

From: [Eve Becker-Doyle](#)
To: [Pam Kraft](#); [Jennifer Coates](#)
Cc: [Wanda Taylor](#)
Subject: Hartwell Park & Town Community Room
Date: Saturday, July 06, 2019 10:04:17 AM

Hello all,

The upcoming town council agenda has an ask for use of the Hartwell Park south parking lot. Dates requested for car and motorcycle events include Friday, October 11. Thanks in advance for noting that date is the opening day of the Ridgway Old West Fest. The entire Hartwell Park complex is reserved that weekend for the festival, so the parking lot would not be available.

Thank you also for reserving the town hall community room for our use for the October 11-13 weekend. I have assumed there is no rental fee, and Wanda is checking for me to see that it is complementary. As a start up nonprofit, the Ridgway Western Heritage Society has insufficient revenue at this point to pay for much of anything. (For ex, our book editor fronted the \$5,000+ to print the commemorative book, True Grit: A 50-Year Tribute.) An annual Western festival will be a significant economic benefit to the town, and I am hoping that will be ample justification to waive the rental fee.

I have plans for Wednesday night, but if I need to address this town council on either of these points, can you please advise me on Monday? I will change my plans if necessary.

Thanks for your help.

Best Eve
970 .626.9862

BARGAIN AND SALE DEED

THIS DEED, made this _____ day of _____, 2019, between the TOWN OF RIDGWAY, COLORADO, a Colorado home rule municipality and political subdivision of the State of Colorado ("Grantor"), and LENA COMMONS, LLC, a Colorado limited liability company, whose legal address is 307 E Colorado Ave., Suite 203, PO Box 3081, Telluride, CO 81435 ("Grantee"),

WITNESSETH, that the Grantor, for and in consideration of the sum of Seventeen Thousand One Hundred Fifty Two Dollars (\$17,152.00), the receipt and sufficiency of which is hereby acknowledged, does hereby sell and convey unto the Grantee, its heirs, successors and assigns forever, that certain real property, situate, lying and being in the County of Ouray and State of Colorado, described more particularly described on Exhibit A, attached hereto.

TO HAVE AND TO HOLD the same, together with all and singular the appurtenances and privileges thereunto belonging or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever, of the Grantor, either in law or equity, to the only proper use, benefit and behalf of the Grantee, its successors and assigns forever.

The singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

IN WITNESS WHEREOF, the Grantor has executed this deed on the date set forth above.

GRANTOR: Town of Ridgway, Colorado

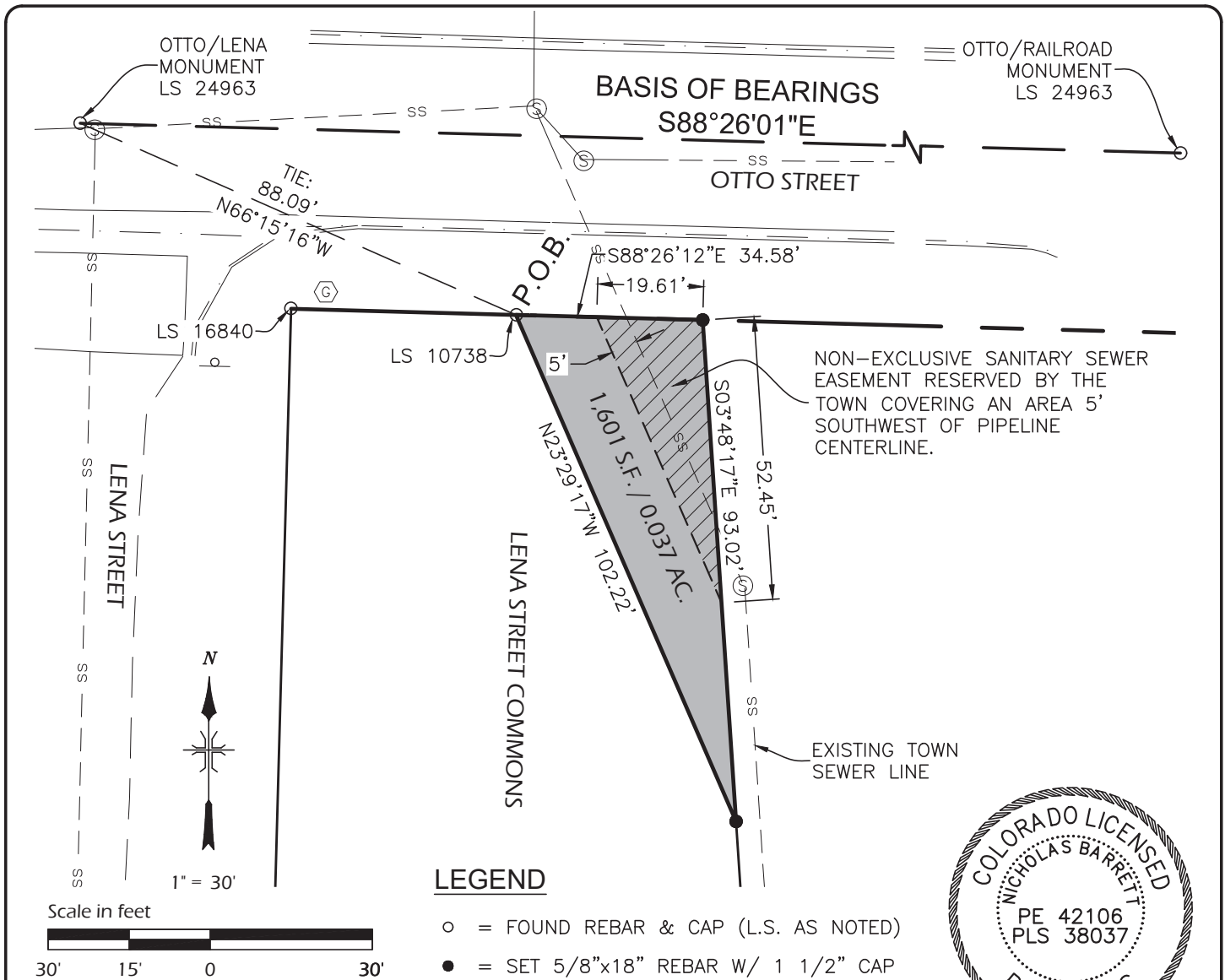
JOHN CLARK, MAYOR

STATE OF COLORADO)
) ss.
COUNTY OF OURAY)

Subscribed and sworn to before me by John Clark, this _____ day of _____, 2019.

_____, Notary Public

My commission expires: _____

**PROPERTY DESCRIPTION:**

A tract of land situated in Section 16, Township 45 North, Range 8 West, New Mexico Principal Meridian, Town of Ridgway, County of Ouray, State of Colorado, more particularly described as follows:

Beginning at a point on the South Right of Way line of Otto Street, between Lena Street and Railroad Avenue, a found rebar and cap LS 10738, from which the found intersection monument of Lena Street and Otto Street bears N66°15'16"W 88.09 feet;

Thence S88°26'12"E 34.58 feet along the South Right of Way line of Otto Street;

Thence S03°48'17"E 93.02 feet to a point on the West property line of the Town of Ridgway and historic West Right of Way line of the Denver & Rio Grande Western Railroad;

Thence N23°29'17"W 102.22 feet along said property line to the POINT OF BEGINNING;

Said tract contains 0.037 acres as described.



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ENGINEERING & SURVEYING
125 Colorado Ave. • Montrose, CO 81401 • (970) 249-2281 • (970) 249-2342 FAX
www.del-mont.com • service@del-mont.com

DESIGNED BY:	SCALE:
DS/PI	1"=30'
CHECKED BY:	FILE NAME:
NB	17009C_PROP EXHIBITS

LENA STREET COMMONS
TOWN PROPERTY ACQUISITION

EXHIBIT D**RIDGWAY, COLORADO**

D.M. JOB NO.:	17009
DATE ISSUED:	7/12/18
SHEET:	1 of 1

ACCESS AND UTILITY EASEMENTS AGREEMENT

THIS ACCESS AND UTILITY EASEMENTS AGREEMENT (the “**Agreement**”) is entered into and made effective as of this _____ day of July, 2019 (the “**Effective Date**”), by and between the TOWN OF RIDGWAY COLORADO, a Colorado home rule municipality and political subdivision of the State of Colorado (the “**Town**”), and LENA COMMONS, LLC, a Colorado limited liability company (“**Lena Commons**”). The Town and Lena Commons may individually be referred to herein as a “**Party**” and collectively as the “**Parties.**”

RECITALS

- A. The Town is the current owner of the following real property:

S: 16 T: 45 R: 8 PARK TOWN HALL & PO LAND & TRACT IN SW1/4NW1/4 & NW1/4SW1/4 & POST OFFICE LAND; County of Ouray, State of Colorado

TBD Railroad Street
Ridgway, Colorado 81432

Ouray County Assessor No.: 430516207003

(“**Town’s Property**”).

- B. Lena Commons is the current owner of the following described real property:

TOWN OF RIDGWAY TRACT OF LAND LYING EAST OF BLOCKS 31 & 32, WEST OF THE WEST LINE OF THE RAILROAD RIGHT OF WAY BETWEEN OTTO ST & CHARLES ST S: 16 T: 45 R: 8; County of Ouray, State of Colorado

316 N. Lena Street
Ridgway, Colorado 81432

Ouray County Assessor No.: 430516207004

(“**Lena Commons’ Property**”).

- C. Lena Commons is in the process of developing the Lena Commons’ Property.

D. The Town wishes to grant and convey to Lena Commons an easement for the uses and activities indicated below (hereinafter the “**Project Infrastructure Easement: Reciprocal Utility Access Easement to Lena Commons**”) as further defined herein.

E. Lena Commons wishes to grant and convey to the Town an easement for the uses and activities indicated below (hereinafter the “**Town Infrastructure Easement: Reciprocal Utility Access Easement to Town**”) as further defined herein.

- F. The Town wishes to grant and convey to Lena Commons an easement for the uses

and activities indicated below (hereinafter the “**Project Infrastructure Easement: Storm Drain Utility Easement**”) as further defined herein.

