

PLANNING MATTERS



American Planning Association
Colorado Chapter
Making Great Communities Happen

A Publication of the Colorado Chapter of the American Planning Association

AUGUST 2012

Moving Ahead for Progress in the 21st Century Act (MAP-21): *An authorization for Surface Transportation Funding*

FEATURE ARTICLE

MAP-21 Overview 1

*Susan Wood, AICP
RTD*

Advanced Guideway System 1

On July 6, 2012, President Obama signed MAP-21 into law. MAP-21 is a new surface transportation and funding law that replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law in 2005 and expired in 2009. For the past three years, transportation funding has continued as the result of a series of 10 congress-approved continuing resolutions.

INSIDE THIS ISSUE

President's Message 2

Chapter By Laws Update 3

Dutch Transportation 11

Durango Multimodal Plan 12

Fort Collins RR Plan 15

Sponsors 17

Charging Up 20

APA Colorado 22

Board Contact Info

MAP-21 is a \$105 billion, two-year funding bill, which is a short time frame in the world of planning in general, and even shorter in the realm of transportation planning in particular. However, its passage is welcomed by transportation providers and professionals because it provides a level of certainty for the period covered. Overall, the bill does not mark a complete overhaul of SAFETEA-LU, but does include some significant changes and reforms. MAP-21 will go into effect October 1, 2012, while SAFETEA-LU will remain in effect until that time.

continued, page 6

Advanced Guideway System Feasibility Study (AGS)

*David Krutsinger, AICP & Tracey MacDonald
CDOT, Division of Transit & Rail*



What is AGS in Colorado?

An advanced guideway system or AGS in Colorado's I-70 Mountain Corridor is a goal for transit technology and transit service which has been espoused by many, and has been under consideration since the mid 1990's. It is envisioned as a component of a broader set of investments needed to solve traffic congestion problems which problems were identified a decade earlier in the mid-1980's.

Context for AGS: I-70 Mountain Corridor PEIS & ROD

Most recently, the AGS concept has been documented as a part of the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) and Record of Decision (ROD). Those documents are an agreement among the Colorado Department of Transportation (CDOT), the Federal Highway Administration (FHWA), corridor communities (cities/counties), and corridor groups (i.e. business, environmental, and other).

continued, page 9

President's Message: Update on APA Colorado

Susan Wood, AICP



The past few months have been a time of change for APA Colorado. In April, Denise Henasey and Katie Guthrie, long-standing APA CO Chapter Administrators, announced that in June they would be leaving us. We scrambled to make the most of our remaining time with Denise and Katie and very much appreciate their work for the Chapter and the efforts they made to leave us in good stead. The plans and processes they set in place during their tenure have moved us forward and their willingness to stay on through the transition were a tremendous help.

Denise and Katie left us well-positioned to continue forward with work underway and the change in administration spurred us into action. Since that time we have hired a new Chapter Administrator, Shelia Booth. Shelia comes to us from her most recent position as a planner with the City of Fountain, Colorado, and brings both planning and non-profit experience to the position. Additionally, Shelia has served on the APA CO Executive Board as V.P. of External Affairs, a post she vacated to accept the position as Chapter Administrator. Welcome, Shelia! We are glad to have you on board. Look for Shelia's contact info coming soon to the APA CO website.

Shelia has joined us at a critical time because there are a variety of exciting opportunities in the works and none more exciting than our annual conference.

2012 Annual Conference: Snowmass Village, CO – October 3 - 6

The Local Host Committee and APA CO staff are putting the finishing touches on the planning for the Annual Conference that will be held October 3 – 6. There is a full complement of sessions; mobile tours; and an excellent keynote speaker, Dr. Kirk Johnson with the Denver Museum of Nature and Science.

There will also be social activities, an Awards Celebration, and networking opportunities all set in beautiful Snowmass Village at the Viceroy Hotel. Registration is open and can be accessed online through the APA Colorado website at: www.apacolorado.org

Hurry! Reserve your room now to take advantage of conference rates. Pre-registration ends September 19th!

Sustainability Committee

Committee co-chairs, Tareq Wafaie and Anne Miller, have announced an up-and-coming event “Good Sun, Bad Sun,” a training event on solar energy, particularly as it relates to opportunities in Colorado.

This training will be held on Thursday, September 6th, in Golden, CO. The event is \$10 for APA members and \$15 for non-members. For full details, check this out on the APA CO website under the Sustainability Committee page.

Legislative Committee

During the State of Colorado Legislative session (January – May), this Committee meets every other week to review and comment on proposed legislation that can affect planning in Colorado. In the off-session, meetings are less regular, but work does go on. Contact co-chairs, Kyle Dalton at kyleadalt@yaho.com or Eric Heil at eric@heillaw.com to find out how to get involved. This is an exciting committee whose efforts are key to preserving our ability to plan.

Stay tuned to the APA CO website for a list of up-and-coming opportunities, such as the organization of a “New Professionals Group,” and for training opportunities offered by APA and by allied professional groups.

Training Opportunities

Planning Commissioners Workshop:

Back to School

A Workshop for:
 Planning Commissioners
 Elected Officials
 Planners

FREE



Saturday, September 15th
American Mountaineering Center
 710 10th Street
 Golden, Colorado
 9:00 a.m. to 3:30 p.m.

R.S.V.P. by
September 8th to
 tareq.wafaie@state.co.us
 Include for each attendee:
 - Name
 - Organization
 - Position
 - Email address

- Running Effective Meetings
- Roles & Responsibilities
- Decision-making
- How to Stay out of Trouble
- Right Codes, Right Place
- Planning for Changing Demographics
- Lunch on your own

Visit the [Event Page Here](#).
 Contact Tareq Wafaie with questions:
 tareq.wafaie@state.co.us 303.866.3947



Good Bad Sun

Training Event

Colorado boasts over 300 sunny days a year. This fact plus our altitude translates into a powerful, utility-quality solar resource that is being harnessed for energy in many communities across our state. However, these same factors can readily lead to overexposure to sun, which can cause health problems for vulnerable populations. Come learn about the rewards and risks of being a sunshine state, and how planners are responding.

Thursday, September 6 at the City of Golden

1-2pm **Solar Energy Tour** starting in the lobby - 1.0 CM credit
Jefferson County Building: 100 Jefferson County Parkway, Golden, CO 80419
 Featuring: Sgt. Sean Fenfro from the Jefferson County Jail
 Wade Yates, Jefferson County Special Projects Coordinator

2:15-3:45pm **Good Sun: Colorado Emerging as a Solar Energy Incubator** - 1.5 CM credit
City of Golden Council Chambers: 911 10th Street, Golden, CO, 80304
 Featuring: Paul Spencer, president & CEO of Clean Energy Communities
 Darcie White, AICP principal at Clarion Associates

3:45-4pm **Networking Break** outdoors (weather permitting)

4-5:30pm **Bad Sun: Improving Health by Planning for Shade** - 1.5 CM credit
City of Golden Council Chambers: 911 10th Street, Golden, CO 80304
 Featuring: Gretchen Armijo, AICP CO Dept of Public Health
 Dr Dave Buller, researcher for Klein Buendel
 Dr Brian Muller, professor at University of Colorado-Denver

5:30-7pm **Happy Hour** at Golden City Brewery - 920 12th St.

