2023

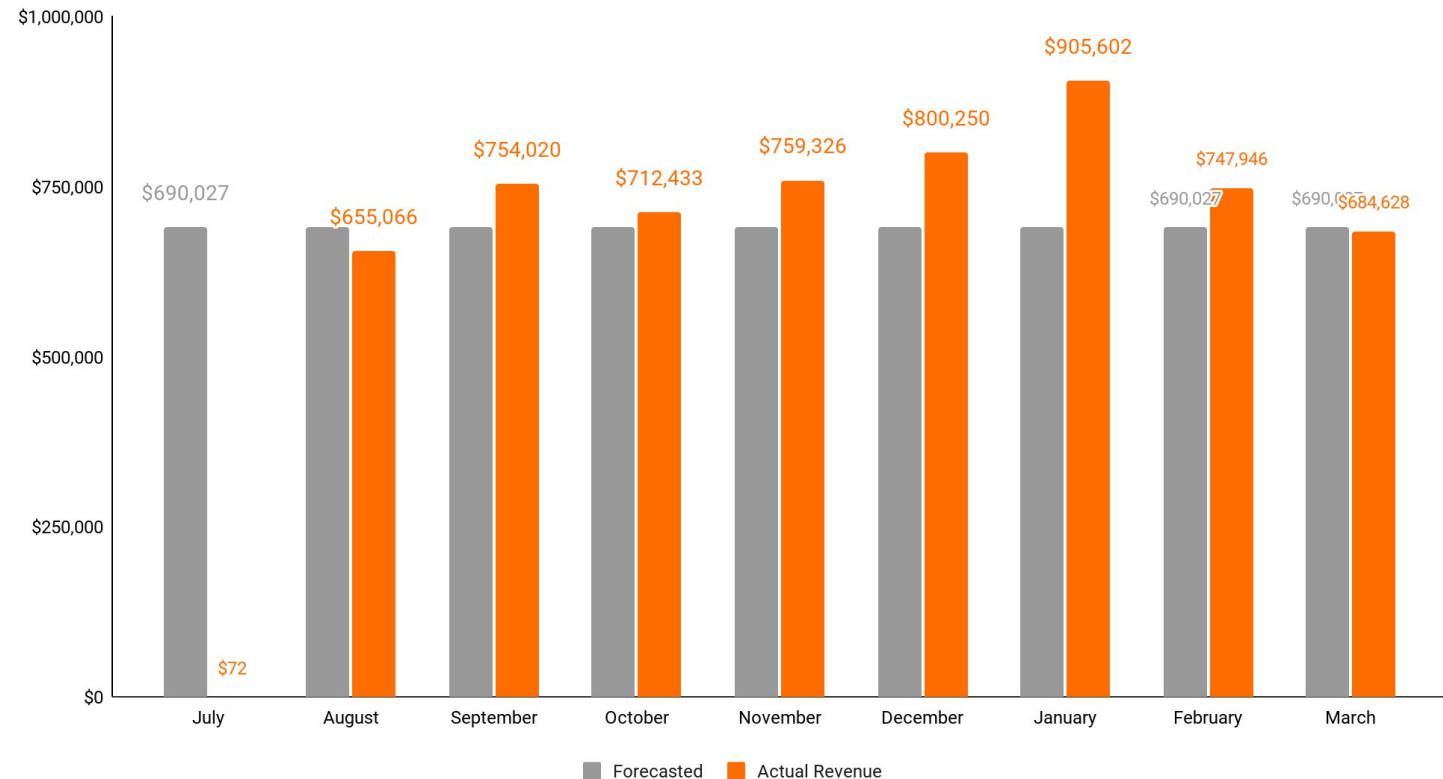
Fiscal Year 2022-23 Budget to Actual for Fund 540									
Clean Transit Enterprise									
Line Item		Approved Budget	Total Quarter 1	Total Quarter 2	January 2023	February 2023	March 2023	Total	Remaining Funds
1	Fiscal Year Revenues								
2	Clean Transit Retail Delivery Fee	\$ 8,280,329	\$ 1,409,158	\$ 2,272,010	\$ 905,602	\$ 747,946	\$ 684,628	\$ 6,019,344	
3	Interest Revenue	-	319	10,275	7,212	9,867	11,715	39,388	
4	Total FY 2022-23- Revenue	\$8,280,329	\$1,409,477	\$2,282,285	\$ 912,814	\$ 757,813	\$ 696,343	\$6,058,732	\$ -
5	Fiscal Year Allocations								
6	Administration & Agency Operations								
7	Administration and Agency Operations								
8	Staff Salaries	\$ 411,900	\$ 74	\$ 6,290	\$ -	\$ 1,905	\$ 1,243	\$ 9,513	\$ 402,387
9	Attorney General Fees	5,000	285	1,085	789	55	329	2,543	2,457
10	Office of the State Audit-Annual Financial Audit	2,000	-	-	-	-	-	-	2,000
11	Professional Services	100,000	-	-	-	-	-	-	100,000
12	Language Translation Services	25,000	-	-	-	-	-	-	25,000
13	Board/Staff Travel	5,000	-	-	-	-	-	-	5,000
14	Board Meeting Expenses	600	-	-	-	-	-	-	600
15	Miscellaneous	1,000	-	-	-	-	-	-	1,000
16	FY22 TC Loan Repayment	76,128	74,872	-	-	-	-	74,872	1,256
17	Total Administration and Agency Operations	\$ 626,628	\$ 75,231	\$ 7,376	\$ 789	\$ 1,960.30	\$ 1,571.97	\$ 86,928	\$ 539,700
18	Contingency Reserve								
19	Board Reserve Fund (10%)	\$ 828,033	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 828,033
20	Total Reserve Funds	\$ 828,033	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 828,033
21	Programmed Funds								
22	Programmed Funds	\$ 6,825,668	\$ -	\$ -	\$ -			\$ -	\$ 6,825,668
23	Total Programmed Funds	\$ 6,825,668	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 6,825,668
24	Total FY 2022-23 Budget	\$8,280,329							
25	Total FY 2022-23 Allocations	\$8,280,329							