G. The Town and Lena Commons desire to enter into this Agreement to grant respective easements to each other in accordance with this Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the above-recited premises and the mutual covenants set forth herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:

1. **Purchase Price.** The Town is willing to convey to Lena Commons the Project Infrastructure Easement: Storm Drain Utility Easement for the amount of SIXTEEN THOUSAND TWO HUNDRED NINE DOLLARS (\$16,209.00), the receipt of which is hereby acknowledged. Lena Commons and the Town are willing to convey to each other the Town Infrastructure Easement: Reciprocal Utility Access Easement to Town and Project Infrastructure Easement: Reciprocal Utility Access Easement to Lena Commons as consideration in-kind.

2. **Grant of Project Infrastructure Easement: Storm Drain Utility Easement.** Subject to the terms and conditions set forth herein, the Town hereby grants and conveys to Lena Commons, its successors and assigns, including any owners association formed in connection with the development of the Lena Commons Property and its members, a perpetual, non-exclusive easement over and across that portion of the Town’s Property, 1,512 sq. feet in size as further depicted on Exhibit A (the “**Project Infrastructure Easement Area: Storm Drain Utility Easement**”), for the use and benefit of the Lena Common’s Property and development occurring thereon. Use of the Project Infrastructure Easement: Storm Drain Utility Easement to Lena Commons shall be limited to use and access of the Town’s Property for purposes of enabling Lena Commons and any homeowners association formed in connection with development occurring on the Lena Commons’ Property and their respective managers, agents and contractors to install, maintain, use, operate, repair and/or upgrade a storm drain and related infrastructure for Lena Commons’ Property, which may be installed on the Town Property in general compliance with the approved civil plans for the Lena Street Commons PUD. The Town shall not unreasonably interfere with Lena Common’s use of the Project Infrastructure Easement Area: Storm Drain Utility Easement.

3. **Grant of Town Infrastructure Easement: Reciprocal Utility Access Easement to Town.** Subject to the terms and conditions set forth herein, Lena Commons hereby grants and conveys to the Town, its successors and assigns, a perpetual, non-exclusive easement over and across that portion of the Lena Commons’ Property, 1260 sq. feet in size as further depicted on Exhibit B (the “**Town Infrastructure Easement Area: Reciprocal Utility Access Easement to Town**”), for the use and benefit of the Town’s Property. Use of the Town Infrastructure Easement Area: Reciprocal Access Easement to Town shall be limited to the right and ability for the Town to gain access over the Lena Commons’ Property as needed by the Town for purposes of enabling the Town, its agents and contractors to maintain, repair and/or upgrade a storm drain, water and sewer lines, electric and gas lines and other utilities which are located on the Town

Property. Nothing herein shall authorize the Town to place or install utilities on the Lena Commons Property. Lena Commons shall not unreasonably interfere with Town's use of the Town Infrastructure Easement Area: Reciprocal Access Easement to Town.

4. **Grant of Project Infrastructure Easement: Reciprocal Utility Access Easement to Lena Commons.** Subject to the terms and conditions set forth herein, the Town hereby grants and conveys to the Lena Commons, its successors and assigns, a perpetual, non-exclusive easement over and across that portion of the Town's Property, 1260 sq. feet in size as further depicted on Exhibit C (the "**Project Infrastructure Easement Area: Reciprocal Utility Access Easement to Lena Commons**"), for the use and benefit of the Lena Commons' Property and development occurring thereon. Use of the Project Infrastructure Easement: Reciprocal Access Easement to Lena Commons shall be limited to the right and ability for the Lena Commons and any homeowners association formed in connection with development occurring on the Lena Commons' Property and their respective managers, agents and contractors to gain access over the Town Property as needed by Lena Commons for purposes of enabling Lena Commons, its agents and contractors to maintain, repair and/or upgrade a storm drain, water and sewer lines, electric and gas lines and other utilities which are located on the Town Property. In addition, Lena Commons is granted the right to connect to and extend sewer collection lines from utilities located on the Town Property within the Project Infrastructure Easement: Reciprocal Utility Access Easement to serve the Lena Commons development and, except for these connection rights, nothing herein shall authorize Lena Commons to place or install utilities on the Town Property. The Town shall not unreasonably interfere with Lena Commons' use of the Project Infrastructure Easement Area: Reciprocal Utility Access Easement to Lena Commons.

5. **Maintenance and Repair.** Lena Commons shall be responsible for the cost of all maintenance and repair associated with the installation and use of the Project Infrastructure Easement Areas, except to the extent that such utilities or infrastructure are customarily repaired or maintained by the Town or other utility provider, and excepting the storm drain utility and storm drain utility easement, which shall be the sole responsibility of Lena Commons. The Town shall be responsible for the cost of all maintenance and repair associated with the installation and use of the Town Infrastructure Easement Area.

6. **Reservations.** The Town expressly reserves the right to use the Project Infrastructure Easement Area for any purpose which does not unreasonably interfere with or endanger Lena Commons' use of the Project Infrastructure Easement Area. Lena Commons expressly reserves the right to use the Town Infrastructure Easement Area for any purpose which does not unreasonably interfere with or endanger Town's use of the Town's Infrastructure Easement Area.

7. **Term; Successors and Assigns.** The provisions of this Agreement shall run with the land, shall burden and benefit both the Town's Property and the Lena Commons' Property, and shall be binding upon and inure to the benefit of the heirs, successors and assigns of interests in both the Town's Property and the Lena Commons' Property.

8. **Governing Law.** This Agreement shall be construed under and governed by the

laws of Colorado, with jurisdiction and venue restricted to a court of competent jurisdiction in Ouray County, Colorado.

9. **Attorney's Fees.** In any action to enforce or construe the terms of this Agreement, the substantially prevailing Party shall recover all reasonable legal and related court costs, including all reasonable attorneys' fees.

10. **Severability.** If any provision of this Agreement shall be found invalid or unenforceable, this shall not affect the validity of the remaining provisions of this Agreement, and the remaining provisions shall remain in full force and effect.

11. **Entire Agreement.** This Agreement contains the entire agreement and understanding of the Parties with respect to the subject matter hereof, and no other representations, promises, agreements or understandings or obligations with respect to the payment of consideration or agreements to undertake other actions regarding the subject matter hereof shall be of any force or effect unless in writing, executed by all Parties hereto and dated after the date hereof.

12. **Modifications and Waiver.** No amendment, modification or termination of this Agreement or any portion thereof shall be valid or binding unless it is in writing, dated subsequent to the date hereof and signed by each of the Parties hereto. No waiver of any breach, term or condition of this Agreement by any Party shall constitute a subsequent waiver of the same or any other breach, term or condition.

13. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same document.

14. **Recording.** This Agreement shall be recorded in the real property records of the Clerk and Recorder of Ouray County, Colorado.

IN WITNESS WHEREOF, the Parties hereto have executed this Reciprocal Easement Agreement, intending it to be effective as of the Effective Date.

TOWN OF RIDGWAY, COLORADO, a
Colorado Home Rule Municipality

JOHN CLARK, MAYOR

STATE OF COLORADO)
) ss.
COUNTY OF OURAY)

Subscribed and sworn to before me by John Clark, this _____ day of _____, 2019.

_____, Notary Public
My commission expires: _____

(Lena Commons' signature on next page)

LENA COMMONS, LLC, a Colorado limited liability company

A. Travis Spitzer, Manager

STATE OF COLORADO)
) ss.
COUNTY OF _____)

Subscribed to and acknowledged before me this ____ day of _____,
20____, by A. Travis Spitzer, Manager, Lena Commons, LLC, a Colorado limited liability
company.

_____, Notary Public
My commission expires: _____

Exhibit A

Project Infrastructure Easement Area: Storm Drain Utility Easement

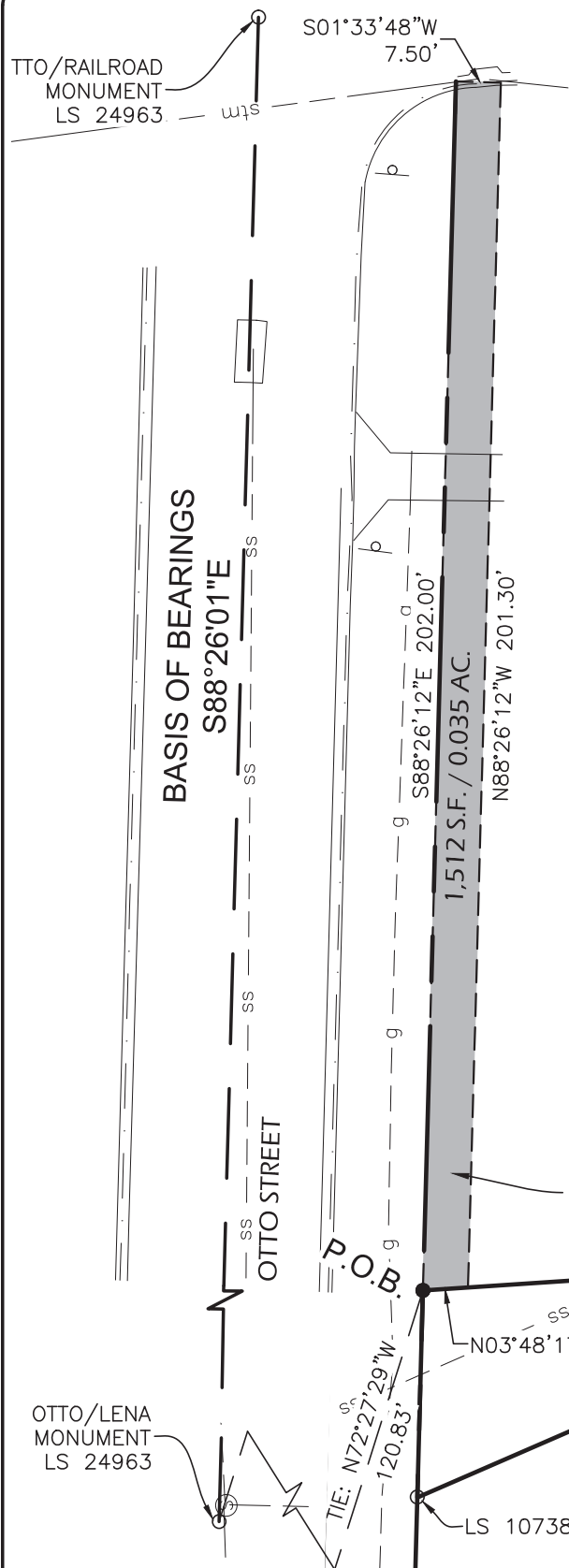
Exhibit B

Town Infrastructure Easement Area: Reciprocal Utility Access Easement to Town

Exhibit C

Project Infrastructure Easement Area: Reciprocal Utility Access Easement to Lena Commons