\$10 for APA CO members - \$15 for non-members
 Register at www.apacolorado.org/content/sustainability-committee
 Presented by the American Planning Association Colorado Chapter Sustainability Committee

APA Colorado Advertisers

STAN CLAUSON ASSOCIATES INC
 landscape architecture . planning . resort design

412 North Mill Street Aspen, Colorado 81611
 t. 970/925-2323 f. 970/920-1628
 info@scaplanning.com www.scaplanning.com

Economic & Planning Systems, Inc.
 Denver Berkeley Los Angeles Sacramento

- Real Estate Economics
- Public Financing Strategies
- Market Analysis
- Fiscal & Economic Impacts
- Land Use Policy

Denver Office:
 303.623.3557
 www.epsys.com

The Economics of Land Use

CLARION

Community Planning | Zoning & Design Standards
 Growth Management | Sustainability | Impact Fees

Denver	Cincinnati	Chicago
621 17th Street, Suite 2250 Denver, CO 80293 303.830.2890	5725 Dragon Way Suite 220 Cincinnati, OH 45227 513.561.6232	566 W. Adams St. Suite 700 Chicago, IL 60661 312.630.9400

Other locations: Chapel Hill, N.C., Fort Collins, CO, Philadelphia, PA

www.clarionassociates.com

Maurielle Planning Group

A Note from the PDO...

Welcome, New Certified Planners

Congratulations to APA Colorado's newest members of the American Institute of Certified Planners! For the May 2012 test window, Colorado boasted a 74% pass rate – that was 10 points better than the National pass rate.

- * Sara Adams, AICP – City of Aspen
- * Megan Day, AICP – Juwi Solar
- * TJ Dlubac, AICP – Colorado Department of Transportation
- * Matthew Helfant, AICP – Douglas County
- * Suzanne Jackson, AICP – Design Workshop
- * Matthew Lafferty, AICP – Larimer County
- * Courtney Levingston, AICP – City of Fort Collins
- * Vincent Martinez, AICP – Planning for Public Places
- * Carrie Muchow, AICP – City of Pueblo
- * Daniel Murray, AICP – LaPlata County
- * Matt Pielsticker, AICP – Town of Avon
- * Nick Vander Kwaak, AICP – Fehr & Peers
- * Molly Veldkamp, AICP – Fehr & Peers
- * Curtis Weitkumat, AICP – Douglas County

The Chapter will host an exam prep session in conjunction with the Annual Conference in Snowmass Village on Saturday morning, October 6, 2012. Whether you are signed up for the November exam or thinking about taking the exam next May, you are invited to attend this crash course as we cover planning law, history, transportation planning, ethics, and other topics that might appear on the test. Study groups are forming for the November 2012 window. Please let me know if you're interested in finding a study buddy – Abby Shannon, ashannon@bouldercounty.org.

New or Young Planners Unit!

APA-Colorado is supporting the creation of a new group to support young or new planners around our beautiful state. After all, we're a unique sub-set of APA's membership, with specific needs, ideas and desires - especially as we transition out of academic programs into the professional area. So what do you think? Do you think this group is a good idea? Would you be interested? Please share your thoughts by filling out our brief survey no later than September 5th. Upon completion, we will follow up with a brief summary and plans for a kick-off, get-together.

<http://www.surveymonkey.com/s/ZKHMCN8>

Many state APA chapters have chosen to appeal to those 35 and younger and to call themselves "young planners groups", and APA National has used this criteria to structure their related initiatives. But that decision is up the state chapters to decide for themselves, so we'd like to hear your ideas on this too. In the future, the group may decide to chose an appropriate name (i.e. "Young Planners Group" or "New Planning Leaders" or "New Professional Planners", etc). For more information, please contact Deryn Wagner at deryn_wagner@nps.gov.

Chapter By-Law Revisions

A committee of the APA Colorado Board was set up this past winter to review the Chapter by-laws and the committee prepared a ballot initiative for the membership to vote on. In general, the committee clarified the nomenclature of “Board” and “Executive Committee,” where these terms had been used interchangeably. Now the APA-Colorado Board is the “Board,” and a smaller Executive Committee has been created to advise the President on pressing matters when requested. More clarification was offered for the role of the Chapter Administrator. The South Central Area Representative term was given a one-time adjustment to better balance the number of Board positions elected in even and odd years. The Sustainability Committee was given official status in the By-laws. Changes to the Board election sequence were made for a smoother process and earlier announcement of results. For certain appointed positions, there were changes in the process to provide for better review and a clearer re-appointment process. There were also many minor formatting changes for consistency and clarity. One portion of the proposed revisions was deferred. Although certain map revisions for the regions had been approved in 2010 but not codified in the By-laws, some Board members had concerns that these revisions needed re-study. Consequently, they were deleted from the revision package and will be brought before the Board and membership as a separate item, later this year.

The proposed revisions were approved by a majority vote of the APA Colorado membership in May 2012. If you have questions about these revisions, please contact your regional representative or

REQUEST FOR 2013 PROJECT SUBMISSION



THE CHALLENGE

The **Rocky Mountain Real Estate Challenge** (RMREC) is an annual event designed to serve as a learning tool for students of the University of Colorado and University of Denver's graduate real estate programs and local business community to interface, while assisting the Project Sponsor with development options for the specific property.

A property is selected in the region that will serve as the competition site that is under control of the Project Sponsor. This will be the eleventh year of the Challenge that historically has placed the two graduate real estate programs against one another in creating a preferred development real estate proposal for the selected property.

Each school forms multiple student teams who are enrolled in the real estate development classes in each real estate program. Each team is charged with creating a vision for the property conducting market research on uses for the property, working with a local architectural firm (secured to participate by NAIOP) to assist them in the project's design, refinement of the vision the respect with respect to the zoning and entitlements carried by the property. The finalists from each school are judged by a group of seasoned real estate professionals the day of the event. A traveling trophy is awarded to the winning team. The event will be held the first week of May 2013 to an audience of approximately 600 registrants.

SUBMIT YOUR PROJECT FOR CONSIDERATION

Selected Project Sponsor will benefit from several hundred hours of consulting time and effort by a variety of graduate students, multiple high profile architectural firms and well respected real estate development professionals.

All interested parties who wish to have their property considered for the 2013 Challenge site should submit the following information to NAIOP:

- Clearly identify the property, by name, or best means to identify the parcel under consideration.
- Identify the property address, location and if possible parcel and/or legal description.
- Provide a narrative that best describes the unique project aspects and size.
- Identify key groups, stakeholders and/or individuals that are associated with the property.

DEADLINE FOR SUBMISSIONS IS SEPTEMBER 1, 2012

All interested parties should send their proposal for the Project Sponsor consideration to the attention of:

Alan Colussy, Site Selection Committee Chair and Jayma File, NAIOP Staff
klipp, a division of gkkworks NAIOP Colorado Chapter
acolussy@klipp.gkkworks.com naiop@wmdenver.com

For additional information regarding Project Sponsor Benefits, Requirements and Proposed Fees, please visit the NAIOP website at www.naiop-colorado.org for the formal RFP or call us at (303) 782-0155.