Clean Transit Enterprise - Retail Delivery Fee

- **Retail Delivery Fee (\$0.03):**
 - Total Forecasted: \$6,210,247
 - Total Collected: \$6,019,343
 - Difference: -\$190,904

Clean Transit Enterprise Retail Delivery Fee Forecasted to Actual





CTE Policy Directive



Policy Directive Overview

- Purpose of PD
 - Compliance with statutes and other regulations
 - Policy Decisions - Board decisions vs. ones that can be delegated to staff
 - Visibility important for Board oversight
- Level of Action
 - Board Review and Approve
 - Inform Board
 - Staff Manage
- Categories
 - Annual Budget Development
 - Budget Management
 - Revenue
 - Misc. and Project-Related Transactions



Annual Budget Development:

Board Review and Approve	Report to and Inform CTE Board	Staff Manage
February- Adoption of Final Fiscal Year Budget	October- Review draft budget information that will be included in the CDOT draft budget allocation plan January- review final budget for comment	August - February Budget Development May - June Implementation of approved budget
Addition of a new budget category with an amount greater than or equal to \$150,000, or increases to the contingency reserve or debt service lines by any dollar amount	Addition of a new budget category that is under \$150,000	

Budget Management:

Board Review and Approve	Report to and Inform CTE Board	Staff Manage
Any change to a budget line item during the fiscal year that is greater than or equal to \$150,000		Any change to a budget line item during the fiscal year that is less than \$150,000
	Budget to Actual Reports will be provided on a quarterly basis	
Any use of the CTE Contingency Reserve		



CTE Policy Directive

Enterprise Revenue:

Board Review and Approve	Report to and Inform CTE Board	Staff Manage
Adjustments to the SB 21-260 fees to account for inflation		
Changes to the budget as a result of changes in forecasted revenue	Revenue forecast will be updated quarterly and presented to the Board	
	Report on prior fiscal year revenue reconciliation results	

Misc. and Project-Related Transactions:

Board Review and Approve	Report to and Inform CTE Board	Staff Manage
Changes to existing loan terms or agreements with transit agencies or CDOT		
		Work with CDOT project staff to ensure that approved project funds are budgeted and spent
Any payment to be made on existing debt		
Determine project selection criteria and required match levels; Board approves awards		



Feedback



Enterprise Board Action: 2 Options

Option 1:

Proposed Motion for Board of Directors Consideration:

Move for the Clean Transit Enterprise to adopt the CTE Policy Directive

Option 2:

Incorporate the Board's feedback and present revised PD in August



CTE Planning Grant NOFA Update



Planning Grant Application

3. The fleet transition plan should include the following elements.

- Fleet transition targets and timelines
- Assessment of current and future vehicle capabilities, including target vehicle specs that may trigger the start of the fleet transition
- Consideration of potential facility renovations and electrical supply infrastructure upgrades necessary to support the charging of vehicles
- Route analyses of anticipated initial ZEV deployments
- Financial assessment of budgetary impacts and required resources
- Consideration of workforce training and development needs
- Analysis of potential air quality, health, and economic benefits of ZEVs
- Specific impacts to environmental justice (EJ) and/or disproportionately impacted (DI) communities
- Coordination with utility partners, property managers, local governments, partner agencies, and other key stakeholders
- Public engagement elements to support the other transition elements
- Others (please add additional topics you would like to address in your fleet transition plan)

If you do not intend to include one or more of the above topics in your fleet transition plan, please identify which one(s) and explain your justification for why it should not be included in your plan.

4. What specific barriers and challenges do you expect will need to be overcome to successfully complete this planning project?

5. Describe the project plan, including tasks to be completed, milestones, estimated completion dates, and anticipated project deliverables in as much detail as is currently available. Include any special circumstances that may require you to extend the project completion date.

7. How will you ensure that the ZEV planning process engages riders from a variety of geographic communities, economic backgrounds, and ethnicities? Please identify specific metrics and targets that will be used to track equitable participation.

8. Because the entire fleet won't become electric all at once, decisions will be made about which routes are electrified first and thus, which populations will experience benefits first. How will you ensure that the benefits of your fleet transition are distributed equitably, and what data will you collect in the process?

Section D: Financial Need & Readiness

1. Please provide a detailed project budget below. Be as specific and accurate as possible in connecting the key elements of the project to specific dollar amounts and timelines.

2. Please identify the source of your match funding and whether it is confirmed or dependent on another funding request. If your match funds are not yet secured, what steps will be required to do so?



Planning Grant Evaluation Criteria

Zero Emission Vehicle (ZEV) Transition Planning Grants Evaluation Criteria	
Project Need and Benefit	35%
Equity, Inclusivity, and Access for Disproportionately Impacted (DI) Communities	30%
Project Readiness	15%
Agency Capacity	10%
Application Quality	10%



CDOT Equity 360 Initiative and CTE Equity Approach



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Environmental Justice & Equity Branch



Senate Bill 260 and the CDOT Equity & Environmental Justice Branch

- Passed in Spring 2021
- 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.

