

**GRAND JUNCTION CITY COUNCIL
WORKSHOP AGENDA**

**MONDAY, APRIL 30, 2007, 7:00 PM
CITY HALL AUDITORIUM, 250 N. 5TH STREET**

MAYOR'S INTRODUCTION AND WELCOME

7:00 COUNCILMEMBER REPORTS

7:15 CITY MANAGER'S REPORT

7:20 REVIEW OF FUTURE WORKSHOP AGENDAS

[*Attach W-1*](#)

7:25 REVIEW WEDNESDAY COUNCIL AGENDA

7:35 INFILL/REDEVELOPMENT PROGRAM: Review of the Infill/Redevelopment program to include a summary of the program, summary of activity since adoption, changes in procedures and a review of the application and incentive components in relation to the intent of the program as adopted.

[*Attach W-2*](#)

8:15: MOUNTAIN RAIL FOR I-70 CORRIDOR: Council will be provided with the history of the Rocky Mountain Rail Authority and the Colorado Rail Association, review the current goals and consider membership including providing financial support.

[*Attach W-3*](#)

8:45 PROPOSED RESOLUTION REQUESTING AN INCREASE IN THE NUMBER OF COUNTY COMMISSIONERS: The Mayor is bringing forward a resolution asking Mesa County Commissioners to initiate the process to increase the number of their members.

[*Attach W-4*](#)

ADJOURN

**Attach W-1
Future Workshop Agendas**

FUTURE CITY COUNCIL WORKSHOP AGENDAS

(December 19, 2011)

MAY 2007

**MAY 7, MONDAY 11:30 AM: Administration Conference Room
11:30 REVIEW OF CDBG APPLICATIONS**

↪ **MAY 14, MONDAY 11:30 AM: Pinon Grill
11:30 MEETING WITH THE UTE WATER BOARD**

↪ **MAY 14, MONDAY 7:00 PM: City Hall Auditorium
7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND FUTURE
WORKSHOP AGENDAS
7:25 CITY MANAGER'S REPORT
7:30 APPOINTMENTS TO BOARDS & COMMISSIONS
7:35 DISCUSS AWARD OF COMPREHENSIVE PLAN CONTRACT AND
GRAND VALLEY TRAFFIC MODEL UPDATE**



JUNE 2007

↪ **JUNE 4, MONDAY 11:30 AM: Administration Conference Room
11:30 POLICE DEPARTMENT: Street Crimes Unit Update**

↪ **JUNE 4, MONDAY 7:00 PM: City Hall Auditorium
7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND FUTURE
WORKSHOP AGENDAS
7:25 CITY MANAGER'S REPORT
7:30 APPOINTMENTS TO BOARDS & COMMISSIONS
7:40 GRAND JUNCTION REGIONAL CENTER: Update on their activities and offer
for collaborative community efforts. (Christian Mueller 255-5711)
8:00: REQUIREMENTS FOR A DIA**

↪ **JUNE 18, MONDAY 11:30 AM: Administration Conference Room
11:30 REGIONAL COMMUNICATIONS CENTER TOUR**

↪ **JUNE 18, MONDAY 7:00 PM: City Hall Auditorium
7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND FUTURE
WORKSHOP AGENDAS
7:25 CITY MANAGER'S REPORT
7:30 HOUSING MARKET ANALYSIS DONE BY CHFA: Jim Coil**

- 7:45 WATERSHED COMMUNITY PLAN PRESENTATION – Review of the Final Draft of the Plan
- 8:30 WATERSHED REGULATIONS IMPLEMENTATION ORDINANCES: Regulations in watershed and regulations on other City-owned lands

JULY 2007

↪ **JULY 2 WORKSHOPS AND JULY 4 REGULAR MEETING CANCELED DUE TO HOLIDAY AND 125TH CELEBRATION!**

↪ **JULY 16, MONDAY 11:30 AM: Administration Conference Room**
11:30 OPEN

↪ **JULY 16, MONDAY 7:00 PM: City Hall Auditorium**
7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND FUTURE WORKSHOP AGENDAS
7:25 CITY MANAGER'S REPORT
7:30 OPEN