NAIOP

COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION

COLORADO CHAPTER

Visit www.naiop-colorado.org/RockyMountainRealEstateChallenge for More Information

MAP-21 Overview , continued from page 1

According to the Federal Highway Administration (FHWA) website, MAP-21 “creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system.” Changes cited include safety, maintaining infrastructure, reducing traffic congestion, improving efficiency of the system and freight movement, and protecting the environment. The Federal Transit Administration (FTA) website describes the bill as granting new authority to strengthen the safety of public transportation; emphasizing the need to maintain a state of good repair by replacing aging infrastructure; consolidates formula programs while eliminating some others; streamlines the New Starts program by eliminating duplicate application requirements and simplifying evaluation criteria, and adds core capacity project eligibility that focuses on improving or restoring the core capacity of existing fixed-guideway systems.

This funding authorization is significant for planners in Colorado, particularly for those who work in transportation, including those who work on roads and highways, as well as transit. Additionally, funding for planning efforts undertaken at the State, county, and municipal level will be affected by the MAP-21. A few select specifics of MAP-21 that are of particular significance to planners are described below. For a full listing of programs included in MAP-21 please visit the websites listed at the conclusion of the article.

Programs Administered by FHWA

Funds allocated to FHWA programs in the 2013 Funding Year (FY 13) are \$37.5 billion, and for the FY 14 are \$37.8 billion. Basically, this will fund five formula programs including:

- ◆ National Highway Performance Program (NHPP);
- ◆ Surface Transportation Program (STP);
- ◆ Highway Safety Improvement Program (HSIP);
- ◆ Congestion Mitigation and Air Quality Improvement Program (CMAQ); and
- ◆ Metropolitan Planning Program.

MAP-21 requires FHWA to divide the total authorized amount among the States in the following manner:

- ◆ In FY13, the State receives the same total apportionment that it received in FY12.
- ◆ In FY14, the State receives a total apportionment share equal to the State's share of FY12 formula funds. The resulting total apportionment is adjusted, if necessary, to ensure that the State receives at least 95% of the dollar amount of its contributions to the Highway Account of the Highway Trust Fund.

Two of the additional programs that are administered by FHWA are noted below because of their significance to planning and implementation (funding).

Transportation Planning: Long-range and short-term transportation improvement plans (TIP) are required today. According to the FHWA website, in MAP-21, “the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process”.

In general, both the long-range plan and the TIP will be required to include performance measures and targets. The Secretary of Transportation is required to establish criteria for the evaluation of the new performance-based planning processes and will be required to provide reports to Congress on the effectiveness of performance-based planning.

continued, page 7

MAP-21 Overview , continued from pages 6

Transportation Infrastructure Financing and Innovation Act (TIFIA): The TIFIA program provides Federal credit assistance to eligible surface transportation projects. While it has been in effect for some time, MAP-21 “dramatically increases funding available for TIFIA, authorizing \$750 million in FY 2013 and \$1 billion in FY 2014 to pay the subsidy cost (similar to a commercial bank’s loan reserve requirement) of supporting Federal credit”. To put the importance of this into perspective, FHWA states that a \$1 billion TIFIA authorization will support about \$10 billion in actual lending capacity. MAP-21 also calls for a 10 percent set-aside for rural projects; an increase in the share of eligible project costs that TIFIA may support, and a rolling application process.

Programs Administered by FTA

Funds allocated to FTA programs in the FY 13 are \$10.6 billion, and for FY 14 are \$10.7 billion.

New programs authorized by MAP 21 are:

- ◆ Safety Authority
- ◆ Reflects the heightened emphasis on safety
- ◆ State of Good Repair
- ◆ Replaces the Fixed-Guideway modernization program
- ◆ Asset Management
- ◆ Bus and Bus Facilities Formula Grants
- ◆ Public Transportation Emergency Relief
- ◆ Transit-oriented development (TOD) Planning Pilot Grants (described below)

TOD Planning Grants: The TOD Planning Pilot Grants are significant because they represent a new grant category that targets livability principles that are also inherent in good planning. This program creates a discretionary pilot program for TOD planning grants with eligible projects related to fixed guideway or core capacity projects. The funding authorized for this program is \$10 million (FY 2013).

Along with the new programs, several programs have been repealed or consolidated. Further, some programs have been modified. Those of particular significance to planning include the following:

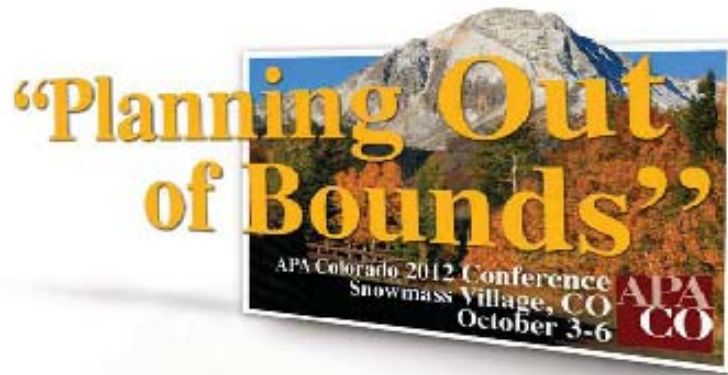
Fixed Guideway Capital Investment Grants

MAP-21 modifies New Starts and Small Starts project approvals by consolidating phases, which will permit streamlined review in certain circumstances. It also establishes a Core Capacity program, which creates new eligibility for projects that expand the core capacity of major transit corridors. The funding allocated for this program is \$1.9 billion (FY 2013) General Fund authorization.

Metropolitan and Statewide Planning

This requires Metropolitan Planning Organizations (MPOs) that serve Transportation Management Associations (TMAs) to include transit agency officials in their governing structures. States, transit agencies, and MPOs must establish performance targets and the program establishes a national performance measurement system. The funding authorized for this program is \$127 million (FY 2013).

This is a brief overview of MAP-21. For additional information, visit the following websites where a complete description of programs and program funding can be found.



Registration IS NOW OPEN!

JOIN US AT THE VICEROY HOTEL IN BEAUTIFUL SNOWMASS VILLAGE FOR 4 DAYS OF PROFESSIONAL ENLIGHTENMENT THROUGH SESSIONS, WORKSHOPS, AND MOBILE TOURS, NETWORKING, AND FUN.

"[Click Here](#)" to register online for the conference or use the registration form found at <http://apacolorado.org/content/home>

Reserve your specially-priced room at the [Viceroy Hotel](#) today.

Highlights of the 2012 Conference include:

- Keynote Speaker - Dr. Kirk Johnson from the Denver Museum of Nature and Science will share the story of this important Ice Age find near Snowmass Village, which includes mastodons, woolly mammoths, bison, and more.
- Six Mobile Tour Options highlighting historic preservation, infill development, planning in a recession, workforce housing, an open space tour, and a bike tour.
- More than 35 sessions on diverse topics ranging from hydraulic fracking to planning for food access to transit in rural and urban settings to name only a few.
- AICP and Planning Commissioner Training, and a Pre-Conference Workshop.
- A stellar Awards Reception featuring even more stellar Award Winners.