Exhibit A: Project Infrastructure Easement Area: Storm Drain and Utility Easement



EASEMENT DESCRIPTION:

A tract of land situated in Section 16, Township 45 North, Range 8 West, New Mexico Principal Meridian, Town of Ridgway, County of Ouray, State of Colorado, more particularly described as follows:

Beginning at a point on the South Right of Way line of Otto Street, between Lena Street and Railroad Avenue, from which the found intersection monument of Lena Street and Otto Street bears N72°27'29"W 120.83 feet;

Thence S88°26'12"E 202.00 feet along the South Right of Way line of Otto Street extended;

Thence S01°33'48"W 7.50 feet;

Thence N88°26'12"W 201.30 feet to a point on the Lena Street Commons Subdivision property line;

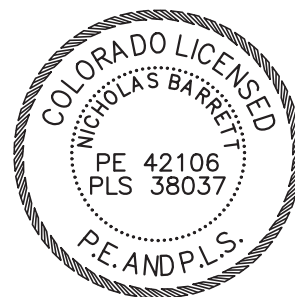
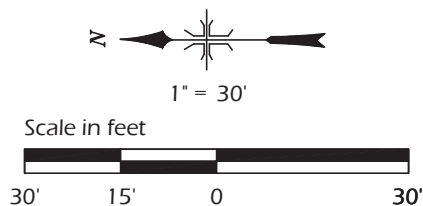
Thence N03°48'17"W 7.53 feet along said property line to the POINT OF BEGINNING;

Said easement contains 0.035 acres as described.

LEGEND

○ = FOUND REBAR & CAP (L.S. AS NOTED)

● = SET 5/8"x18" REBAR W/ 1 1/2" CAP

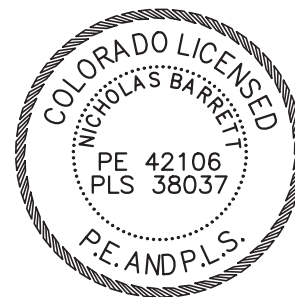
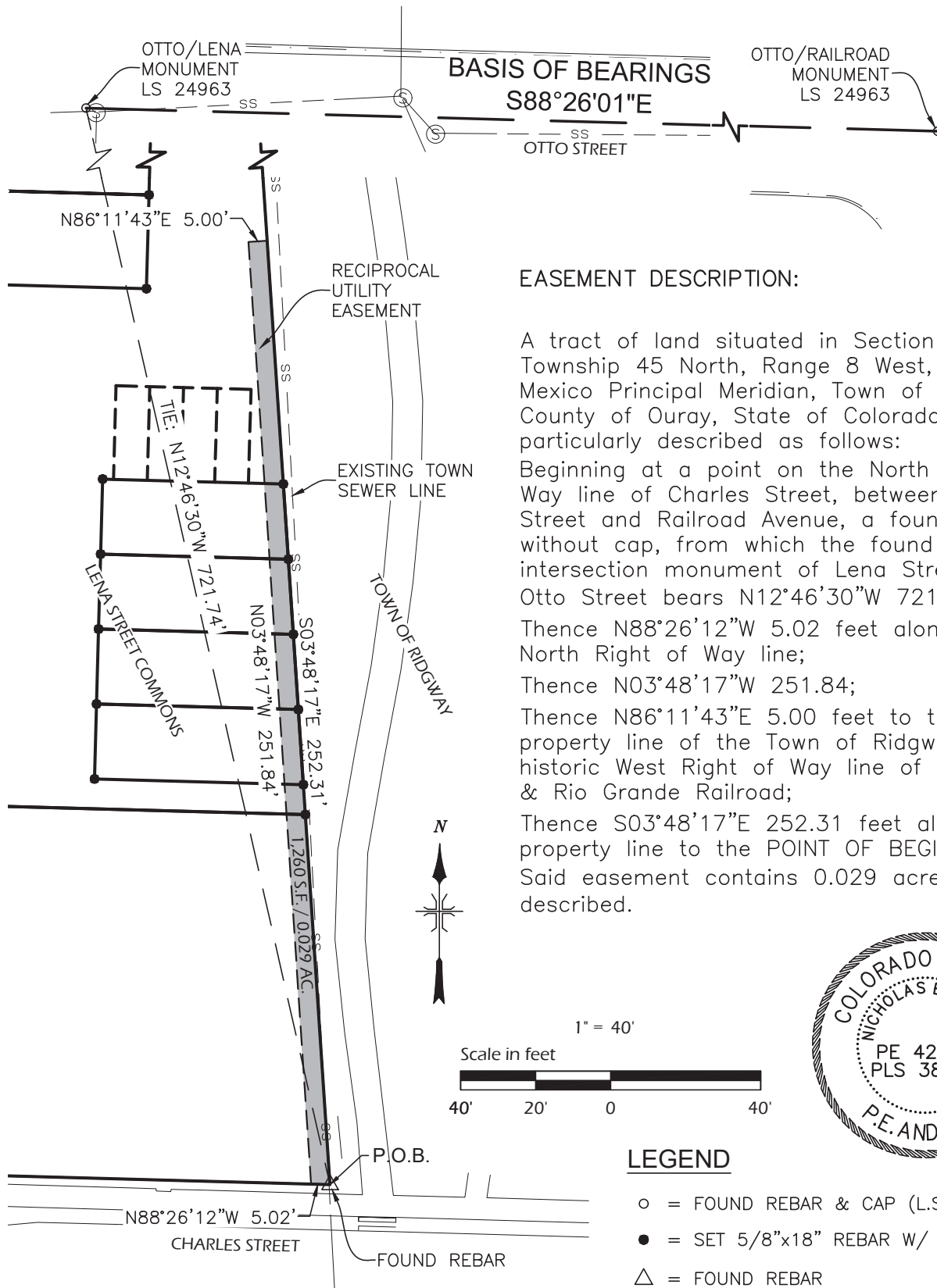


DMC DEL-MONT CONSULTANTS, INC. ENGINEERING & SURVEYING <small>125 Colorado Ave. • Montrose, CO 81401 • (970) 249-2251 • (970) 249-2342 FAX www.del-mont.com • service@del-mont.com</small>	
DESIGNED BY:	SCALE:
DS/PI	1"=30'
CHECKED BY:	FILE NAME:
NB	17009C_PROP EXHIBITS

LENA STREET COMMONS
 STORM DRAIN EASEMENT
 EXHIBIT D
 RIDGWAY, COLORADO

D.M. JOB NO.:	17009
DATE ISSUED:	7/12/18
SHEET:	1 of 1

Exhibit B: Town Infrastructure Easement Area: Reciprocal Utility Access Easement to Town



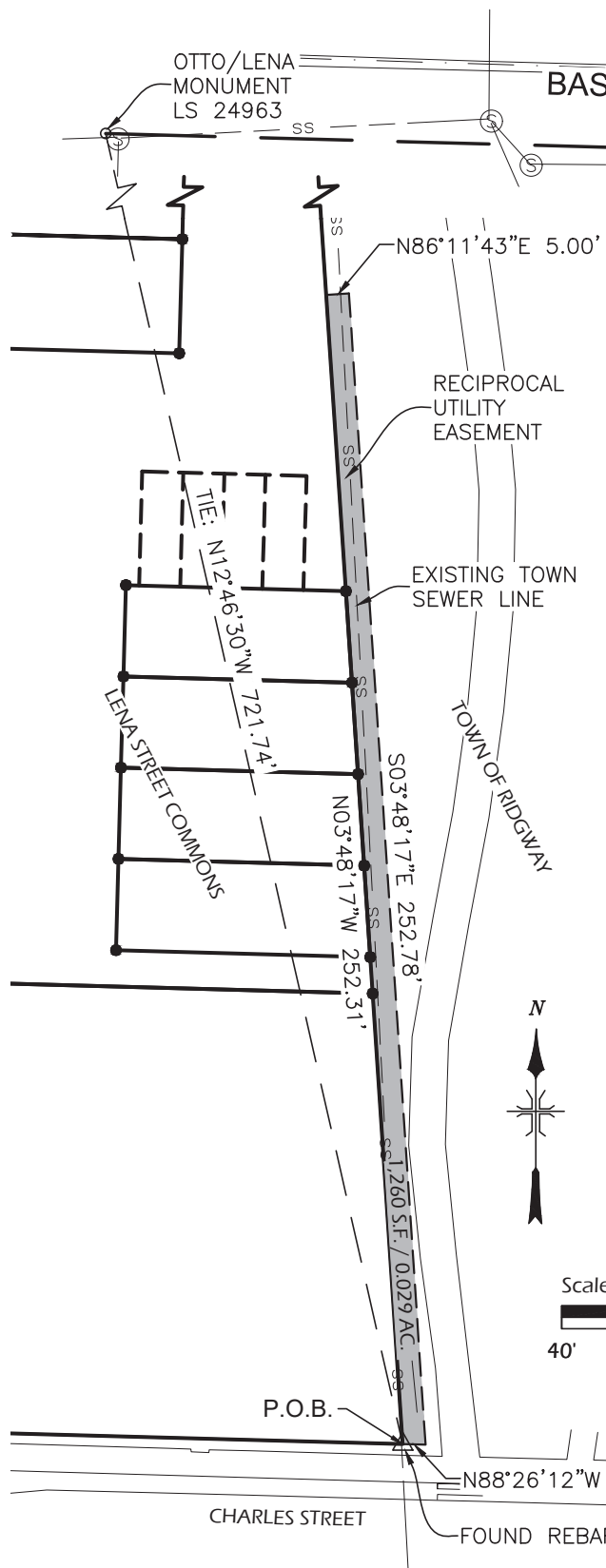
DMC DEL-MONT CONSULTANTS, INC. ENGINEERING & SURVEYING <small>125 Colorado Ave. • Montrose, CO 81401 • (970) 249-2251 • (970) 249-2342 FAX www.del-mont.com • service@del-mont.com</small>	
DESIGNED BY:	SCALE:
DS/PI	1"=40'
CHECKED BY:	FILE NAME:
NB	17009C_PROP EXHIBITS

**LENA STREET COMMONS
RECIPROCAL UTILITY EASEMENT**

EXHIBIT D

RIDGWAY, COLORADO

D.M. JOB NO.:	17009
DATE ISSUED:	7/12/18
SHEET:	1 of 1



EASEMENT DESCRIPTION:

A tract of land situated in Section 16, Township 45 North, Range 8 West, New Mexico Principal Meridian, Town of Ridgway, County of Ouray, State of Colorado, more particularly described as follows:

Beginning at a point on the North Right of Way line of Charles Street, between Lena Street and Railroad Avenue, a found rebar without cap, from which the found intersection monument of Lena Street and Otto Street bears N12°46'30"W 721.74 feet;

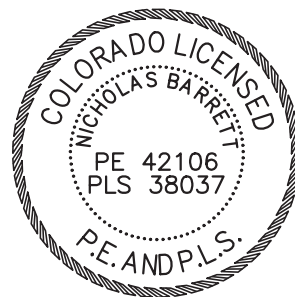
Thence N03°48'17"W 252.31 along the West property line of the Town of Ridgway and historic West Right of Way line of the Denver & Rio Grande Railroad;

Thence N86°11'43"E 5.00 feet;

Thence S03°48'17"E 252.78 feet to a point on the North Right of Way line of Charles Street;


Thence N88°26'12"W 5.02 feet along said North Right of Way line to the POINT OF BEGINNING;

Said easement contains 0.029 acres as described.