↪ **JULY 30, MONDAY 11:30 AM: Administration Conference Room**
11:30 OPEN

↪ **JULY 30, MONDAY 7:00 PM: City Hall Auditorium**
7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND FUTURE WORKSHOP AGENDAS
7:25 CITY MANAGER'S REPORT
7:30 OPEN

↪ **BIN LIST** ↪

1. OUTDOOR DINING ON MAIN STREET (staff is preparing a background report)
2. ORDINANCE REQUEST: Requiring that sex offenders live a minimum of 500 feet from a school, pre-school and public daycare facilities.
3. 211 TELEPHONE SERVICE
4. MOAB PROJECT SUPPLIER ALLIANCE (MPSA): Promotes businesses that want to support DOE's Moab Reclamation Project. (Wait until DOE contractor is known).
5. MESA LAND TRUST – buffer Program Update (July 16?)
6. AMENDMENT TO SMOKING ORDINANCE – Request from VFW. *See letter attached*
- NEW 7. REQUEST FROM WESTERN COLORADO CONGRESS: Information to be provided to Council regarding the impact on water form commercial oil shale operations. *See letter attached*
- NEW 8. MEET WITH CHAMBER OF COMMERCE: Annual Luncheon? (also recognize their efforts on the TABOR question)
- NEW 9. MEET WITH ABC: Annual Luncheon?



April 6, 2007

City of Grand Junction
David Varley, City Manager
Grand Junction City Hall
Grand Junction, CO
HAND DELIVERED

Re: Veterans of Foreign Wars Post 12147/Grand Junction Smoking Ordinance

Dear Mr. Varley:

I want to take this opportunity to follow up on the information you supplied to us in response to our letter of 10-12-06 and request an opportunity for the VFW to be heard before the City Council in connection with amending the City Smoking Ordinance to conform with the State Ordinance so the VFW might be able to operate in a cost-effective manner.

I won't reiterate our prior correspondence, which I think outlined our hopes in this matter. We had been awaiting the outcome of some legislation in the State Legislature and believe that that possible conflict has been resolved and would like to press forward with the request to the City Council.

Please have someone from your office contact mine with whatever information we need to bring and a date on the Workshop Agenda, which I assume is where we would first be appearing. We will gather the necessary individuals from the VFW and ourselves and appear.

Once again thank you for your personal attention to this. We look forward to hearing from you very shortly.

Sincerely,

Rick D. Wagner
Attorney at Law

Western Colorado Congress

An Alliance for Community Action

ATTENTION

Ms Stephanie Tuin,
City Council Clerk,
250 North 5th Street,
Grand Junction

23rd April, 2007

Dear Ms Tuin,

RE: Presentation to members of the City Council on Oil Shale.

I wish to request time on the City Councils Workshop Agenda to give a presentation on Oil Shale to highlight the socio-economic as well as the future water requirements for a commercial oil shale operation. The Colorado River has many demands on it and if commercial leasing proceeds there will be further demands on the river and its tributaries.

It is important that the City Council remains informed on the water requirements for a full scale commercial oil shale operation. The in situ conversion process could increase in flow rates and salinity of groundwater and is likely to produce an expanding zone of contaminated and unusable groundwater in shallow aquifers that previously contained usable water,

A million barrel per day operation could increase salinity in the Lower Colorado River Basin by 2.4% causing an estimated \$25 million in damages each year. The BLM estimates that oil shale development could lead to as much as an 8.2% reduction in the annual flow of northeastern Utah's White River, degrading aquatic habitat.

The Colorado Water Conservation Water Board has estimated that by 2030 the State is projecting a shortage of at least 118,000 acre feet of water. A 2 million barrel a day oil shale operation would require 282,275 acre feet per year. With the predicted shortfalls for Municipal and Industrial use in 2030, careful consideration needs to be given to the granting of commercial oil shale leases.