REGISTER TODAY

Planning Out of Bounds promises to be an off the chart experience!

CONFERENCE SPONSORS:

City of Aspen Planning Department
 Colorado Brick Council
 Colorado housing Finance Authority
 Fehr & Peers
 Mauriello Planning Group
 P.U.M.A.
 Stan Clausen Associates
 UCD Department. of Planning & Design

Clarion Associates
 EFG Brownfield Partners
 EPS
 Logan Simpson Design
 Plan Tools
 Orion Planning Group
 Ventana Capital



AGS , continued from page 1

There are four components of the agreement: (1) non-infrastructure components, (2) the advanced guideway system, (3) “specific” and “other” highway improvements (primarily sections of spot-widening and interchange improvements, and (4) additional highway improvements. The first three components together are known as the “minimum program” of improvements.

There is an adaptive management process which lays out the relationship of these improvements to each other, and “triggers” for decisions if some components are not or cannot be implemented. Additional highway capacity improvements [4th component] will proceed if and when (ROD, pp. 7-8):

- ◆ The specific highway improvements are complete and an Advanced Guideway System is functioning from the Front Range to a destination beyond the Continental Divide; or
- ◆ The specific highway improvements are complete and Advanced Guideway System studies that answer questions regarding the feasibility, cost, ridership, governance, and land use are complete and indicate that an Advanced Guideway System cannot be funded or implemented by 2025 or is otherwise deemed unfeasible to implement; or
- ◆ Global, regional, or local trends or events have unexpected effects on travel needs, behaviors, and patterns and demonstrate a need to consider other improvements such as climate change, resource availability, and/or technological advancements.

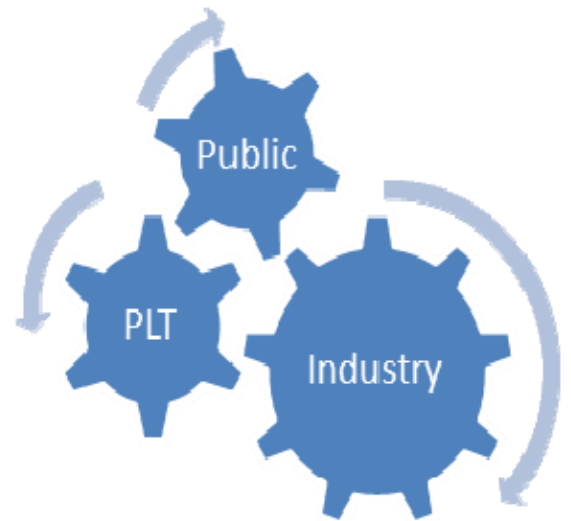
In short, full highway widening cannot occur until the “minimum program” is implemented, one of the triggers above is met, or 2020 comes around for an agreed-to reevaluation.

The AGS Feasibility Study: A Non-Traditional Planning Approach

Queue the AGS Feasibility study to address the second trigger: feasibility by 2025. CDOT’s Advanced Guideway System (AGS) Feasibility Study aims to primarily evaluate technology, alignment and funding/financing options to determine the feasibility of a high-speed transit system for the 120-mile segment of the I-70 Mountain Corridor from C-470 in Jefferson County to Eagle County Regional Airport. Governance and land use questions are also being considered, but become a moot point if technology or funding is not available.

The 18-month study began in April 2012. The AGS study will incorporate recommendations from prior studies conducted in the corridor such as the I-70 Mountain Corridor Record of Decision (ROD), the I-70 Coalition Land Use Planning Study for Rail Transit Alignment Throughout the I-70 Corridor, and the Rocky Mountain Rail Authority High Speed Rail Feasibility Study.

The AGS study is non-traditional in the emphasis it is placing on industry involvement to answer two of the key questions: technology and funding/financing. During the I-70 Mountain Corridor PEIS process, a set of performance and operational criteria were created, stating what



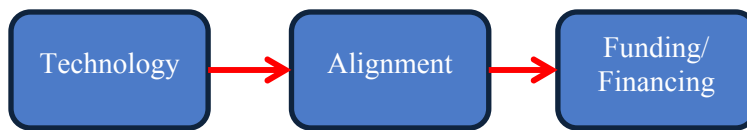
AGS, *continued from page 9*

an AGS technology is expected to deliver in terms of speed, reliability, passenger comfort, all-weather operability, future expandability, and environmental/context sensitive design. Those performance and operational criteria have been refined during the AGS study and are the basis of a soon-to-be released Technology request for information (Technology RFI).

Making a Feasibility Determination

The Technology Request for Information (RFI) is the first key step in collecting and analyzing specific information from the technology and financial industries that will be evaluated to determine the feasibility of a high-speed transit system for the 120-mile segment of the I-70 Mountain Corridor from C-470 in Jefferson County to Eagle County Regional Airport. CDOT expects to issue the Technology RFI in mid-September with responses due in mid-October. Responses to the Technology RFI will provide

performance, specifications.



CDOT with detailed operational and cost

Based on the characteristics of the qualifying technologies, CDOT and the project consultant team, led by Aztec|TYP SA, will develop a handful of general alignments to analyze system performance. CDOT is also forming a financial task force to simultaneously develop funding strategies and assess the likelihood of raising the necessary capital for the system in preparation for a Financial RFI that

Benefits of Clay Pavers

Proven Durability

Fired at 2000°F, particles are fused together creating a paver with compressive strength well above the industry standard.

Environmental Friendly

Made simply of clay and water, their small size, modular installation, and minimal packaging allows for very little construction waste.

Low Maintenance

Resistant to damage from oil and heavy loads, the accessible surface allows utility access that can be immediately reopened after repair.

Long-Term Value

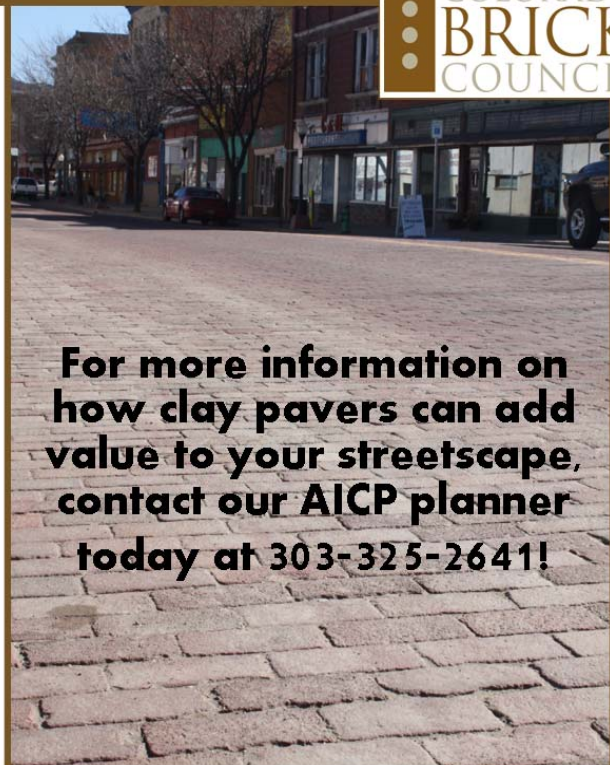
With a design life of over 40 years, clay pavers have a lower life cycle cost than other materials.