LEGEND

- = FOUND REBAR & CAP (L.S. AS NOTED)
- = SET 5/8"x18" REBAR W/ 1 1/2" CAP
- △ = FOUND REBAR

 DEL-MONT CONSULTANTS, INC. ENGINEERING & SURVEYING <small>125 Colorado Ave. • Montrose, CO 81401 • (970) 249-2251 • (970) 249-2342 FAX www.del-mont.com • service@del-mont.com</small>	
DESIGNED BY:	SCALE:
DS/PI	1"=40'
CHECKED BY:	FILE NAME:
NB	17009C_PROP EXHIBITS

LENA STREET COMMONS
RECIPROCAL UTILITY EASEMENT
EXHIBIT D
RIDGWAY, COLORADO

D.M. JOB NO.:	17009
DATE ISSUED:	7/12/18
SHEET:	1 of 1



DONATION AGREEMENT: Regional Athletic Park Pavilion

THIS AGREEMENT ("Agreement") is entered into as of this _____ day of _____, 2019, by and between the Town of Ridgway, State of Colorado, hereinafter referred to as "Town" and Dave Bohl, hereinafter referred to as "Donor".

In consideration of the mutual covenants and obligations herein expressed, it is agreed by and between the parties hereto as follows:

WHEREAS, Donor desires to donate funds to the Town of Ridgway for the purpose of designing and constructing a pavilion/storage building in the Ridgway Regional Athletic Park located at Outlot A, Solar Ranches Filing No. 2B; and

WHEREAS, the Town desires to receive and expend the donated funds for the agreed upon purpose and to also fundraise additional funds for the project; and

WHEREAS, the Ridgway Regional Athletic Park is a town-owned park and upon completion, the Town will also own the improvements funded under this Agreement; and

WHEREAS, the improvements are planned to include an area for concessions, equipment storage for park users, a shelter area, and lighting; and

WHEREAS, the intent of this Athletic Park Pavilion is to serve the community at large and have as broad and frequent use as possible to enhance the public's experience at this park. The pavilion is not intended to be used solely by a particular user group; and

WHEREAS, ~~the Donor will provide the Town with a \$200,000 donation~~ the Town will work to raise \$100,000 in cash and in-kind donations (with in-kind donations not representing more than \$25,000 toward the \$100,000 target); and

WHEREAS, ~~the Town will work to raise an additional \$100,000 in cash and in-kind donations~~ the Donor will match funds raised by the Town on a three-for-one basis, up to a maximum amount of \$300,000, for a total potential project of \$400,000 (\$100,000 from the Town and \$300,000 from the Donor); and

WHEREAS, ~~the Donor will match the additional funds raised, dollar for dollar, up to a maximum amount of an additional \$100,000~~ the Town will obtain drawings and cost estimates for the project, after which time the Town and the Donor will evaluate and agree upon the final scope of the project, potentially agreeing to more than the \$400,000 envisioned herein.



Purpose:

The donated funds are to be used exclusively for the Town's project as described in this Agreement. Any changes to the planned use of funds shall be communicated, discussed and agreed between the Town and the Donor.

Scope of Work:

The Town of Ridgway plans to perform the following scope of work in the targeted timeline. Significant changes to the scope and timing below will be communicated in a timely manner by the Town to the Donor.

Task	Town Responsibilities	Donor Responsibilities	Start Date	Completion Date
1	Fundraising			
a	Finalize fundraising plan		May 2019	6/30/19
b	Initial stakeholder meeting		-	6/18/19
c	Develop outreach materials		-	7/19 6/30/19
d	Launch public fundraising campaign		7/19/19	12/31/19
e	Receive, track and give receipts for donations		-	Ongoing
f	Complete fundraising	Establish final project budget with Town based on fundraising efforts	-	12/31/19
2	Design			
a	Create and publish Request for Bids (RFB) documents per Town Procurement Policy		7/6 1/53/19	8/91/19
b	Review bids and award design contract	Provide input on bids, if desired	8/92/19	8/2115/19
c	Finalize design agreement		8/2216/19	8/30/19
d	Prepare and submit conceptual design	Provide input on conceptual design, if desired	9/1/19	9/30/19
e	Design development, including public input	Provide input on design, if desired	10/1/19	11/15/19
f	Final design delivered with construction and engineering documents	Review design and construction documents, if desired	11/16/19	1/31/20
3	Construction			
a	Create and publish RFB per Town Procurement Policy		1/2/2019	2/14/20
b	Review bids and award construction contract	Review bids, if desired	2/15/2019	3/13/20
c	Finalize construction agreement*		3/14/20	3/27/20
d	Mobilize and commence construction; monitor construction**		3/30/2019	Dec. 2020
f	Finalize project		-	Dec. 2020



Task	Town Responsibilities	Donor Responsibilities	Start Date	Completion Date
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*During task 2.b or c the Town may begin construction, like digging the foundation, depending on weather.

**Town will send Donor photographs as the project progresses and is constructed. Donor may ask for project photos and information at any time. Donor may inspect the project at any time.

Town agrees to notify Donor if any significant problems arise during the project that will change the scope, schedule, or budget of the project.

Deliverables

1. Athletic Park Pavilion inclusive of an area for concessions, equipment storage for park users, a shelter area, and lighting, as funds allow.
2. Plaque on the building – exact content to be developed by the Donor.
3. As a government entity, the Town will provide Donor with a donation letter signed and dated by the Town Clerk or Town Manager.
4. Donor will deposit into a dedicated Town bank account an amount that matches on a three-for-one basis amounts raised by the Town, minimum of \$200,000 and maximum of up to \$300,000 for the project.

Time of Completion

The Town of Ridgway make every effort and perform with diligence to complete the above scope of work no later than December 31, 2020.

Funding

~~The Donor agrees to donate \$200,000 minimum for this project and up to \$300,000 depending on funding and in-kind donations secured and committed by the Town.~~

The Town is committed to the project and will work to fundraise up to \$100,000. Up to \$25,000 may be provided by the Town as in-kind contributions for the project. The Donor will match this fundraising effort dollar for dollar on a three-for-one basis with a maximum on Donor's contribution of \$300,000 absent further agreement. For example, if the town raises \$50,000, the Donor will donate ~~an additional~~ \$150,000 to this project. Fundraising efforts may continue until such time the funds are raised or at the latest, until it is time to bid the project. If additional funds are raised after this time, Town and Donor shall communicate and agree on any additional work that may be completed with the funds, up to the maximum \$400,000 budget or however much funding is available, whichever is less. The Town and Donor may decide to expand the project above \$400,000 once design and const estimates are available.



The Town may apply for grant funds to enhance the project. Any grant funds will not count toward the Town's fundraising efforts and do not qualify for matching funds.

The Town will keep complete and accurate books and records of the funds received and expenses incurred under this Agreement and will make such information available to Donor at reasonable times.

Distribution Terms

The Town of Ridgway will set up a dedicated bank account specific to this project and project funds. The Donor will deposit funds directly to this account at two key milestones. First, before the agreement for design work is finalized – Task 2c in the scope of work above. And second, before the agreement for construction is finalized – Task 3c in the scope of work above. The Town will provide donor with the drafted contracts for work and/or bid documents, which will indicate the cost of design and construction for the deposit.

Town will maintain a full record of receipts and in-kind hours/equipment/materials used to reconcile payments.

TOWN OF RIDGWAY

John Clark, Mayor

Dave J. Bohl, on behalf of unnamed donor

ATTEST

Pam Kraft, Town Clerk



Memo: CC4CA Decision-Making

To: Steering Committee

From: Jacob Smith, Executive Director

Re: CC4CA's unanimous support requirement on the Policy Statement

Date: June 19, 2019

Summary

Under CC4CA's current rules, adopting an updated Policy Statement every year requires the unanimous support of every member jurisdiction. As CC4CA's membership has grown, staff has received a growing number of requests to revisit this requirement.

Requested Action at the CC4CA Retreat: Consider and adopt one of the options described in this memo (or some other option) for updating CC4CA's Policy Statement, or provide some other direction for next steps.

Background

CC4CA's Policy Statement (formerly known as the Policy Agenda) articulates CC4CA's specific policy positions on climate-related issues. The Policy Statement guides all of CC4CA's advocacy efforts and CC4CA requires the elected board of any new member jurisdiction to express its support for the Policy Statement through a formal motion or resolution.

CC4CA adopts an updated Policy Statement once a year as part of its annual retreat, requiring the unanimous support of every member jurisdiction before the updated Policy Statement can be finalized. The specifics look like this:

- 1) **Proposal.** In advance of the annual retreat, the Policy Committee crafts a proposed updated version of the Policy Statement for the Steering Committee's consideration.
- 2) **Adoption.** The Steering Committee considers, adjusts, and adopts an updated Policy Statement at the retreat. This decision requires the unanimous support of every member.
- 3) **Ratification.** The Steering Committee representative for each member confirms that its jurisdiction supports the updated Policy Statement. Each SC representative uses whatever process they feel is most appropriate for their jurisdiction. CC4CA only requires that the SC representative for each member confirm in writing (typically by email) that their jurisdiction supports the updated Policy Statement. When staff receives that confirmation from every member we announce that the new Policy Statement has been ratified. (The various approaches taken by members have included simple staff-level confirmation, some interaction between the SC representative and their staff, informally floating the new document by the members of their elected body, and a new formal action by the elected body.)