Community Alliance of the Yampa Valley • *Routt County*

Concerned Citizens Alliance • *Mesa County*

Grand Valley Citizens Alliance • *Garfield County*

Ridgway-Ouray Community Council • *Ouray County*

Sheep Mountain Alliance • *San Miguel County*

Uncompahgre Valley Association • *Montrose County*

Western Colorado Action Network (WeCAN) • *Mesa County*

Western Slope Environmental Resource Council • *Delta County*

Grand Junction Office

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info@wccongress.org

WCC is a member group of the Western Organization of Resource Councils and Community Shares of Colorado

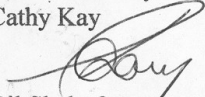
I wish to update the City Council on all relevant information pertaining to the Programmatic Environmental Impact Statement on commercial oil shale leasing with the ultimate request that the City adopt a resolution to urge Congress to review the current statutes that apply to the BLM's oil shale development program and take the steps necessary to assure that we do not imprudently rush into a commercial scale program before we understand the full array of impacts from the development of this resource.

I have included a series of one page fact sheets pertaining to the concerns on oil shale for distribution to the members of the Council. The presentation inclusive of time for questions would be in the vicinity of 40 minutes.

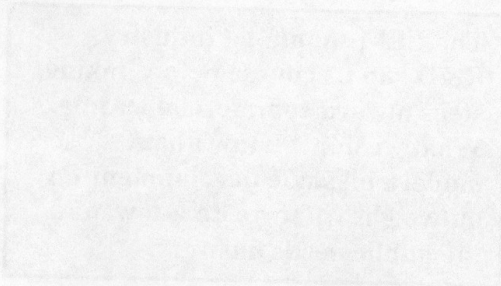
Thanking you in anticipation

Yours faithfully

Cathy Kay


Oil Shale Organizer,
cathy@wccongress.org.

OIL SHALE BACKGROUND MATERIALS



For more information, contact:

Cathy Kay
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Boulder, CO 80302
(303) 444-1188
bob@westernresources.org

BLM Should GO SLOW on Oil Shale

The rich oil shale resources of western Colorado are no secret. They were discovered over a hundred years ago, and they have seen several failed attempts at exploitation -- due primarily to cost and technical issues. The most recent oil shale boom went bust on "Black Sunday" in May 1982 when oil companies closed the Colony Oil Shale project near Parachute, Colorado and over 2,000 residents of western Colorado became unemployed overnight. After decades of inaction, however, high gasoline prices led Congress in 2005 to put oil shale planning on a fast track.

The Energy Policy Act of 2005 directed the BLM to make federal lands available for research and development activities for oil shale and tar sands resources, a process that the BLM completed in December 2006 with the issuance of five R&D leases to three oil companies in Colorado. The Act also directed the BLM to analyze the environmental, economic, and social impacts of commercial oil shale and tar sands development, and the BLM proposes to release a draft of this programmatic impact statement in the summer of 2007. The Act also directed the BLM to adopt new regulations for commercial leasing of oil shale and tar sands, and the BLM has said that it intends to release draft regulations in January 2008. Finally, after the programmatic environmental review and leasing regulations are completed, the Act told the BLM to gauge interest in commercial leasing of oil shale and tar sands resources among state and local governments, Indian tribes, and members of the public. The Act provided that if state and local governments, Indian tribes, and the public support large-scale leasing, then the BLM was authorized to hold a first-ever commercial lease sale for these vast resources.

Everyone agrees that this is an ambitious timeline, yet BLM has nonetheless gone on record saying that it plans to offer large-scale commercial oil shale leases in the next two years. However, oil shale research and development activities will barely have begun by then. Each of the five in-situ technologies being tested on first of federal R&D leases uses technology that is the oil its kind. Nowhere on the planet has large-scale shale development occurred using the *in-situ* techniques that will be tested in Colorado's Piceance Basin. are

The BLM should let industry R&D run its course before taking steps toward commercial leasing. What we don't know about modern oil shale development far outweighs what we do know, and the public needs answers.

The oil shale industry is in its infancy, and these one-of-a-kind operations. Thus neither the government, the industry, nor the public can possibly know the full range of environmental and social impacts of the development. So far, in fact, what we don't know about a modern oil shale industry far outweighs what we do know.

