



Can Do Colorado Community Challenge

Colorado's state agencies, nonprofits, and other partners are offering a variety of resources to local communities and their respective businesses to help safely reopen the economy and point the state towards a healthier and more sustainable future. Interested local governments, private organizations and businesses can learn more below.

Revitalizing Main Streets (CDOT):

CDOT's streetscape challenge will offer small-scale grants that support creative uses of public infrastructure in both cities and small towns across the state. Examples of low-cost, "quick win" activities already being deployed include:

- The City of Denver has selected some streets for more bike and pedestrian access, allowing for social distancing.
- Carbondale is converting a block of Main Street to one-way and dedicating part of the street to outdoor dining.
- The City of Littleton, with support from the Littleton Business Chamber and the Historic Downtown Littleton Merchants Association, will be closing Main Street to traffic on weekends after 95% of 2,218 respondents who participated in an online survey said they are interested in such a program to help restaurants obtain additional outdoor seating and generate foot traffic for other downtown retailers.
- Seattle's "Stay Healthy Streets" are encouraging safe biking across 20 streets in Seattle.
- Oakland's "Slow Streets" are using barricades, signage and other tools to create more space for walking, biking, and recreating, and asking any cars to use these streets only when necessary and move at slow, cautious speeds.

Safe and Flexible Communities (CDOT):

Building on existing efforts to offer options for employees who can work from home, CDOT will be providing microgrants to quickly add capacity to promote teleworking as a healthy and sustainable transportation option. CDOT will provide microgrants up to \$5,000 to local communities and nonprofits to help promote best practices for teleworking, provide staff capacity or otherwise incentivize continued telework.

Low-Income Essential Workers eBikes/eScooters Pilot Program (CEO):

CEO is developing an eBikes/eScooters pilot program that will provide grants to support access to electric bicycles (eBikes) and electric scooters (eScooters) for low-income essential workers. This pilot will provide a healthy and inexpensive commuting option at a time when public transit services have been cut back.

- CEO will allocate \$500,000 in initial funding to support the pilot.
- CEO is working with Bicycle Colorado, the Colorado Electric Vehicle Coalition Equity Subgroup Committee, Southwest Energy Efficiency Project (SWEET) and the Regional Air Quality Council on the initial program design of the eBikes/eScooters pilot.
- Flexible program design will provide room for innovation with learnings from the pilot phase of the program informing future planning.
- CEO anticipates launching the first grant application round for its new eBikes/eScooters pilot program later this summer.

Telework Tomorrow (DRCOG):

Way to Go, a partnership between the Denver Regional Council of Governments and a group of traffic-busting organizations, has launched a new campaign called *Telework Tomorrow*, designed to make telework the new normal.

- During the pandemic, Way to Go conducted surveys of commuters and employers in order to better understand the benefits and challenges companies and employees are experiencing with telework. The survey results point to a strong desire to continue these practices even as we move towards a return to our old routines.
- *Telework Tomorrow* is a free initiative to help employers continue expanded telework practices, offering resources and guidance, including an implementation toolkit complete with policy templates and company announcement materials.
- Through *Telework Tomorrow*, Way to Go's Commuter Consultants are working one-on-one with companies in the Denver region to create and implement formal telework policies.
- To learn more about the initiative and how it can help visit <https://waytogo.org/TeleworkTomorrow>

Air Quality Data (CDPHE):

- Colorado has seen significant declines in air pollution during the pandemic, starting in March
- Nitrogen dioxide – often associated with vehicle traffic – has fallen at multiple air monitors by up to 40 percent compared to the same month in 2019
- Fine particulate matter– PM2.5 – fell by more than 50 percent at one monitor in March compared to March 2019. PM10 – often referred to as “dust” or “soot” – fell by up to 46 percent at various monitors in March compared to March 2019
- Sulfur dioxide fell by up to 60 percent in March compared to March 2019
- Long-term exposure to these and other air pollutants poses significant public health risks
- Colorado has been pursuing multiple avenues for minimizing air pollution from a range of sources

Grant Funding & Resources for Improving Air Quality (RAQC):

The Regional Air Quality Council (RAQC) is the lead air quality planning agency for the nine-county Denver Metro/North Front Range Ozone Nonattainment Area. The RAQC works to improve air quality and protect Colorado's health, environment and economy through planning, policy development, program implementation and a variety of outreach and education efforts, which local communities and their respective businesses can take advantage of to meet their sustainability goals, including:

- Charge Ahead Colorado—an electric vehicle (EV) and infrastructure (charging stations) grant funding program formed in partnership by the RAQC and Colorado Energy Office
- ALT Fuels Colorado—a grant program that incentivizes the replacement and scrappage of pre-2009 vehicles with cleaner, Fully Electric and Renewable Natural Gas fleet vehicles
- Mow Down Pollution—a lawn mower exchange program offering \$150 vouchers to people who choose to recycle and replace their gas-powered lawn mowers with rechargeable or corded electric lawn mowers
- Simple Steps. Better Air. (SSBA)—a public awareness and outreach program to educate residents about ground-level ozone pollution and actions to improve air quality, including how teleworking and other employer-based trip reduction programs improve air quality and public health. SSBA offers a variety of resources and materials for community outreach such as social media posts, infographics, collateral materials and more.

Regional Ground-level Ozone Pollution—Ground-level ozone is formed when sunlight “cooks” nitrogen oxides (NOx) & volatile organic compounds (VOC) emissions from industrial, vehicle and household pollutants.

- During an average summer day, approximately 164 tons of NOx emissions are produced from human activity in the nine-county Denver Metro/North Front Range Ozone Nonattainment Area. Mobile sources (cars, SUVs, light trucks, medium/heavy-duty vehicles) account for 33% of those NOx emissions.
- During an average summer day, approximately 292 tons of VOC emissions are produced from human activity in the nine-county Denver Metro/North Front Range Ozone Nonattainment Area. Mobile sources (cars, SUVs, light trucks, medium/heavy-duty vehicles) account for 17% of those VOC emissions.

City and County of Denver (denvergov.org)

- Created a temporary program to allow restaurants and bars to operate in outdoor areas like parking lots, streets and sidewalks to allow for greater social distancing and safety as restaurants and bars resume service: <https://www.denvergov.org/content/denvergov/en/covid-19/coronavirus-news/may-2020/denver-to-consider-proposals-physical-distancing-restaurants-bars.html>
- Closed streets to through-vehicle traffic to provide additional space for people to recreate while maintaining safe distances: <https://www.denvergov.org/content/denvergov/en/covid-19/recovery-guidance/transportation-parking.html>
- Designated curbside space for takeout in front of some restaurants.
- Worked with micromobility providers to facilitate access to micromobility vehicles for hospital workers.
- As an employer, Denver updated its guidelines for teleworking as a viable, flexible, and productive work option.