Learn more at <https://leg.colorado.gov/sb21-260-bill-summary>



Scenic Tour through Equity & Environmental Justice Branch



Workforce

Establishing a diverse applicant pool & linking people to work-based learning to help them be successful

Environmental Justice

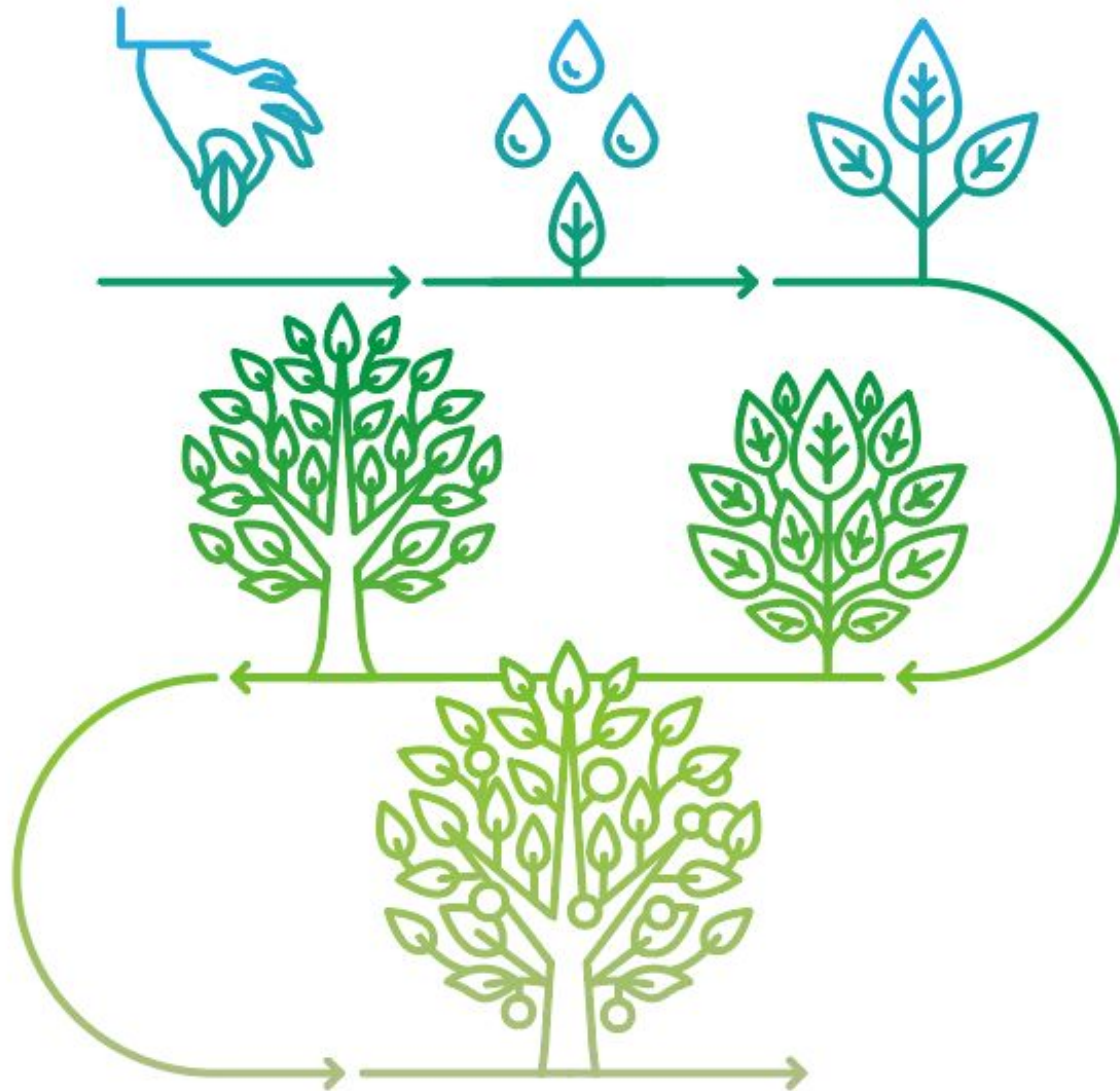
Integrates community engagement & outreach into planning & project delivery processes to impact agency decisions

Nondiscrimination Compliance

Project delivery & compliance: Ensures compliance with regulatory requirements (state & federal)



Moving Beyond Compliance



CDOT has an opportunity to be a leader for Colorado through cultivating equity, diversity, and inclusion on a holistic, statewide level.