ADA Compliant

Clay pavers do not increase the work needed for a wheelchair to travel and have less vibrations than a standard concrete sidewalk.

Lasting Beauty

A material that exudes permanence, clay pavers come in a variety of shapes and sizes. The color is inherent to the clay and will not fade.



For more information on how clay pavers can add value to your streetscape, contact our AICP planner today at 303-325-2641!

Dutch Transportation in Rotterdam

Jeff Noffsinger, AICP

Upon arriving at Schipol Airport in Amsterdam, it becomes very clear before leaving the terminal that the Dutch have created an intricate transportation network to easily transport you to your next destination. No need to search for ground transportation, the train station is conveniently located below the main terminal. The prompt train always arrives as scheduled. A short half hour train ride takes you south to Rotterdam Centraal, an important hub for commuters and travelers to the heart of Europe. From the hub, you can make a quick and simple transfer to the metro system or tram cars that will conveniently take you to the major neighborhoods of the city.

One of the largest ports in the world, Rotterdam was completely destroyed in World War II. The Dutch quickly rebuilt the historic city that now showcases modern architecture, crisp urban design, and a complete road network that appears to be built around the bicycle rather than the car. Dutch bicycles dominate the streetscape as cyclists of all ages pedal through neighborhoods. The bicycle infrastructure of the city is quite impressive. Most streets have separated “fietspad” or pathways with their own traffic signals. Bicycles almost always have the right-of-way and traffic calming devices accommodate bicycle pedestrian movements safely.

As a former planner and an avid cyclist, I encourage you to convince your employer to send you to the Netherlands to see first-hand how well good infrastructure design can aid a cultural shift into alternative modes of transportation.



APA Colorado Advertisers



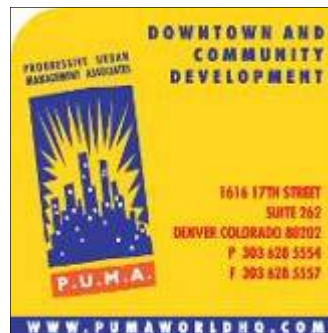
Graham Billingsley
 Graham@OrionPlanningGroup.com
 303-551-2488

Bob Blanchard
 BobBlanchard@OrionPlanningGroup.com
 970-250-3532

1176 Quince Avenue, Boulder, CO 80304

Offices also in Hernando, MS; Huntsville, AL; Sheridan, WY; & Urbana, IL.

OrionPlanningGroup.com



We LOVE IT
WHEN A PLAN
comes together



LOGAN SIMPSON DESIGN INC.

TEMPE • TUCSON
 LAS VEGAS • SALT LAKE CITY
 DENVER • FORT COLLINS

ENVIRONMENTAL PLANNING
 COMMUNITY PLANNING
 & DESIGN

www.logansimpson.com



Get Around Durango

*Amber Blake M.A.,
City of Durango Multi-Modal Administrator*

Do you think the average American understands how fortunate we are to have mobility options? Not likely. The manner by which individuals commute is a cornerstone to the American way of life. A state of the art transportation system that includes mobility options for all mode users is paramount to a thriving economy, an excellent quality of life, vital downtown economies, and improved community health. Multi-modal transportation systems vary widely throughout US

communities. Until recently, many American communities did not incorporate or account for transportation options such as transit, bicycling and walking, in their land use and development codes, particularly in rural areas. As the Rocky Mountain West continues to develop and reorganize communities, it is imperative that multi-modal plans are a place to meet the needs of all mode users in conjunction with land use development codes. An outstanding multi-modal plan will have the ability to initiate the necessary changes that will ensure thriving, vital, efficient towns and cities in the future.



In 2009, the City of Durango made a strategic decision to focus on multi-modal transportation as a key element to the overall vision of the city's future. Little did the city know it was embarking on a process that would place the City of Durango as a leader in multi-modal transportation planning and programming. By creating and implementing the position of a Multi-Modal Administrator in 2009, and in 2012 expanding the position into a division of the City Operations Department comprised of three staff members, the city established the resources necessary to allow for internal and external coordination of projects. This summer, upon the adoption of the Multi-Modal Transportation Master Plan, Durango's City Council clearly displayed the political and financial support for future multi-modal transportation projects. This support includes the financial means necessary to incorporate many multi-modal upgrades as part of the rolling five year City Street Improvement Program.

The three main goals established for the Multi-Modal Program include education, creating a Multi-Modal Transportation Master Plan, and project implementation.

Education

In order to be truly effective implementing projects and coordinating with other agencies the City believed the Durango community needed to understand transportation planning, programming and funding for all transportation modes. This was an excellent decision and education is the cornerstone of our program. The process of educating the public, politicians, and business owners began in the summer of 2009. Community outreach was conducted to educate the public on the transportation planning process, how transportation funding occurs and to help explain the differences between locally funded projects and state/federally funded projects. Enlightening the community and City Council of the constraints within transportation funding and giving them the information to provide constructive and effective input has been invaluable. As the Multi-Modal Administrator I do not believe that all members in the Durango community now consistently think of how lucky they are to have many mobility options or how much they can save within their household budget by using transit or a bicycle to commute to work. However, many residents, business owners and political officials now have a basic understanding of the value of a multi-modal

continued, page 13

Get Around Durango, *continued from page 12*

transportation plan and the importance of connectivity. Community members are beginning to take into account transportation when talking about improving our local economy, improving livability of our community, and the positive effect multi-modal transportation has on our quality of life.

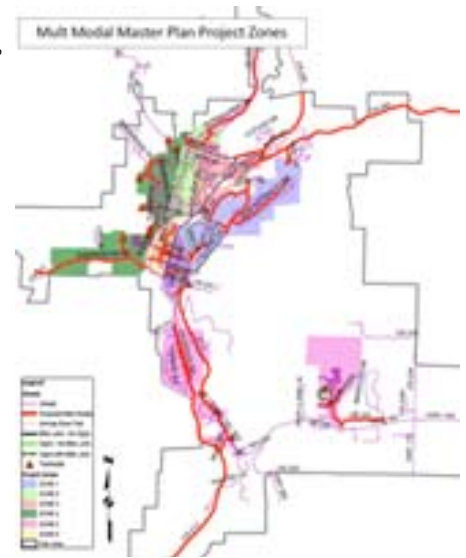
Multi Modal Transportation Master Plan

A non-traditional approach was implemented in writing the Multi-Modal Transportation Master Plan. Rather than creating a long range transportation plan, City officials and community members desired to create an implementation plan that focused on obtaining funding and completing projects. During the three years of writing the plan, over fifteen projects were implemented. The implementation of these projects created overwhelming support from community members and public officials.