To my knowledge, we have not yet encountered a situation where one of the members was unwilling or unable to confirm support for the updated Policy Statement after the retreat. If this were to happen under our existing rules, staff would likely recommend that the SC move forward with a Policy Statement that omits whatever sections provoked objections and then attempt to work with the members to find new language for those sections that would garner unanimous support.

This process has been central to the coalition, designed to ensure that coalition members can be confident in their knowledge of what policy positions and advocacy efforts CC4CA may undertake during the year.

However, a growing number of CC4CA members have expressed concern that as the size of the coalition's membership continues to grow, it may become increasingly difficult to reach unanimous support across the range of Policy Statement provisions. Some members have suggested updating the "unanimous support" rule to reflect these changes.

I recommend that the Steering Committee give this question careful thought and deliberation before deciding on a course of action. The SC should take however much time it needs in order to thoroughly think it through and vet the various alternatives. If you reach that point during this year's retreat you can make a decision, but it would also be appropriate to create a process for considering this question further before deciding.

An additional note: in its discussion on this topic, the Policy Committee also raised a separate but related issue pertaining to removing members from the coalition. To initially become a member, a jurisdiction's elected body must affirmatively express its support for the Policy Statement through a formal motion or resolution. Under CC4CA's current rules, maintaining membership requires simply staying current on membership dues. The Policy Committee asked: under what circumstances, and through what process, should CC4CA drop an existing member from the coalition (aside from the requirement to stay current on dues)? The SC may wish to begin this discussion at the retreat but we did not anticipate asking you to make a decision at this point.

Options

Here are five options for discussion and consideration. Some of these options could be combined in some fashion, and there are other variations of these options that the SC could also consider.

Option A: Maintain the unanimous support requirement.

This would be an affirmative decision to maintain the requirement in its current form. If the SC selects this option, I recommend that you include a specific timeframe during which it holds (e.g., CC4CA will maintain its current rules at least until the 2020 annual retreat).

Option B: Adopt a consensus approach.

In contrast to requiring the affirmative support of every CC4CA member, we could instead establish that adoption of the Policy Statement requires that no member object (as opposed to affirmatively support). The typical test in a consensus environment is "can you live with this?" question, such that the group has achieved consensus when every member has agreed that they can live with the outcome even if they don't fully

support it. If the SC adopts this approach, we could simply call it “consensus” or give it a moniker like “unanimous consent.” Metro Mayors Caucus, which historically also operated on a unanimous support basis, calls this approach “unanimity of consent.”

Option C: Adopt a ‘limited objections’ approach.

CC4CA could choose to rely on a steep supermajority vote for adopting the Policy Statement requiring near- but not total unanimity. In this approach, the SC would set a maximum number of objections/nay votes. Metro Mayors Caucus transitioned in 2013 to a system like this that sets the maximum number of objections at five. Given that MMC has 40 members, this is currently equivalent to a seven-eighths supermajority.

Option D: Adopt a traditional supermajority approach.

CC4CA could establish a more conventional supermajority threshold, such as 60% or 75%. Given our current membership of 27, that would mean requiring 17 or 21 favorable votes, respectively.

Option E: Modify the “ratification” approach.

CC4CA could establish a different process for finalizing the updated Policy Statement, such as simply requiring unanimous support or some sort of supermajority of all the members at the retreat.

Proposed CC4CA Policy Statement 2019-2020

Colorado Communities for Climate Action is a coalition of local governments advocating for stronger state and federal climate policy. CC4CA's policy priorities for 2019-2020 reflect unanimous agreement among the coalition members on steps that should be taken at the state and federal level, often in partnership with local governments, to enable Colorado and its communities to lead in protecting the climate.

CC4CA generally focuses on legislative, regulatory, and administrative action, supporting efforts that advance the general policy principles and the detailed policy positions described below, and opposing efforts that would weaken or undermine these principles and positions.

General Policy Principles

The following general principles guide the specific policies that Colorado Communities for Climate Action advocates for:

Supports collaboration between state and federal government agencies and Colorado's local governments to advance local climate protection.

Supports state and federal programs to reduce carbon pollution, including adequate and ongoing funding of those programs.

Supports analyses, financial incentives, and enabling policies for the development and deployment of clean energy technologies.

Supports locally driven and designed programs to support communities impacted by the clean energy transformation.

Supports prioritizing policies that put people at the center of decision-making, ensuring that outcomes prioritize solutions that reduce carbon, grow the green economy, and enhance equitable outcomes for all.

[PROPOSED NEW ITEM]

CC4CA generally focuses on legislative, regulatory, and administrative actions by the state and federal government, supporting efforts that advance these general policy principles and the specific policy positions described below. Similarly, CC4CA opposes efforts that would weaken or undermine these principles and positions.
[PROPOSED NEW ITEM]

Commented [Office1]: Note: in the previous draft this was the final item under General Policy Principles, but it seems to fit better here as an operating principle as opposed to a policy principle.

Commented [Office2]: Alternative: "Prioritize policies that put people at the center of decision-making, ensuring that outcomes do not exacerbate existing disparities and prioritize solutions that reduce carbon, grow the green economy, and enhance equitable outcomes for all."

Policy Positions

Colorado Communities for Climate Action supports the following policy positions:

Statewide Climate Strategies

1. Reducing statewide carbon emissions consistent with or greater than the State of Colorado's 2019 codified goals and supports opportunities for meaningful, sustained engagement by CC4CA in developing the specific state, regional and local strategies and actions that underpin the state's goals.

Reducing greenhouse gas emissions is at the heart of CC4CA's policy positions. CC4CA supports the state's new goals for reducing emissions and regulatory actions that support or accelerate meaningful emission reductions.

CC4CA supports other actions by the Colorado Public Utilities Commission, the Colorado Department of Public Health and Environment, the Air Quality Control Commission, and other state agencies and entities to ensure that Colorado achieves or exceeds established emission reduction goals and timelines. CC4CA believes it essential that the state government provide an opportunity for meaningful, sustained collaboration with local governments in developing specific climate actions tied to meeting the state's goals.

2. Securing accurate, frequent greenhouse gas inventories and forecasts for Colorado.

CC4CA recognizes the importance of credible inventories and forecasts in assessing the effectiveness and cost-efficiency of various emissions reduction strategies. Updated sector-specific emission baselines and projections are vital in making strategic decisions about maintaining progress toward and improving the state's emissions reduction efforts. CC4CA supports the Colorado Department of Public Health and Environment's new requirements to conduct frequent and accurate greenhouse gas emissions inventories and forecasts. CC4CA also supports opportunities for local jurisdictions to access data from the ongoing updates, and the ability to engage in designing the reporting structure that is most useful for stakeholders.

3. Adopting a comprehensive market-based approach to reduce Colorado's greenhouse gas emissions.

Climate change is resulting in part from the failure of markets to put a price on climate pollution. Because there is no cost to emit heat trapping gasses, producers have no incentive to eliminate them. Society bears the increasing cost of this pollution as climate change progresses. To overcome this market failure, CC4CA supports a market-based approach to reducing carbon emissions statewide, including policies to ensure the benefits of legislation accrue justly and equitably to impacted communities. A market-based approach could be undertaken at national, regional, or state levels, and could take different forms. One approach is a fee or tax on climate pollution. Another is a cap-and-trade program that allows trading of

Commented [Office3]: A note to the GHG working group: we removed the "sustained engagement by CC4CA" language because it doesn't fit the pattern of our other policy positions ... our positions aren't about CC4CA specifically being able to do something.

limited emission rights that are sold and then could be traded to achieve economically efficient emission reductions. Examples include the Regional Greenhouse Gas Initiative covering 10 northeastern U.S. states and California's statewide cap-and-trade program.

4. Expanding the consideration of the environmental and health costs associated with the use of fossil fuels.

The social cost of carbon is a measure of the economic harm from the environmental and health impacts of emitting one ton of carbon dioxide into the atmosphere, expressed as the dollar value of the total damages. CC4CA supports the Public Utilities Commission's new requirements in SB19-236 to consider the social cost of carbon when making decisions related to electric utilities. CC4CA supports expanding the use of a social cost of carbon to other emissions modeling efforts, including to clean energy plans submitted by utilities to the Air Quality Control Commission. Additionally, CC4CA supports the use of a social cost of carbon in the decision-making processes associated with other emissions sectors such as heating and transportation.

Local Climate Strategies

5. Removing barriers and promoting opportunities that allow counties and municipalities to maximize the deployment of local clean energy and climate options.

The deployment of local energy generation and distributed technologies will continue to be a critical component of Colorado communities' climate efforts. In many cases, regulatory or legislative limitations exist that will need to be removed for communities to fully explore new local program options and technologies that can effectively reduce fossil fuel use, increase energy resilience, and support community values related to climate protection. For example, the integration of local renewable energy generation, storage technologies, and microgrids all support a local jurisdiction's ability to address the supply side of energy-related emissions. These strategies should be designed to ensure affordable, accessible, and equitable delivery of reliable clean energy for everyone.

6. Enabling local governments to obtain the energy use and other data they need to effectively address climate change.

Local governments need convenient and consistent access to data that is essential for developing and administering local programs related to greenhouse gas emissions. For example, access to uniform data from electric and gas utilities is critical for implementing building energy use disclosure and benchmarking programs designed to make sure building owners, tenants, and others are fully informed about energy performance. Local governments also struggle to get consistent data regarding waste collection and disposal, oil and gas operations, and

other sources of heat-trapping emissions. CC4CA supports state government actions and policies that lead to uniform systems for collection and distribution of data from investor-owned and public utilities that is easily accessible to local governments, while still protective of data privacy for residents and businesses.

7. Ensuring a public process for evaluating retail energy choice options for local jurisdictions and/or individual energy customers, along with efforts to implement one or more approaches for doing so. Allowing for and facilitating a public process to evaluate retail energy choice options for local jurisdictions.
[PROPOSED NEW ITEM]

A growing number of cities and counties are establishing ambitious near-term energy goals, but there is currently no practical way to reach many of these goals because the jurisdictions have little choice or control over the energy sources used to produce their electricity. These communities, as well as businesses with energy or sustainability goals, deserve a solution that is timely and cost-effective. CC4CA does not advocate for any particular solution, but rather calls for an inclusive and transparent public process to evaluate all of the options. This process should be led by state level decision-makers and informed by a broad variety of stakeholders including local governments with energy goals, business interests, environmental and consumer advocates, utilities, independent power producers and marketers, and the general public.