Introducing

What is EQUITY360?

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.

Mission:

Develop the best and most efficient route to equity, inclusion and cohesiveness.





Guiding Principles

In addition to the CDOT Mission, Vision, and Values, EQUITY360 will integrate the following guiding principles in its execution:

Proactive Compliance

Strive for 100% comprehensive compliance on all Federal and State laws and regulations, which require 100% of department and subrecipients to comply 100% of the time

Creativity & Innovation

Embrace change.
Be courageous. Envision an equitable and inclusive future.
Challenge the status quo and drive creative transformation through experimental discovery.

Knowledge

Embrace challenging processes and seek to understand different perspectives and experiences to achieve improvements. Develop measures that lead to equitable outcomes.

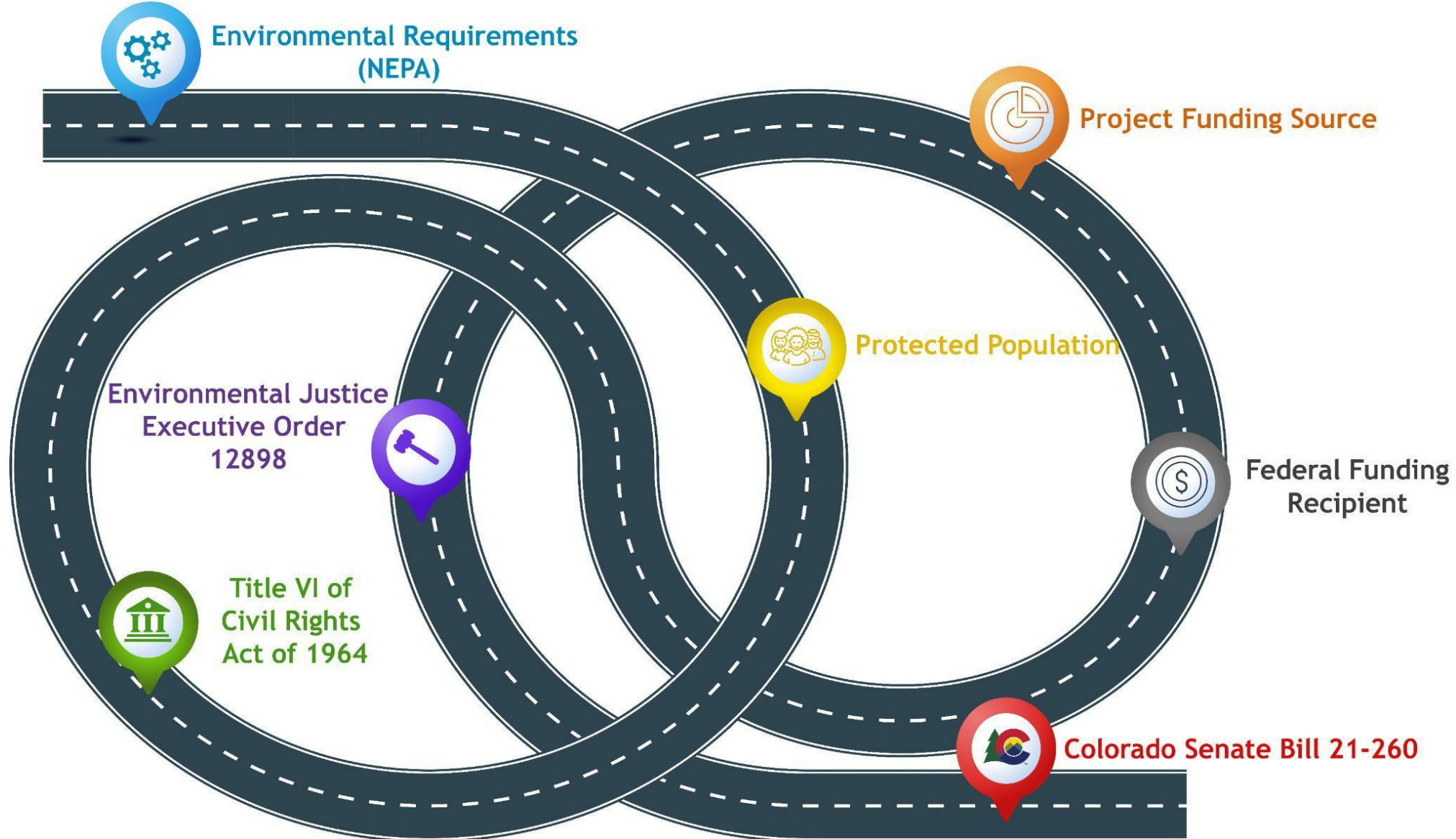
Humility & Respect

Exemplify intellectual honesty. Treat others and opinions with honesty, dignity, respect, and sensitivity. Appreciate and embrace the value of diversity.



Navigating Requirements

Challenge & Opportunity





2022 EJE Branch Accomplishments

Environmental Justice and Equity



EQUITY360

- Agency model to establish a holistic approach toward integrating EDI lens into policies, process and procedures.



Title VI Program

- Innovative multi-year approach w/ equity-focused initiatives to improve meaningful and intentional outreach and engagement for all by prioritizing DI communities and LEP populations.



Environmental Justice (Environmental Justice Action Task Force)

- Participation on EJATF
- Support development of CDPHE environmental complaint process
- Garnered support from regional environmental managers to adopt EJ Analysis process for all categorical exclusion (CatEx) projects. This will be included in the updated NEPA manual