Approximately seventy five percent of the plan was completed by city staff, including audits of all bicycle, pedestrian, and transit networks. The public process involved over 75 public meetings including, large public forums, focus groups, neighborhood meetings, meetings with local businesses and interest groups, and a charrette. The entire public process was conducted by City staff. A Federal Transit Administration Section 5304 Planning grant was used to hire a consultant team to refine the plan into a final document. A plan developed primarily by City staff and community members was critical for the City since the local political environment was not supportive of exclusively consultant driven plans. To ensure the plan is used and serves as a living document, project priorities in the final plan were incorporated using a tiered approach based on safety, cost and connectivity. The tiered prioritization allows for flexibility in project implementation and grant submittals.

Another key component of the plan is the incorporation of the most current standards of the City's proposed Land Use

Development Code (LUDC). Once the LUDC is adopted the standards in the Multi-Modal



**STRATEGIC
PROBLEM SOLVING
FOR DOWNTOWNS
AND COMMUNITIES**

- Economic development strategies
- Strategic planning
- Community engagement
- Business improvement districts
- Community development tools





T 303/628-5554
1616 Seventeenth Street #262
Denver, Colorado 80202

WWW.PUMAWORLDDHQ.COM

continued, page 14

Its not too late!!

**Register for
the 2012 APA
CO State
Conference**

**Early
registration
ends
September**

Get Around Durango, *continued from page 13*

Transportation Master Plan will gain the authority of law. The plan can be found at www.getarounddurango.com.

Five valuable lessons learned:

- * *Community meetings that were sponsored by local Durango breweries at non-City buildings were extremely popular. Understandably the free beer and pizza offered at each meeting brought a more diverse community population than you're a typical transportation meeting. (Limit 2 beers per person).*
- * *Community meetings that occurred at diverse locations, such as the Durango Train Museum (donated) also brought a different audience and feel to each meeting.*
- * *Once the community members had a basic understanding of the process, funding, and constraints within which transportation development occurs, public input was fabulously useful and effective.*
- * *Local businesses that supported this initiative were instrumental in the project implementation.*
- * *Educating our City Council was invaluable during the project development.*

Project Implementation

The City of Durango is in a unique position due to immense public and political support for multi-modal projects, and therefore, the City has been able to implement innovative multi-modal transportation planning processes and projects.



Transit Impact Fee

As part of the coordination and involvement in the City's Plan Development Reviews, a transit impact fee was implemented for a large development that was annexed into the city. The location of the development will require an expansion of existing transit services.

Through the process the developer agreed to pay the local funding requirement to a Federal Transit Administration Grant for the purchase of one transit bus as well as provide operating assistance for 7 years. The transit impact fee is triggered upon 25 percent build out of the development.

On-Street Bike Parking

Financial Partnerships with local businesses identified during the planning process proved to be effective in enhancing our bike parking program and alleviating some Central Business District bike parking issues. Local businesses partnered with the City of Durango to invest in on-street bike parking corrals through the downtown area. This initiative was so popular that currently the City has a waiting list

of local businesses who would like to sponsor additional on-street parking corrals. The demand for bicycle corrals has exploded over the past two years. Business owners enjoy the open store front a correctly positioned bike corral provides increases visibility of their businesses from the street as well as the higher density of customers able to park in that space.



Funding

Today we are all faced with difficulties funding these multi-modal projects. Local partnerships, creative thinking and project flexibility are three mechanisms by which to fund Multi-modal projects. With the most recent Transportation Authorization bill Moving Ahead for Progress in the 21st

Railroad Quiet Zones in Fort Collins

*Aaron Iverson, AICP
City of Fort Collins*

The City of Fort Collins is bisected north-south by two freight rail lines, the Burlington Northern and Santa Fe (BNSF) and the Union Pacific (UP). These two freight lines send over twenty trains through Fort Collins each day. The BNSF line travels through Downtown Fort Collins, and for nearly a mile the tracks run down the middle of Mason Street, a major north-south street. While trains are important to the local and regional economy, they also impact the community causing traffic congestion due to street blockages, increased auto idling emissions while waiting for trains to clear, and loud train horns.

The Federal Railroad Administration (FRA) adopted first-time safety regulations in 2005 regarding specific requirements for sounding a train horn at crossings. Trains are now required to sound their horns in a two long, one short, and one long sequence when approaching a crossing. This must begin as a train approaches a crossing and continue until the train has physically entered and taken control of the crossing area. In areas with short distances between crossings, like on the Colorado State University (CSU) campus and in Downtown Fort Collins, this can result in nearly continuous train horns while the train travels through the area.

In an attempt to minimize the negative impacts of this rule, the FRA set out the regulatory procedures and technical requirements necessary to implement a Quiet Zone. A Quiet Zone is formally defined as a railroad line with one or more consecutive public crossings where train horns are restricted. However, the engineer will still blow the horn if a hazard is perceived. Communities can establish quiet zones to improve the quality of life by implementing physical improvements or non-engineering safety measures.

The City of Fort Collins is actively investigating the feasibility of implementing Quiet Zones along the BNSF line, which is more active than the UP line

and impacts Downtown. Two Quiet Zone studies were initiated, one for the Downtown area, and a second phase for the remainder of the BNSF line from CSU south towards the City limits. The phase one Downtown study is a collaborative effort between the City and the Fort Collins Downtown Development Authority. The phase one study recommended draft findings in 2011, with final recommendations pending until after the current reconstruction of Mason Street through Downtown is complete. The phase two study was started in August 2012 and is expected to be finished by the end of the year.

The process for each study includes review of existing conditions, review of Quiet Zone requirements, the development and evaluation of

Table 15. Laurel Street Crossing Information

Roadway		Railroad	
ADT (2008)	14,200	Total Trains per Day	15
% Trucks	5	Switching Movements	0
Posted Speed (mph)	Not Posted	Max Train Speed (mph)	49
# of Lanes	4	# of Tracks	1
Existing Highway type	Urban Minor Arterial	Crossing Surface	HMA
Intersection			
Exposure Factor		213,000	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Cantilever Lights	
Train Detection		DC/AFO	

Figure 1: Example of Crossing Summary

continued, page 16

Railroad Quiet Zones in Fort Collins, *continued from page 15*

concept improvements and an implementation plan.

The existing conditions evaluation looks at each crossing in detail, providing an inventory of the traffic volumes, mix of truck traffic, speed limits, number of lanes, train frequency, train speeds, crossing surface, existing warning and train detection devices and accident history for each crossing. Figure 1 shows an example of a crossing summary.

The FRA “Final Rule” sets out minimum requirements that, if met, allow the establishment of a Quiet Zone. The details of the requirements are spelled out by the FRA published rules, but in brief they include: a minimum length of ½ mile, active warning devices and supplemental safety measures approved by the FRA, automatic bells for any pedestrian crossings and advance warning signs for motorist and pedestrians.

The Supplemental Safety Measures are the physical measures identified by the FRA that if implemented do not require FRA review or prior approval for implementation, these include:

- * Temporary Closures (such as a nighttime only quiet zones)
- * Four-Quadrant Gate System (see figure 2)
- * Gates with Raised Medians or Channelization Devices
- * Conversion to One-Way Street with Gate across the road
- * Permanent Crossing Closures



Figure 2: Example of 4-Quadrant Gates

The FRA also allows Alternative Safety Measures, but these must be reviewed by the FRA for effectiveness prior to implementation and can be revoked.