The BLM should let companies conduct research and development activities before it takes steps towards holding a commercial lease sale. The public must to know that the technology works, and that it will not result in unacceptable impacts on the environment or Western Slope communities.

Certainly the government wants to take steps to increase domestic energy supplies, and oil shale just might be able to help. But everyone agrees that commercial development of the West's oil shale and tar sands resources is more than a decade away, and so a measured approach right now is warranted.

We urge the BLM to GO SLOW on oil shale.

For more information, contact:

Cathy Kay, Western Colorado Congress, 970-256-7650 or cathy@wccongress.org.

Bob Randall, Western Resource Advocates, 303-444-1188 x249 or bob@westernresources.org.

Energy Policy Act of 2005: No Commercial Leasing Mandate

The Energy Policy Act of 2005 contained several provisions intended to increase domestic energy production. One of these, Section 369, sought to accelerate activities related to eventual leasing and development of oil shale and tar sands resources found on public lands of Colorado, Utah, and Wyoming.

Among other things, Section 369 directed the Interior Department's Bureau of Land Management (BLM) to proceed through various steps related to oil shale and tar sands leasing. First, it told the BLM to prepare a regional review of the environmental, economic, and social impacts of a potential commercial leasing program for oil shale and tar sands resources. Second, it directed BLM to adopt new regulations establishing a commercial leasing program for oil shale. And third, it directed DOI to consult with various parties -- the Governors of Colorado, Utah, and Wyoming, representatives of local governments, interested Indian tribes, and other interested persons -- to determine the level of support for and interest in the development of oil shale and tar sands resources. This consultation is to take place within 6 months of the agency's adoption of regulations establishing a commercial leasing program.

Importantly, Section 369 of the Energy Policy Act *does not* mandate that BLM actually hold a commercial lease sale for oil shale resources. On the contrary, the bill states that “[i]f the [Interior] Secretary finds sufficient support and interest exists in a State, the Secretary *may* conduct a lease sale in that State under the commercial leasing regulations.” Sec. 369(e), *codified at* 42 U.S.C. § 15927(e) (emphasis added). Interior Secretary-Designate Dick Kempthorne has acknowledged that Section 369 gave DOI “discretion” to develop and execute a commercial leasing program, “based on the findings of the programmatic EIS and based on the results of consultation with state and local governments.”¹

“If the Secretary finds sufficient support and interest exists in a State, the Secretary *may* conduct a lease sale in that State under the commercial leasing regulations.”

Source: Energy Policy Act of 2005, Sec. 369(e) (emphasis added)

Nowhere in the Energy Policy Act of 2005 does Congress mandate that a commercial lease sale be held. Congress could have required a commercial lease sale by saying that the Secretary “must” conduct one, but it chose not to do so.

Unfortunately, these provisions of the energy bill have been repeatedly misinterpreted as mandating a commercial lease sale in the next two years. Even more unfortunate is the fact that these misstatements are repeated by reporters who simply take them as true. For example, a December 2005 article claimed that the “act requires the BLM to begin leasing oil shale tracts for commercial production by August 2007,” and this mischaracterization of Section 369 has been repeated no fewer than three times in the ensuing months.²

It is important for the public to know that commercial leasing of oil shale and tar sands resources is far from a foregone conclusion. Given the substantial unanswered questions posed by commercial-scale development as to energy sources, impacts on water supplies, and effects on communities, saying that commercial leasing will happen sometime next year is extremely premature.

For more information, contact:

Bob Randall, Staff Attorney, Western Resource Advocates, 303-444-1188 x249 or bob@westernresources.org.
Dave Alberswerth, The Wilderness Society, 202-429-2695 or dave_alberswerth@tws.org.

¹ Hearing record of Secretary-Designate Kempthorne, Question 171.

² “BLM plans for commercial oil shale leasing in West,” Glenwood Post-Independent (12/29/05). See also “Community members speak out on oil shale,” Glenwood Post-Independent (1/19/06) (claiming the act “calls for commercial leasing by 2008”); “BLM has five area plans in works,” Glenwood Post-Independent (3/10/06) (saying “the act requires commercial leases to be in place by 2007”); “Oil shale development on track,” Aspen Times (3/23/06) (claiming the “act calls for commercial leasing in 2007”).