- Created NEPA Environmental Justice working group to comment on EJATF recommendations, approve the EJ analysis process and advise on future EJ topics.



ADA Transition Plan

- Updated the CDOT ADA Transition Plan to include enhanced data collection and dashboard systems as well as updated practices in project delivery.



2022 EJE Branch Accomplishments

Environmental Justice and Equity



Transit DBE Program

- Updated to allow for evaluating specific contracting opportunities for goal-setting on FTA-funded transit contracts.
- Began development of FTA DBE Program Manual
- FTA State Management Review (SMR) finding: Insufficient documentation of monitoring DBE compliance of contractors



Small Business Programs

- Assessing and restructuring the Emerging Small Business (ESB) Mentor Protege program.
- Hosting listening sessions for internal & external stakeholders to evaluate existing program & make enhancements.
- Developing approach to increase program awareness/ participation w/in CDOT region offices & specialty staff



Enhanced Contractor Compliance Programs

- Began requiring Local Agency highway projects (professional services and construction) be entered into software systems to better monitor DBE utilization, prompt payment, On-The-Job Training and certified payroll. Increases accuracy of federally mandated reporting.
- Initiated use of compliance systems on select FTA-funded projects as a pilot program



Workforce Development

- Collaboration with OIM for ZEV workforce development grants
- Collaboration with Traffic Engineering for flagger recruitment and retention research
- Slated to award \$170k to CCA for their Civil Construction Academy
- Proposed on OEDIT's Opportunity Now grant for a CDL apprenticeship pilot program
- Initiated a solicitation for a statewide workforce needs assessment
- Initiated discussions with CDOC about paying for inmates to get their CDLs
- Collaborating w/ACEC-CO, CDLE, CDHS, Emily Griffith, & APWA to build talent pipeline of New Americans w/engineering backgrounds