8. Encouraging local government adoption of current and advanced building energy codes and ongoing modernization of International Code Council building codes to advance energy performance.

More than 40 percent of the energy consumed in the United States is tied to the use of buildings. Building codes, consequently, are among the most powerful tools available for reducing carbon pollution (and, not incidentally, saving money in both residential and commercial buildings). CC4CA supports the newly-adopted state law directing local code jurisdictions to adopt one of the three most recent energy codes, and also supports jurisdictions having the option to adopt “advanced” energy codes such as those that meet Net Zero standards.

However, the pace of improvements to energy performance in codes has stalled with the 2015 and 2018 versions of the International Energy Conservation Code. International Code Council processes allow local governments to vote on proposed provisions in pending codes. Building departments, fire authorities, sustainability departments, utilities and other similar groups are all eligible voting members. Through this policy position, CC4CA could encourage its members to participate in the voting process. This policy position recognizes the ability of local governments to influence energy codes “upstream” while retaining the ability of local governments to choose when to adopt codes and/or make local amendments.

Commented [Office4]: Work w/ elise & jonathan – not just evaluate but advocate for what we think the answer is

Commented [Office5]: For discussion: it seems like CC4CA would want this to apply to natural gas as well but this language refers only to electricity. Does the Steering Committee want this to also apply to natural gas?

9. Providing for equitable strategies to enable and accelerate beneficial electrification.

“Beneficial electrification” refers to replacing direct fossil fuel consumption (e.g., propane, natural gas, gasoline) with electricity in end-uses like heating buildings, heating water, and transportation. While the ability to decarbonize fossil fuels is limited, electricity will continue getting cleaner (including Colorado’s goal for 100% renewable electricity by 2040), meaning that electrification will generally lower GHG emissions and has the potential to lower energy costs as well. Electrification of the US transportation, commercial, and residential sectors would reduce GHG emissions by 70%. Replacing natural gas heat with electric heat pumps is one example: heat pumps are over 200% efficient at capturing heat from the air, ground or waste sources. They also cool buildings, which will be especially important as climate change causes hotter summers.

Enabling policies would need to look at energy consumption holistically and across the economy. CC4CA supports policies, strategies and practices that accelerate beneficial electrification targeting the most practical, high impact, and valuable fuel switching opportunities while saving money for consumers, reducing GHG emissions, improving quality of life, and making the electric grid more robust and resilient.

Energy Generation

10. Accelerating retirement of existing fossil fuel generation facilities and their replacement with cost-effective and reliable clean energy supplies, through means that protect both utilities and consumers.

Wind and solar energy is now cheaper than the energy generated by many aging coal plants and is increasingly cost competitive with natural gas power plants. Colorado is blessed with some of the best solar and wind resources in the country, which should allow for a quicker and a more affordable transition to clean energy. The key to unlocking emission reductions and electricity bill savings is developing a legal framework allowing utilities and their customers to equitably share the benefits and costs. CC4CA supports actions in Colorado to enable the early retirement of fossil fuel- based power plants and their replacement with clean energy sources, while protecting the economic interests of both the utilities owning the power plants and electricity customers. In Colorado, there is an opportunity to recover up to \$1.5 billion in undepreciated asset value by existing coal-plant owners to facilitate the voluntary phased retirement of the coal plants.

11. Expanding the ability of electric cooperatives to independently purchase local renewable electricity and take other steps to reduce carbon pollution.

Tri-State Generation and Transmission Association’s electric cooperative customers have faced the imposition of contractual limitations and steep fees when attempting

Commented [Office6]: A note for the GHG and energy efficiency working groups: we integrated what had been #14 (electrification of end uses) with the new proposed item on “beneficial electrification.”

to expand their use of local renewable energy sources. CC4CA supports the ability of electric cooperatives to purchase non-polluting electricity without limitations like these.

12. Expanding distributed generation, energy storage, high levels of renewable energy generation (distributed and utility-scale), and appropriate technologies through grid modernization.

A wide array of grid modernization policies and actions are available to both communities and utilities that can reduce energy consumption, better align availability of electricity to demand, expand renewable energy generation, and collectively reduce carbon pollution from the power generation sector (while also improving reliability and reducing cost). CC4CA supports policies and funding that result in these types of grid modernization efforts in Colorado.

Energy Efficiency

13. Expanding demand side savings from efficiency and conservation for all energy types.

While the 2019 legislative session produced significant greenhouse gas emissions legislation, no new action was taken to update utility-level efficiency goals. As GHG and renewable energy goals ratchet up in coming years, a continued focus on least-cost energy efficiency is important to minimize ratepayer costs and ease the transition to more renewable sources. Governor Hickenlooper's Executive Order D 2017-015 set a new goal to achieve two percent per year energy efficiency by 2020, which is readily achievable and should be extended beyond that date. The state of Massachusetts, for example, had an electric energy efficiency target of 2.95% for 2018.

Moreover, no recent state actions have included energy efficiency targets for natural gas utilities or unregulated fuels such as propane. Establishing a two percent annual energy efficiency savings target for these utilities is one potential action. Such actions could also include encouraging municipal and cooperative utilities to adopt and achieve similar efficiency targets and exploring mechanisms for establishing similar goals for non-utility energy providers (e.g., propane sales).

14. Ongoing and sustainable funding for weatherization and renewable energy assistance ~~to low-income and other vulnerable households~~so that all Coloradans have access to comfortable and affordable homes.

Reducing energy bills is a key component to home affordability, and low-income households are often forced to spend a disproportionately large percentage of their income on energy utility bills. Assisting families and seniors by increasing the safety and comfort of their homes while reducing their energy bills will allow all Coloradans greater choice in where they live ~~help keep our most vulnerable~~

populations in their homes while also improving energy efficiency. Sources of existing funding for programs include the annual federal Weatherization Assistance Program allocation, supplemental funds from state severance tax dollars and utility allocated demand side management funds. CC4CA also supports expanding programs to assist these households with obtaining renewable energy, both onsite and as part of community solar gardens. Additionally, programs that assist communities in transition from coal-dominated economies should include these types of weatherization and renewable energy programs to assist those community members who need it most and to help build the local clean energy economy.

15. Providing counties and statutory cities and towns with the same authority held by home rule cities to implement local energy conservation policies and programs.

Unlike their home rule municipal peers, Colorado's counties and statutory cities and towns in many cases lack authority to adopt and implement many energy conservation policies and programs. For example, only Colorado home rule cities have statutory authorization to enact energy conservation ordinances despite how effective they are for improving the energy efficiency and performance of existing residential and commercial buildings. Enabling legislation is needed to provide Colorado's counties and statutory cities and towns with the authority necessary to enact policies and programs that can support and promote energy conservation within their jurisdictions.

Transportation

16. Ensuring effective implementation of Colorado's vehicle emissions standards and other regulatory activities designed to reduce carbon emissions from vehicles.

Transportation remains one of the largest sources of greenhouse gas emissions in Colorado, and strengthening emissions rules and expanding electric vehicle deployment are two central strategies for reducing transportation-related greenhouse gas emissions. To this end, CC4CA supports adoption of motor vehicle emission standards equal to or exceeding those already adopted by California, including requirements for zero-emission vehicles and collaborative efforts for effective implementation.

17. Implementing the 2018 Colorado Electric Vehicle Plan and other efforts to increase electrification of all motor vehicles.

The 2018 Colorado Electric Vehicle Plan provides a good roadmap for accelerating the purchase and use of electric vehicles, including a goal of having nearly one million on the road by 2030. One key component of an effective EV strategy is adequate public charging stations, including an abundance of DC fast charging stations, to increase general awareness and provide assurance of the ability to

Commented [Office7]: A note for the transportation working group: we combined what had been the Colorado EV Plan item and the more general "electrify transportation" item into this single policy position.

charge vehicles on longer trips. This is especially true in rural areas and along highway corridors. Other important elements include incentive and grant programs, increased EV availability and model types, reduced barriers to expanding EV fleets and transit, and expanding EV education and outreach. Colorado should continue taking advantage of other opportunities to expand EV deployment as well. For instance, CC4CA supports the current plan to commit all of Colorado's remaining share of the Volkswagen emissions control violations settlement to the construction of electric vehicle charging infrastructure across the state and to the purchase of zero emission transit vehicles.

18. Increasing multimodal transportation funding.
[PROPOSED NEW ITEM]

Multi-modal options are expanding but access and availability are still limited, especially in less dense area. CC4CA supports increasing the proportion of multimodal funding in transportation plans, assigning a significant amount of dedicated multi-modal funding with new funding sources and allocations, generally prioritizing expanding high-speed electric transit and bus rapid transit (especially in congested corridors), employing transit-oriented design principles where appropriate, promoting transit alternatives over general purpose highway lane alternatives when feasible, and expanding accessible, bicycle, and pedestrian infrastructure.

19. Incentivizing and selecting mobility alternatives based on efficiency of moving people versus cars and the environmental costs associated with each alternative.
[PROPOSED NEW ITEM]

Evaluating transportation alternatives in terms of their transportation efficiency—that is, the efficiency and environmental costs of moving people and goods—can be a powerful tool for reducing emissions from the transportation sector. CC4CA generally supports a range of strategies for improving transportation efficiency, including: promoting a mode-shift away from single-occupancy use of vehicles to shared and high-capacity vehicle use; comparing the efficiency of transportation alternatives based on energy consumption and carbon emissions per unit of payload delivery; employing Context Sensitive Solutions or similar processes to determine the local environmental and social impacts of all major transportation projects; including the full range of costs in the life-cycle analyses of competing transportation alternatives; supporting the use of Travel Demand Management strategies for all high-capacity highway corridors; [incentives/fees designed to encourage ride-sharing or other strategies aimed at lowering per rider GHG emissions generated by operators of Transportation Network Companies like Lyft and Uber](#); and encouraging the deployment of connected vehicle technology.