Oil Shale: Water Needs

The oil shale region of western Colorado, eastern Utah, and southwestern Wyoming is dry country. Water supplies are scarce and relied upon heavily. Oil shale extraction and processing will require significant amounts of water, as will the associated growth in local communities. For these reasons, water issues have long been viewed as a major constraint on large-scale development of oil shale resources.

Surface mining and retorting of oil shale would use up to five barrels of water for each barrel of oil produced.⁷ The U.S. Congress Office of Technology Assessment estimated that production of just 100,000 barrels per day would require over 24,000 acre-feet of water a year.⁸ During the last oil shale boom, the Interior Department estimated that production of one million barrels per day would require up to 189,000 acre-feet of water per year.⁹

Reliable data on amounts of water needed for *in-situ* development is extremely hard to come by. Information from Shell's ongoing research project in Colorado is proprietary and has not been made public, and all of the other *in-situ* proposals are in their infancy and have not yet been constructed. Nonetheless, we know that water will be needed for oil and gas extraction, postextraction cooling, upgrading and refining of produced oil, environmental control systems, and power production. New *in-situ* methods also might impact groundwater supplies, either through contamination or disruption of the aquifer. The State of Colorado and the United States Geological Survey have both expressed concerns about the long-term impacts *in-situ* methods will have on groundwater supplies and structures.

Even if the required water is available, another looming issue is the impact of a large-scale oil shale industry on the greater Colorado River Basin. The basin's water resources are tightly regulated and in great demand, and water demands in the basin have only increased since the last boom in the 1970s and 1980s. Significant water withdrawals could conflict with other users downstream and may exacerbate salinity problems.

Oil shale development would reduce Colorado River cutthroat trout fisheries by 35% and reduce the White River's annual flow by nearly 10%.

Source: BLM, White River RMP/FEIS at 1-13, 4-4.

In 1996, the BLM found that oil shale development would result in a reduction in the annual flow of the White River of up to 8.2 percent.¹⁰ These low flows could concentrate dissolved solids, increase salinity, and devastate fisheries. The BLM also found in its 1996 study that a large-scale shale oil industry "would result in the permanent loss or severe degradation of nearly 50% of BLM stream fisheries" and that surface disturbance, base flow reductions, and long-term aquifer disruption would result in the loss of 35% of Colorado River cutthroat trout fisheries.¹¹

Water is a vital resource of the oil shale region. Measures to ensure protection of both surface- and ground-water supplies must be in place before oil shale or tar sands development can go forward.

For more information, contact:

Bob Randall, Staff Attorney, Western Resource Advocates, 303-444-1188 x249 or bob@westernresources.org.
Cathy Kay, Western Colorado Congress, 970-256-7650 or cathy@wecongress.org

⁷ Bartis, et al., "Oil Shale Development in the United States: Prospects and Policy Issues," Rand Corporation (September 2005) at 50 (available at www.rand.org).

⁸ U.S. Congress Office of Technology Assessment, "An Assessment of Oil Shale Technologies," (June 1980) at 360 (available at www.was.princeton.edu/ota/disk3/1980/8004/8004.pdf).

⁹ U.S. Department of the Interior, "Final EIS for the Prototype Oil Shale Leasing Program," (1973) Vol. 1 at III-57 (available at <http://ostseis.anl.gov/documents/index.cfm>).

¹⁰ U.S. Bureau of Land Management, White River Resource Area Resource Management Plan, Final Environmental Impact Statement (June 1996) at 4-4 to 4-5 (available at <http://www.co.blm.gov/wrra/nepa.htm>).

¹¹ White River RMP, Final EIS at 4-41, 1-13.

Oil Shale: Energy Needs

Extracting oil from rock requires massive amounts of energy. Just think: the organic kerogen in oil shale is nothing more than algae and seaweed from an ancient lake that covered the Green River Formation in Western Colorado, and we are proposing to simulate geologic processes to turn this immature organic matter into oil. What would take Mother Nature 50 million years to do, we are proposing to do in the blink of an eye.