The City and the Downtown Development Authority developed a number of concept improvements resulting in potential implementation packages for consideration. The evaluation of the concepts includes both possible benefits such as noise reduction and improved safety as well as potential impacts like aesthetic concerns and cost. The recommendation resulting from the phase one study included specific improvements for each of the fourteen crossings included in the Downtown study. These included a combination of raised medians, 4-quadrant gates, wayside horns, bollards and possibly even some closures to side streets through traffic. The cost per intersection depends on the final configuration but ranged from \$35,000 (for raised medians) to nearly \$600,000 (for 4-quadrant gates or retractable bollards). Three Downtown implementation packages are currently under consideration, one that focuses on a smaller set of intersections just north of Downtown in our River District, a second package includes Mason Street with no crossing closures and a third package with two possible closures on Mason Street.

The reality is that Quiet Zones are very costly to put into place and operate. The Quiet Zone studies however are an important step towards implementing any type of improvements. The FRA Final Rule is very clear as to how a Quiet Zone can be established; understanding how those rules translate to Fort Collins or your community is the challenge.

Event Sponsors

We would like to extend appreciation and recognition to this year's APA Colorado Annual Conference Sponsors. Please be sure to check out their exhibits in Snowmass Village this year!



**REVOLUTION
ADVISORS**



Graham Billingsley
Graham@OrionPlanningGroup.com
303-551-2488

Bob Blanchard
BobBlanchard@OrionPlanningGroup.com
970-250-3532

1176 Quince Avenue, Boulder, CO 80304

Offices also in Hernando, MS; Huntsville, AL; Sheridan, WY; & Urbana, IL.

OrionPlanningGroup.com



COLORADO
BRICK
COUNCIL

C L A R I O N



PROGRESSIVE
URBAN
MANAGEMENT
ASSOCIATES

P.U.M.A.



THE CITY OF ASPEN



STAN CLAUSON ASSOCIATES INC
landscape architecture . planning . resort design



Maurille Planning Group



Urban and Regional Planning
COLLEGE OF ARCHITECTURE AND PLANNING
UNIVERSITY OF COLORADO DENVER
cap.ucdenver.edu/murp




PLAN TOOLS LLC
TARGETED • PLANNING • SOLUTIONS

www.plan-tools.com • info@plan-tools.com
970.988.8180




VENTANA
CAPITAL

FEHR & PEERS



SE GROUP



EFG Brownfield Partners
Land Reuse and Sustainable Development



COMPUTRONIX



LOGAN SIMPSON
DESIGN INC.

High Tech Transit to Ease Commute

David Johnson, AICP

Director of Planning, Roaring Fork Transportation Authority

The Roaring Fork Valley is home to internationally renowned ski resorts and to the nation's most beautiful mountain and waters. For the last 30 years, it has also achieved notoriety for, of all things, traffic congestion. In 1999, *The New York Times*, in an article titled "Five commutes that make you feel better about yours," listed the Roaring Fork Valley commute along the 42-mile State Highway 82 from Glenwood Springs to Aspen as one of the worst in the country.

The region's multi-modal approach to addressing its transportation issues started with the formation of the Roaring Fork Transit Agency in 1983. Pervasive highway congestion, lack of parking, and continual transit capacity increases have made RFTA the second largest transit system in the State, rivaling regions with much greater population. CDOT has invested nearly \$500 million in highway improvements, including a four-lane highway platform, since 2005. At the time of completion, forecasts indicated that the highway could reach level of service (LOS) F by 2015, an indicator that the region's growing traffic congestion required a multi-modal solution.

From 1998 to 2003, the region conducted a detailed Corridor Investment Study (CIS) of State Highway 82 to address long-term transportation solutions, including Bus Rapid Transit (BRT) and rail-based alternatives. During the analysis it became apparent that rail technology would not be feasible within the planning horizon due to funding constraints. The result of this process was the selection of BRT as the preferred alternative by the community.

The building blocks of BRT began shortly after the adoption on the CIS, with high-occupancy vehicle (HOV) lanes opening between Basalt and the Buttermilk Ski Area in 2004, the first rural HOV lanes in the nation. In 2006, the City of Aspen converted one "outbound" lane of Main Street to bus-only during the evening peak period. That same year, the RFTA Board of Directors adopted the following vision statement:

By 2017 our region will significantly reduce dependence on oil through a resource efficient, climate friendly, multimodal transportation system with a regional express line unimpeded by traffic and weather, competitive with the private vehicle in terms of convenience, travel time, and quality.

BRT Project planning began in earnest in 2008, including preparing the station concepts, preliminary facility requirements, and capital and operating cost estimates. Regional voters approved transit funding through a 0.4% dedicated sales and use tax increase (0.3% in Carbondale), allowing RFTA \$44.5 million in bonding capacity.

In 2011, RFTA received a \$24 million Very Small Starts grant to complete design and construction of BRT. RFTA's BRT system, branded



continued, page 19

RFTA BRT, *continued from page 18*



VelociRFTA, will consist of nine major boarding locations with enhanced passenger waiting areas and real-time arrival information. A fleet of 18 BRT-style CNG-powered buses equipped with wi-fi and operating at 10-minute intervals during peak hours will transport passengers between Glenwood Springs and Aspen at travel times competitive with the automobile. The efficiency of service is achieved by the limited boarding locations, transit signal priority and queue jumps at strategic locations, and 18 miles of bus/HOV lanes along the 42-mile corridor. ITS improvements such as automated vehicle location (AVL), computer assisted dispatching (CAD), automated fare collection, and automated

passenger counting (APC) will provide detailed monitoring and information on a variety of aspects of service.

Construction began in April of 2012, the first BRT station will open this fall, and full and complete system operation will commence in September 2013.



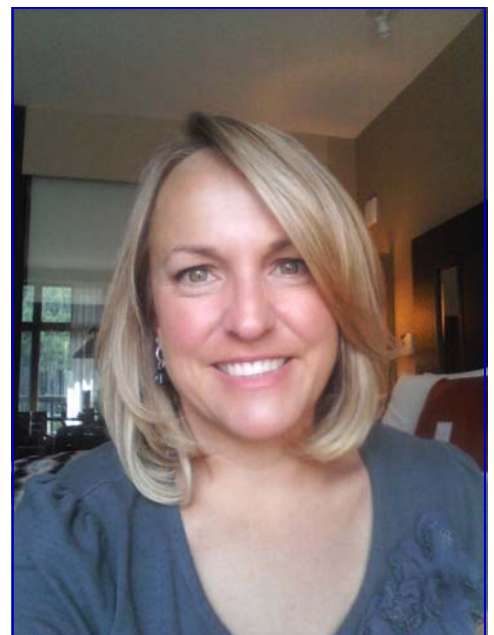
This is not just a mobility and quality of life benefit for the Roaring Fork Valley, it is a paradigm shift for mass transportation. The successful development and implementation of BRT in a rural area of approximately 60,000 people will be an indicator that high quality transit is wholly appropriate and achievable in rural and small urbanized areas across the United States.

New Chapter in Chapter Administration

Hello APA Colorado members. My name is Shelia Booth and I'm your new Chapter Administrator. As many of you know, this position was vacated in June by Denise and Katie. They did a great job so I have some big shoes to fill.