Fossil Fuel Extraction Activities

20. Expanding monitoring of and reducing the full life cycle emissions from fossil fuel extractive industry activities.

The mining and extraction of fossil fuels can result in significant levels of direct carbon pollution. One primary culprit is methane. Methane has a shorter-lived but much more potent heat-trapping effect than carbon dioxide. Reducing methane emissions is consequently a highly effective way to buy time to implement more comprehensive actions to reduce industry-wide carbon dioxide emissions. SB19-181 directs the Colorado Department of Public Health and Environment to consider developing more stringent regulations to control the release of methane from the production and transportation of oil and natural gas. CC4CA supports actions like these to reduce greenhouse gas emissions throughout the entire extraction and transportation processes involving raw fossil fuels. CC4CA also supports expanded monitoring of the full life cycle emissions from these activities.

Solid Waste Reduction

21. Granting CDPHE the authority to implement a plan for meeting Colorado's statewide and regional solid waste diversion goals.

In August 2017, the Colorado Solid and Hazardous Waste Commission adopted new statewide and regional municipal solid waste diversion goals, including separate goals for 11 Front Range counties and for the remainder of the state for the years 2021, 2026, and 2036. CC4CA supports CDPHE having the authority it needs to meet these goals and supports increased data collection and reporting by the waste hauling industry, including statewide reporting standardization.

22. Reducing the use of disposable/single-use products and promoting the reuse of materials. [PROPOSED NEW ITEM]

Existing protocols for emissions inventories do not include emissions associated with the use of resources other than landfill-related emissions. However, C40 Cities investigated the consumption-based emissions from 79 cities, focusing on the goods and services consumed by residents, and found that total consumption-based emissions were approximately 60% higher than the traditional energy sector-based inventories. CC4CA supports traditional recycling and composting initiatives, legislative efforts like eliminating the state's preemption of local authority to ban the use or sale of specific types of plastic materials or products or restrictions on containers for consumer products, and strategies to reduce the embodied emissions associated with the goods and services consumed.

23. Fostering infrastructure, policies, incentives and programs for recycling and composting.
[PROPOSED NEW ITEM]

Zero waste strategies such as recycling, composting, reuse, and source reduction are proven solutions that reduce emissions of both carbon dioxide and methane and can be implemented immediately. Recycling 90% of our discards by 2030 would reduce U.S. greenhouse gas emissions by the equivalent of closing more than 80 U.S. coal-fired power plants. However, Colorado has a poor waste diversion rate of 12% compared with the national average of 35%. Not all recycling and compost solutions are created equal, so individual proposals and policies should be evaluated based on their potential to reduce emissions in both the short and long term

The largest climate benefit from recycling is the reduced energy and materials needed to manufacture new products. CC4CA supports a range of actions, including encouraging remanufacturing and market development for recycled products, including purchasing policies that include recycled-content standards.

For organic waste, composting is often an effective strategy. Forty percent of our waste is organic material, which not only produces methane when it breaks down anaerobically (e.g., in landfills), but can be a powerful climate solution when converted aerobically into compost. Research is just starting to quantify the carbon sequestration potential of this material. CC4CA supports food waste diversion and rescue efforts as well as purchasing policies that drive market development.

General

24. Promoting proactive projects that ensure Colorado's resilience everyday and in disruption and recovery modes, ultimately ensuring our state and communities are stronger, safer and able to bounce forward from natural disasters and other major challenges.
Proactive resilience and adaptation projects that protect Colorado communities from future stresses and shocks and help empower them in becoming stronger, safer and less vulnerable to natural disasters and other major challenges.

[PROPOSED NEW ITEM]

Even under the best case greenhouse gas emissions scenarios, some degree of climate change and climate disruption will continue for years to come. CC4CA encourages and supports initiatives that increase resilience of infrastructure against human-caused and natural hazards through education, research, planning, design, construction, operation and maintenance. Emergency response planning can incorporate climate change science, for instance. Similarly, local jurisdictions can utilize comprehensive risk and vulnerability assessments that consider event likelihood and consequence, encourages mitigation strategies, monitors outcomes, and addresses recovery and return to service. This type of resilience planning

should be routinely included in the planning/design process for infrastructure at all government levels.

25. ~~Maximizing~~ Optimizing the potential for carbon sequestration through regenerative agriculture, improved soil health, and forest management.
[PROPOSED NEW ITEM]

The United Nations' 2018 report on limiting global warming emphasizes the importance of increasing land-based carbon sequestration. Sequestering a significant portion of the anthropogenic CO₂ already emitted into the atmosphere involves a range of strategies including carbon farming via regenerative agriculture, and afforestation and reforestation. Combined, these two sequestration strategies could capture and store an estimated 27 gigatons of CO₂/year globally. Regenerative agriculture involves holistic land management practices that sequester carbon while improving soil health, crop yields, water resilience and nutrient density – an immense opportunity to convert agriculture from a net source of CO₂ into a carbon sink. Forest management practices emphasizing carbon storage can occur at both the landscape and urban scale. CC4CA supports policies aimed at creating new mechanisms and opportunities that support Colorado's agricultural sector through land use policies and incentives that recognize the importance of healthy ecosystems on addressing climate change, in addition to policies, resources and strategies to optimize the carbon sequestration potential of Colorado's urban and natural forests.

26. Incorporating equity, accessibility, and just transition considerations into climate policies and actions.
[PROPOSED NEW ITEM]

Climate change ~~impacts everyone, but certain communities (e.g., people of color, low-income communities, immigrants) stand to be disproportionately impacted due to deep-rooted systems (e.g., systemic racism, housing costs), poses the greatest threat to those that are the least responsible — generally people that are already vulnerable to deep-rooted challenges such as poverty.~~ Conversely, those who have contributed the most to climate change have much better capacity to protect themselves from its impacts. As the effects of climate change mount, so does the urgency of addressing this equity challenge. CC4CA supports approaching equity in a holistic manner, focusing on dividing the burden of responding to the threat of climate change and sharing the opportunities and benefits of climate action. CC4CA recognizes that equity challenges are presented both between and within our local jurisdictions and we support the need to identify and accelerate opportunities for enhanced synergies between climate action and development needs and priorities of communities and individuals.

CC4CA supports the type of just transition efforts proscribed by SB19-236 and HB19-1314, such as the creation of a new state Just Transition Office and requiring investor-owned utilities to incorporate workforce transition plans when proposing

Commented [Office8]: For discussion: this is redundant with the sixth bullet under General Policy Principles (at the beginning of the document). Do we prefer this point there, here, or in both places?

an electric generating facility retirement. CC4CA supports the expansion of the just transition requirement to all electric utilities to ensure Colorado communities and works are protected and can access the benefits associated with the clean energy transition.

Commented [Office9]: For discussion: requiring munis and electric co-ops to do just transition work could mean new legislation.

27. Highlighting divestment from fossil fuel-related investments as a potential climate action strategy.
[PROPOSED NEW ITEM]

Divesting assets of fossil fuel-related holdings is an increasingly utilized climate action strategy. CC4CA supports policies that encourage entities investing public dollars to consider partial or full divestment as part of their investment strategies.

Commented [Office10]: For discussion: several CC4CA member jurisdictions have indicated that this policy may be problematic for them, but it is unclear if there may be a way to word this so that it works for everyone so it is still in the proposed Policy Statement for discussion at the retreat.

28. Maintaining protections and authorities currently provided under environmental laws like the Clean Air Act and the Clean Water Act.

Protecting Colorado's air, water, and land is vital to its environment, economy, and people. The protections and authorities afforded by landmark federal laws such as the Clean Air Act and Clean Water Act are foundational to the fight against climate change. For example, the 2007 ruling by the U.S. Supreme Court that greenhouse gas emissions are air pollutants and thus subject to regulation under the Clean Air Act, and the subsequent 2009 U.S. Environmental Protection Agency endangerment finding that indeed, such emissions present a danger to public health, obligate our federal government to utilize the protections provided by the Clean Air Act to take action to limit emissions. Local governments rely on these protections and can be critical allies in this effort, as scores of communities across Colorado already are implementing a broad array of initiatives to advance climate protection at the local level, and often doing so in collaboration with the state and federal governments. CC4CA communities support the protections and authorities provided under the body of existing environmental law and will strongly oppose legislative, regulatory, and other efforts to roll back or diminish them.

Date: July 9th, 2019

Re: Broadband Opportunity

We are looking for help on a Broadband opportunity which unfortunately requires a time sensitive response. Attached you will find a sample support letter; however, please feel free to update this letter to reflect your personal support. First, a brief summary of the proposed fiber-to-premise project:

We are applying for a DORA grant to expand broadband services with gigabit fiber into the underserved part of Ouray County, specifically the Log Hill area. Some of the areas this would cover is the Divide Ranch and Golf, Log Hill Mesa fire department, Colona, Pleasant Valley Subdivisions and more. This \$3 million grant program will be used to fund the build out of infrastructure to promote the expansion of broadband service to areas of the state that are unserved or underserved. We have identified this area to be prime in serving Ouray county residents. With the funding and project that Deeply Digital, our sister company, has been awarded to connect Montrose to Ouray, Phase 1 this year being connecting Ridgway, will allow Clearnetworkx to use the grant and reach the outlying areas who struggle with reliability and speeds.

This State grant opportunity to expand our network to rural areas of Ouray County, which includes a large portion of housing North of the Ridgway Town limits.

This is an exciting opportunity for Clearnetworkx . Even if you or your business will not receive a direct benefit from an extended broadband network, the County as a whole will benefit in many ways. Timeliness is imperative for the returns of these letters as the grant application is due back by Monday July 15th, 2019. So we are asking that you submit your support to our office on or before 5pm on Sunday July 14th, 2019 The letters will be attached to the Grant Application submitted by Clearnetworkx. Although your letter will be addressed to the Office of Broadband Development, please return your letters to our office for inclusion.

Thank you!

Doug Seacat
doug@clearnetworkx.com





TOWN HALL PO Box 10 | 201 N. Railroad Street | Ridgway, Colorado 81432 | 970.626.5308 | www.town.ridgway.co.us

July 10, 2019

Dear Colorado Department of Regulatory Agencies:

RE: Ouray County Log Hill Grant

The Town of Ridgway Town Council supports Clearnetworx LLC's request for funding to Ouray County, Colorado. We believe their request is important, urgent and critical because the project will provide greatly improved broadband reliability and speed for our region, which is critical to our livelihoods and local/regional economies in rural Colorado.