Oil shale development requires so much energy because large amounts of rock must be heated to extremely high temperatures. Traditional above-ground retorts for cooking oil shale must heat the rock to up to about 900° F to release the oil. Though the pulverized rock only spends about 30 minutes in the hot zone of the retort, past studies showed that at least 40% of the energy value of the shale was consumed in production, since the shale has to be mined, transported, retorted, and then the by-products disposed of.

The *in-situ* development process, such as that being explored by Shell in the Piceance Basin of Colorado, would heat the oil shale formation underground to a lower temperature, about 700° F. But the shale formation being heated is huge -- about 2,000 feet thick in places -- and Shell must hold that temperature for a few years.³ And it's no secret that doing so requires a huge amount of energy.

Shell is currently using electric power as the source of down-hole heating, and about 300 kilowatt-hours are required for down-hole heating per barrel of oil produced.⁴ According to the RAND Corporation, a commercial-scale oil shale plant using Shell's *in-situ* technology would require 1,200 megawatts of dedicated power to produce just 100,000 barrels of oil. And not only is 100,000 barrels of oil a day from shale still but a pipe dream, it is literally a drop in the oil bucket -- it would amount to only about 2% of U.S. oil production, and less than one-half of one percent of daily U.S. oil consumption.⁵

Shell's experimental *in-situ* technology requires 1,200 megawatts to produce 100,000 barrels of oil from shale. That's as big as the largest power plant currently operating in Colorado.

Source: RAND, "Oil Shale Development in the U.S.," at 21.

Generating 1,200 megawatts would require a new power plant as large as any currently operating in Colorado, enough to serve a city of 500,000.⁶ This new plant would cost about \$3 billion, would consume five million tons of coal each year, and would emit tons of greenhouse gases and other air pollution. And this is just for the very smallest of potential commercial oil shale plants. To produce one million barrels of shale oil a day, as some have proposed, would require TEN new power plants and FIVE new coal mines to serve them.

The energy needed to develop Colorado's oil shale resources would cost Coloradans dearly, imposing increased electricity rates and increased air pollution. And because oil shale development requires burning fuel to make oil, it is highly carbon intensive. There are clean technologies that can meet the nation's energy needs that are faster, cheaper, and more reliable.

For more information, contact:

Bob Randall, Staff Attorney, Western Resource Advocates, 303-444-1188 x249 or bob@westernresources.org
Randy Udall, Director, Community Office for Resource Efficiency, 970-963-5657 or rudall@aol.com.

³ For information on Shell's *in-situ* process, see www.shell.com/us/mahogany.

⁴ Bartis, et al., "Oil Shale Development in the United States: Prospects and Policy Issues," Rand Corporation (September 2005) at 20-21 (available at www.rand.org). Assuming electricity at \$0.05 per kilowatt-hour, power costs for heating source rock using Shell's methodology are between \$12 and \$15 per barrel of oil produced. *Id.*

⁵ According to the U.S. Energy Information Administration, in February 2006 the United States produced just over 5 million barrels per day (see tonto.eia.doe.gov/dnav/pet/pet_sum_crdsnd_adc_mbbldpd_m.htm) and consumed 20.3 million barrels per day (see tonto.eia.doe.gov/dnav/pet/pet_cons_psup_dc_nus_mbbldpd_m.htm).

⁶ See <http://www.tristategt.org/AboutUs/gen-craig.cfm>.

GLOSSARY OF OIL SHALE TERMS

OIL SHALE

A sedimentary marlstone containing kerogen which, when heated, can release petroleum-like liquids. The two primary methods of extracting oil from shale are "mine and retort" development and "in-situ" development.

MINE AND RETORT DEVELOPMENT

In this method, oil shale is mined from the ground, trucked to a separate processing area, and then placed in a retort in which it is heated to about 900° F and enriched with hydrogen. The resulting oil is separated from the waste material and processed, and the waste rock is disposed of.

RETORT

A *retort* is a specialized furnace in which oil shale is heated to release petroleum products. The technology for surface retorting of shale has not been successfully applied at commercial levels, though experimental plants are operating in Estonia, Russia, Brazil, and China.