2023 EJE Branch Goals

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Staffing Implementation & Adjustments	Onboarding of Equity and Engagement Program Manager & AA/EEO Officer		X	X									
	Adjust to transition of internal EDI and AA/EEO position		X	X									
Equity	Develop strategic focus areas to support EQUITY360			X	X	X	X						
	Review and enhance existing internal programs/initiatives to align w/external programs/initiatives.			X	X	X	X	X	X	X	X	X	X
	Provide guidance on existing equity goals (GHG, Electric Vehicles, Safety, etc.)			X	X	X	X						
Environmental Justice	Updating NEPA manual to incorporate the EJATF best practices	X	X	X	X								
	Add EJ to NEPA Form			X	X								
	Regional training across the state on EJ analysis process				X	X	X	X	X	X			
	Upload EJ flowchart to website						X	X					
AA/EEO	Review & enhancement of State Internal Affirmative Action/Equal Employment Opportunity (AA/EEO) programs & plans			X	X	X	X	X	X	X	X	X	X
Title VI	Implementation of restructured CDOT Title VI implementation plan with Communications Program Area Review	X	X	X	X	X	X	X	X	X			
	Develop Title VI Goals Report for Planning Program Area Review									X	X	X	X
	Enhanced support for FHWA & FTA subrecipients in Title VI program creation & implementation					X	X	X	X	X	X	X	X
Contractor Compliance	Development of specifications & program manuals for Civil Rights compliance components on FTA-funded projects (DBE, prompt payment, certified payroll, federally-required DBE & labor reports, etc.)	X	X	X	X	X	X	X	X	X	X	X	X
	Completion of required (and newly required) federal labor & trainee reporting	X	X	X							X	X	X
	Development of certified payroll processes & reviews for procurement contracts				X	X	X	X					
Small Business Programs	Development of Transit-specific disadvantaged business enterprise program manual to maximize small business opportunities on FTA-funded projects	X	X	X	X	X	X	X					
	Implement updated Emerging Small Business Mentor Protege Program							X	X	X	X	X	X
Workforce Development	Initiated a solicitation for a statewide workforce needs assessment (RFP)			X	X	X	X	X	X	X	X	X	X
	Collaboration with OIM for ZEV workforce development grants	X	X	X	X	X	X	X	X	X	X	X	X
	Collaboration with Traffic Engineering for flagger recruitment and retention research			X	X	X	X	X	X	X			



Thank You!



Questions / Discussion



Upcoming Meetings and Topics

Upcoming Meetings:

- Tuesday August 8, 2023 - 2:00-4:00 pm
- Tuesday October 10, 2023 - 2:00-4:00 pm

Topics:

- Public accountability dashboard development
- Transit agency presentations
- Other topics at the Board's pleasure



Clean Transit Enterprise Information



COLORADO
Department of Transportation

<https://www.codot.gov/programs/innovativemobility/cte>

Programs

Resources

- Clean Transit Enterprise
- Electric Vehicle Ride & Drive Event
- Electrification
- Mobility Services
- Mobility Technology
- Transit and Rail

Clean Transit Enterprise

To support Colorado's transit electrification through planning efforts, transit site upgrades, procurement of electric transit buses, and deployment of associated charging infrastructure.



About the Clean Transit Enterprise

This enterprise is created within the Colorado Department of Transportation (CDOT) to support public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure. The bill allows the enterprise to impose a clean transit retail delivery fee to fund its operations, and to issue grants, loans or rebates to support electrification of public transit.

Contact Us

codot_cleantransitenterprise@state.co.us

Resources

- [Board Appointments](#)
- [Enterprise Funds](#)
- [Board Powers & Duties](#)
- [Clean Transit Enterprise 10 Year Plan](#)
- [2021 Transit Zero Emission Vehicle \(ZEV\) Roadmap](#)
- [Clean Transit Enterprise Processes and Fees, 2 CCR 607-1](#)

Upcoming Meetings

Board of Directors Meeting
July 13, 2022
12:00-2:00 pm
[YouTube Link](#)
[Schedule & Agenda](#)

Prior Meetings

Board of Directors Meeting - January 31st, 2022
[Video Recording](#)

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THANK YOU!