The Town of Ridgway has worked tirelessly and expended significant funds to secure improved, affordable and competitive broadband services for our collective communities in Ouray County. As a rural community with very limited rural resources and economies that are challenging to sustain, broadband offers real opportunity for our residents, businesses and local government services. The DORA funding will realize the vision of Clearnetworx, which aligns with the Town's goals and priorities for reliable, improved and affordable broadband access.

We strongly encourage DoRA to consider and support this request.

Sincerely,

Town of Ridgway Mayor and Town Council

Jennifer Coates

Subject: FW: Town of Ridgway / Tesla Supercharger follow-up
Attachments: Tesla - Supercharger Program.pdf; Town of Ridgway - Options for Tesla Supercharger stations.png

From: Jorn van de Ven [<mailto:jvandeven@tesla.com>]
To: Pam Kraft <pkraft@town.ridgway.co.us>
Subject: Town of Ridgway / Tesla Supercharger follow-up

Hi Pam,

How are you? It was a pleasure meeting you in Ridgway and discussing potential locations for the fast charging stations. I wanted to follow-up with you on that conversation.

Summarizing what we talked about then:

- I'm looking for a location in Ridgway to install a number of Tesla Supercharger stations, where Tesla drivers can charge their car in 20 minutes. As such these charging stations are about 20x faster than the current stations in Ridgway
- The stations are intended to enable long distance travel in an electric vehicle. By having a location to quickly charge, drivers are able to take their electric vehicle on long distance trips, without substantially increasing travel time due to charging
- The upfront investment for the stations will be provided by Tesla, and Tesla manages the operation and maintenance.

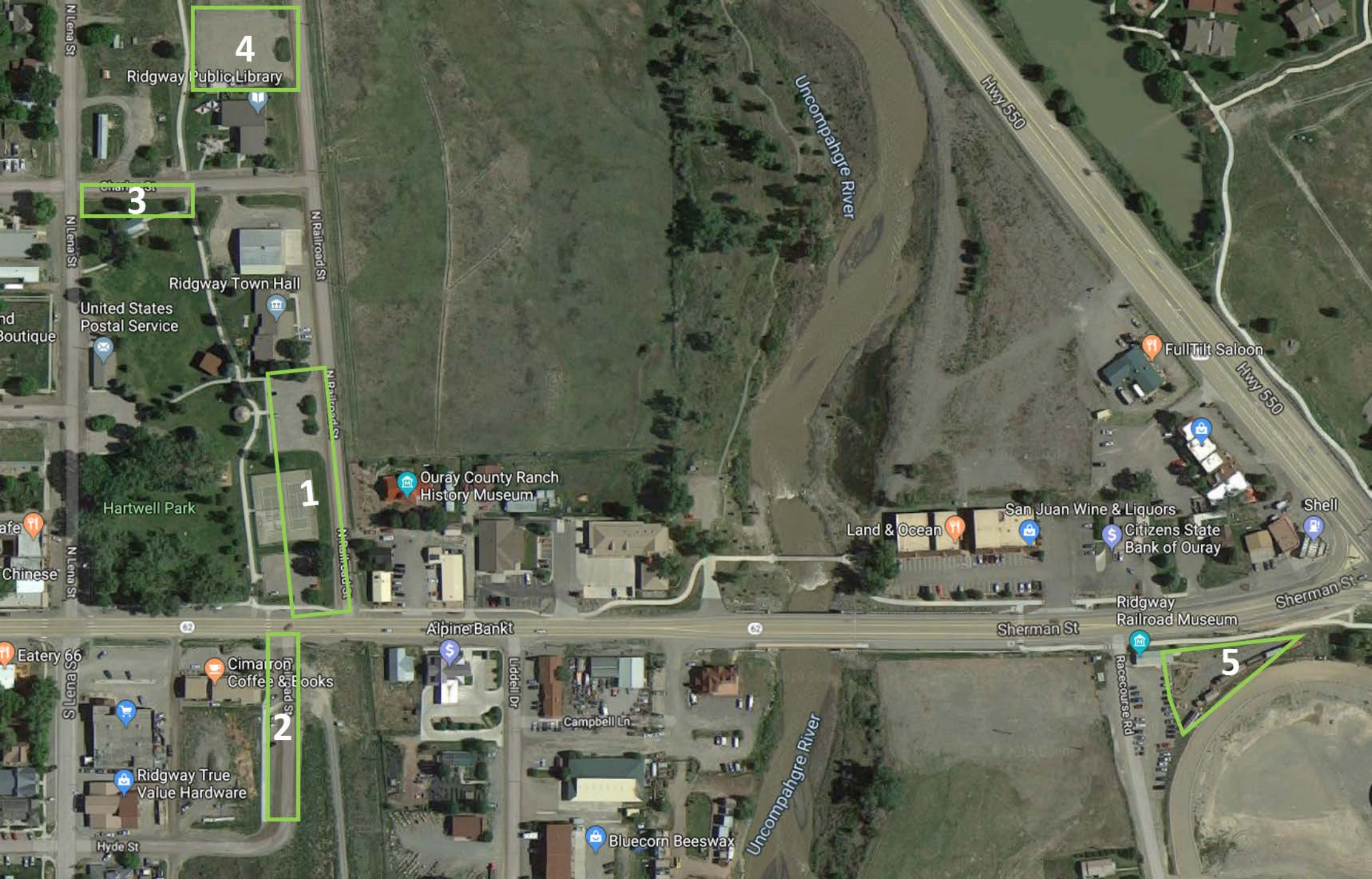
I have attached our brochure for your review, as well as a map with an indication of the potential locations we discussed. I have numbered the locations in order of preference.

If I would like to find out more about the possibility of a cooperation with the Town on this project, what do you suggest as next steps?

Thank you for your help, best regards,

Jorn van de Ven | Sr. Project Developer, Supercharger
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m. +1 (206) 639-3398 | jvandeven@tesla.com

T E S L A



4

Ridgway Public Library

3

Ridgway Town Hall

United States
Postal Service

1

Hartwell Park

Ouray County Ranch
History Museum

2

Cimarron
Coffee & Books

Ridgway True
Value Hardware

5

Full Tilt Saloon

Land & Ocean

San Juan Wine & Liquors

Citizens State
Bank of Ouray

Shell

Alpine Bank

Sherman St

Ridgway
Railroad Museum

Sherman St

Campbell Ln

Bluecorn Beeswax

Racecourse Rd



TESLA SUPERCHARGER

TESLA

OUR MISSION

Accelerate the world's transition to sustainable energy

TESLA

THE FUTURE WE WANT



Generation



Storage

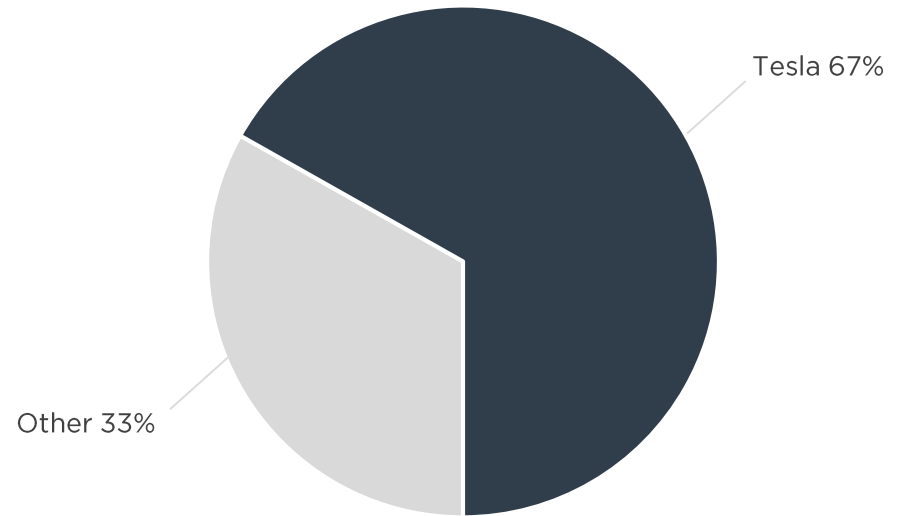


Transport

TESLA LEADS THE FAST CHARGING VEHICLE MARKET

Tesla is **leading the fast charging EV market** and its share is **increasing**.

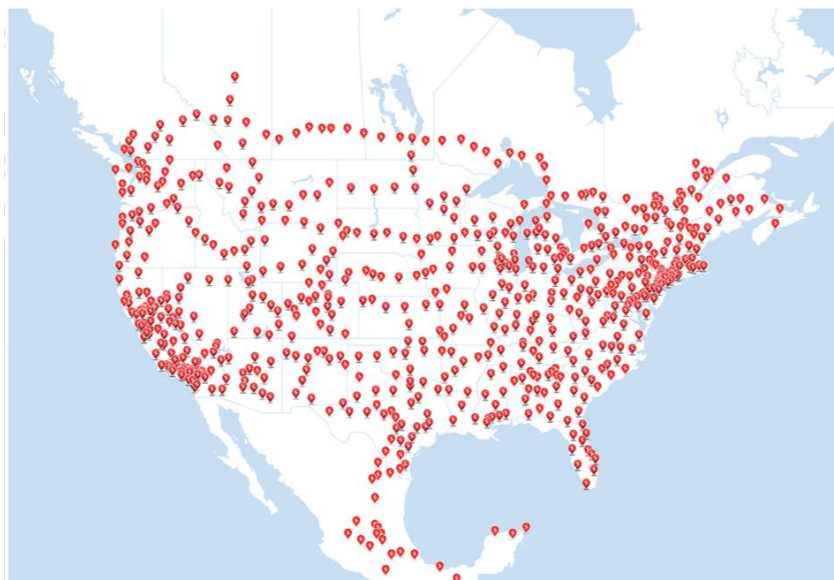
Building out charging infrastructure with Tesla is the quickest way to serve the **largest and fastest growing** portion of the EV market.



THE SUPERCHARGER NETWORK



2015



2019

OUR SITE SELECTION CRITERIA



Quality Amenities

Adequate Parking

Business Terms

OUR STATION LAYOUT

Parking Stalls with Supercharger

Equipment

New Utility Service



SITE ARCHITECTURE OVERVIEW

V3 Cabinet



4 Posts



DC Output
~250 kW

TESLA MANAGES DEVELOPMENT

Location selection

Agreement execution

Permitting

Opening

Layout approval

Drawing approval

Construction

TESLA