OPEN-PIT MINES

Because 80% of the Piceance Basin shale is covered by up to 500 feet of overburden and are often over 2,000 feet thick, reaching this resource would require enormous open-pit mines that would be 2,000 feet deep. Such mines would be comparable in size to the largest existing open-pit mines in the world.

IN-SITU DEVELOPMENT

In this experimental method, oil shale underground is heated in place, and produced oil is pumped from the ground and transported to a refining facility. At Shell's small-scale Mahogany Research Process in western Colorado, the shale is cooked underground for a period of 2-3 years at 700° F, with 15-25 heating holes per acre.

FREEZE WALL

To prevent hydrocarbons from leaving the production zone during heating, extraction, and post-extraction cooling, Shell proposes to construct a "freeze wall" around the perimeter by circulating refrigerated fluid through still more wells drilled around the active zone. In August 2005, Shell received permission to begin a \$50 million, two- to four-year study of the viability of freeze wall technology in oil shale applications.

COMMERCIAL DEVELOPMENT

According to the RAND Corporation, the minimum size of a commercial oil shale industry necessary to produce a sufficient return on investment is 50,000 barrels a day -- and more likely well over 100,000 barrels. There are currently no such commercial-size oil shale development projects in the world.

TAR SANDS

Tar sands are a combination of clay, sand, water, and bitumen -- a heavy black viscous oil. Tar sands are mined using strip mining or open pit techniques and processed to generate oil. Oil from tar sands must be extracted, separated, then upgraded before it can be refined.

ENVIRONMENTAL IMPACT STATEMENT

The 2005 Energy Policy Act directed the Bureau of Land Management (BLM) to prepare a programmatic "environmental impact statement" (EIS) under the National Environmental Policy Act (NEPA) examining the positive and negative environmental, economic, and social impacts of a commercial oil shale and tar sands leasing program.

SCOPE OF IMPACT STATEMENT

Under NEPA, the BLM must conduct detailed analysis of the direct and indirect impacts of a commercial oil shale and tar sands leasing program as well as all foreseeable commercial development activities in Colorado, Utah, and Wyoming; all reasonable alternatives to the leasing program; all available mitigation measures to address impacts; and policies and Best Management Practices to be included in BLM Resource Management Plans.

IMPACTS TO BE CONSIDERED IN IMPACT STATEMENT

Major issues to be addressed in the EIS include management of the oil shale and tar sands resources; impacts to surface and groundwater; impacts to air quality; impacts to wildlife and wildlife habitat; impacts to wilderness, riparian, and scenic values; impacts to cultural resources; impacts to threatened and endangered species and their habitat; transportation corridors; and socio-economic impacts on local communities.

TIMELINE FOR IMPACT STATEMENT

The BLM has estimated that it will release a Draft Programmatic EIS in the summer of 2007.

OIL SHALE: WHAT IS THE BLM DOING AND WHY?

In August 2005, the U.S. Congress passed the Energy Policy Act, a huge bill addressing a wide range of energy issues facing the country-including oil shale. Known as "EPAct", this bill set in motion a few different processes regarding federal oil shale resources in western Colorado. These processes are somewhat intertwined and have proven to be confusing to public, media and government official alike.

RESEARCH, DEVELOPMENT AND DEMONSTRATION LEASING

The EPAct told the BLM to make federal oil shale resources of Colorado, Utah and Wyoming available for research and development activities. The BLM started this process in June 2005, before the EPAct was signed into law, when it solicited nominations for research, development and demonstration (RD&D) tracts. In response, companies nominated eighteen tracts in the three-state region-nine in Colorado, eight in Utah and one in Wyoming. The BLM narrowed this down to five RD&D parcels for in-situ development in the Piceance Basin of western Colorado and one for an above-ground retort at the White River Oil Shale Mine in northeastern Utah.

Note, though that these RD&D leases have nothing to do with commercial leasing. They are small-scale projects meant to test technology. Though each 160 acre RD&D tract comes with "preference right" to an adjacent 4,960 acres for which the leasing company can obtain a commercial oil shale lease, the company must first show that it has produced commercial quantities of shale from the smaller RD&D tract. According to the companies, this determination is at least a decade off.