I have been a planner for 15 years, working for small and large communities in Texas and Colorado. I have a Master of Urban Planning from Texas A&M University (Whoop!) and I am AICP certified. I have been an active member of APA Colorado, serving as VP of External Affairs until resigning in August to accept this position.

I believe my experience in the field, on the Board and my passion for planning will guide me to further our organization and to increase the benefits of being an APA Colorado Chapter member. I look forward to serving you and welcome any comments or suggestions you might have. For now, email me at info.apacolorado@mail.com.



Charging up Your City

By: Jenny and Scott Ranville

HLP—Consulting/Think Tank/Architecture firm



6 vehicle spaces converted to 12 LSV spaces with a new picnic area

Do you want to charge up your city? The following are some thoughts for charging up your community's excitement level, charging up your electrical devices, and charging up your economy.

The Denver Post June 24, 2012 article, "Getting a charge out of new law," described a new state law effective in August. This law will allow anyone to sell electricity. One potential application is for electrical charging stations spread throughout the city. The law is aimed at charging electric vehicles, but the charging stations could be used to charge any electrical device. Consider for example, a charging station at a park. The same station could be used to charge an electric vehicle as well as a laptop, cell phone, or tablet.

For the owner of the charging station, this could be an additional source of income, be it the government entity that owns the park or a business owner with some unused rooftop space for solar panels.

The electric vehicle owners will have convenient, reasonably priced electricity to reduce "range anxiety" concerns. Refill costs may be "\$4 instead of \$40 or more for a tank of gas." With the reduced emissions from the electric vehicles, everyone will benefit from the cleaner air. This could be a win-win for all stakeholders.

As much potential as the reselling of the electricity holds, this is only the tip of the iceberg, so to speak. The big impact could come from combining the charging stations with low speed vehicles (LSVs).



Of the many types of vehicles permitted on the road today in Colorado, low speed vehicles could be an up and coming mode of transportation. LSVs include neighborhood electric vehicles and golf cars (golf carts with head lights and brake lights). LSVs are already permitted on roads with a speed limit of 35 mph or less and can cross roads with a higher speed limit at intersections.

For car drivers, the LSVs are significantly lower

continued, page 21

Charging Up Your City, *continued from page 20*

cost. For senior drivers, they are also safer to operate. Thus, LSVs can provide mobility options for later in life.

The real potential of LSVs is the fact that the vehicles are one fourth the size of traditional gas powered motor vehicles. Thus, if there were enough users of LSVs, the city could restripe a few parking lots and get a 4 fold increase in parking. Or, some of the space could be reclaimed for non-parking uses. For example, consider the economic impact of this reclaimed land used for additional outdoor seating at a restaurant. Developers could use this extra space for a larger building footprint, which may translate to more sales tax revenue or property tax revenue.

There are a number of actions that planners can take:

1. *Promote the use of LSV noting the benefits such as lower cost, safer, lower emissions, smaller size, and more non-parking space for developers/landowners.*
 2. *Make sure that all zoning and ordinances allow for the charging stations and solar panel installation.*
 3. *Make sure that parking requirements are properly adjusted for LSVs.*
 4. *Create a connectivity map of the city noting key destinations such as stores, parks, schools, and residences and roads with speed limits ≤ 35 mph. If the key destinations are not connected, see if there is an easy way to add the missing connectivity such as changing a speed limit from 45 to 35 mph.*
 5. *Determine how to best reallocate the reclaimed land to benefit the city and its residents.*
- *HLP - Consulting/Think Tank/Architecture firm specializing in Creating Enlivened, Strong, Sustainable Communities for All Ages. www.humanlifeproject.com*
 - *Facebook: <http://www.facebook.com/pages/Human-Life-Project/373809785911>*
 - *Denver Post Link: "Getting a charge out of new law" http://www.denverpost.com/environment/ci_20926269/electric-vehicle-drivers-colorado-get-charge-out-new*



Urban and Regional Planning

COLLEGE OF ARCHITECTURE AND PLANNING

UNIVERSITY OF COLORADO DENVER

cap.ucdenver.edu/murp

A proud sponsor of the
Colorado APA Conference



**REVOLUTION
ADVISORS**

We specialize in cutting-edge planning and project execution solutions.

Come to our Exhibitor Showcase to hear a case study of our community-based economic and sustainable development planning presented by Brian Wilkerson.

Visit our booth to learn more about our innovative approaches and services or contact us at:

Revolution Advisors LLC
357 S. McCaslin Blvd., Suite 200
Louisville, CO 80027
(303) 974.7484

info@revolution-advisors.com
www.revolution-advisors.com

APA Colorado Board

Contact anyone on this list with your ideas to highlight planning as a profession or suggestions for the Chapter.

Executive Committee

President

Susan Wood, AICP
RTD
susan.wood@rtd-fastracks.com

Vice President Communications/ Newsletter Editor

T.J. Dlubac
CDOT Div. of Transit & Rail
timothy.dlubac@dot.state.co.us

Vice President External Affairs

VACANT

Secretary/Treasurer

Joni Marsh, AICP
City of Longmont
joni.marsh@ci.longmont.co.us

Professional Development Chair

Abby Shannon, AICP
Boulder County Land Use
ashannon@bouldercounty.org

Denver Metro A Representative

Erica Heller, AICP
P.U.M.A.
Erica@pumaworldhq.com

Denver Metro B Representative

Jessica Osborne
CDPHE
jessica.osborne@state.co.us

North Central Representative

Joe Frank, FAICP
City of Fort Collins
jfrank@fcgov.com

Northwest Representative

Greg Moberg
City of Grand Junction
gregm@gjcity.org

Southwest Representative

Chris Hawkins AICP
Town of Mountain Village
chawkins@mtnvillage.org

Central Mountain Representative

Stan Clauson, AICP
Stan Clauson Associates
stan@scaplanning.com

South Central Representative

Meggan Herington
City of Colorado Springs
mherington@springsgov.com

Public Official Representative

Paul Rosenberg, Arapahoe County
Planning Commission
paulrosenberg@comcast.net

Student Representative

Nathan Owens
CU Denver MURP Candidate
Nathan.Owens@ucdenver.edu

Faculty Representative

Jeremy Nemeth, PhD
University of Colorado
jeremy.nemeth@ucdenver.edu

Legislative Committee Co-Chairs

Eric Heil, AICP
ericheilaw@gmail.com

Kyle Dalton, AICP

kyleadaltont@yahoo.com

Additional Contacts

Western Planner Representative

Katie Guthrie, AICP
katie.guthrie@apacolorado.org

Sustainability Committee Co Chairs

Tareq Wafaie, AICP
Tareq.Wafaie@state.co.us

Anne Miller, AICP

annem@greenplayllc.com

Outreach Committee Chair

VACANT

Awards Committee Chair

Anne Lane
anne.lane@hotmail.com

Student Chapter President

Carrie Murphy
CU Denver MURP Candidate
carmur6281@yahoo.com

APA Colorado Administration

Shelia Booth, AICP
Info.apacolorado@mail.com

APA Colorado Mailing Address

PO Box 265
Golden, CO 80402-0265