The BLM issued five RD&D leases in November 2006: one lease each to Chevron and EGL Resources, and three leases to Royal Dutch Shell. The BLM has required these companies to submit a Plan of Development and to obtain all necessary state and federal permits before they can start activities on their RD&D leases. To date, none of the companies has submitted a Plan of Development, and neither Chevron nor EGL has started the state-permitting process; only Shell has applied for its state permits, and it has said that it anticipates this process taking a year or more.

COMMERCIAL LEASING

The EPAct set out a process that could lead to commercial leasing of federal oil shale resources, but it is important for the public to know that commercial leasing of oil shale and tar sands resources is far from a foregone conclusion. The EPAct made commercial leasing dependent on the BLM's completion of several steps that require substantial input from state and local governments as well as the public. Though BLM officials often make public statements that lead one to believe commercial leasing is just around the corner, the agency still has a long way to go before it can offer large tracts or authorize large scale oil shale development. Given the substantial unanswered questions posed by commercial-scale development as to energy sources, impacts on water supplies and effects on communities, saying that commercial leasing will happen sometime next year is extremely premature.

STEP 1: PREPARE A PROGRAMMATIC EIS

The EPAct told the BLM to prepare a regional environmental impact statement (known as a Programmatic EIS) that would look at the impacts of and alternatives to large scale oil shale leasing and development. According to the BLM, the Programmatic EIS will look at the positive and negative environmental, social and economic impacts of large scale oil shale development in western Colorado. It will look at how much water this development would require, what impacts it could have on groundwater resources, what types of pollution it would generate, how it would affect wildlife habitat, how it would impact air quality and how it will affect local communities and their economies.

The BLM has said that a draft of this Programmatic EIS will be out in July 2007. Preparation of a comprehensive document is no small task, of course, since the BLM is left to guess what modern oil shale development might look like or what technologies it will use. Activities on the RD&D leases will not yet have begun.

The public will have 90 days to analyze and comment on the draft Programmatic EIS when it is released this summer. The agency will analyze the public comments on the draft Programmatic EIS and incorporate them into a Final Programmatic EIS, which the public will also have a chance to review and offer comments on. For more information, visit the BLM's website at <http://osteis.anl.gov/>.

STEP 2: ADOPT LEASING REGULATIONS

The BLM cannot lease federal oil shale resources until it adopts regulations establishing the rules for a commercial leasing program. The EPAct told the BLM to adopt a set of commercial leasing regulations. It also told the agency to finalize these rules within six months after it completes the EIS.

In August 2006, the agency solicited comments on issues to be addressed in these regulations. Among other things, these rules will establish the royalty rates that companies will be charged for developing federal oil shale resources, set the rules for converting the preference right acreage attached to the RD&D leases, set rules for collecting bonus bids, and include measures to ensure diligent development and discourage companies from speculatively buying leases before the oil shale can be commercially developed.

These regulations are important, because they will help determine how much money local communities might have to mitigate the impacts of a new shale oil industry, should BLM embark on commercial leasing. In 1974, companies paid \$210 million and \$118 million for two lease tracts in western Colorado, and we've argued that the BLM's new regulations should ensure at least comparable bonus bids or equivalent payments in the future, adjusted for inflation. The BLM is required to let members of the public review and comment on draft regulations. The agency expects to release a set of draft leasing regulations for oil shale in February 2008, and public will likely have up to 60 days to comment.

STEP3: CONSULT WITH STATE AND LOCAL GOVERNMENTS.

Finally, the EPAct set out a process by which local and state stakeholders can weigh in our commercial leasing. It told the BLM to consult with the Governors, representatives of local governments, interested Indian tribes, and members of the public to weigh the level of interest exists in a state can the agency "may" do so not that it "must". Nowhere in the EPAct does Congress mandate that a commercial lease sale can be held. So even though the BLM has repeatedly said that it is required to offer a commercial lease, that is simply not true.

The system set out in the EPAct is cognizant of the legacy of past oil shale busts, and the fact that state and local governments should be entitled to opt out of commercial leasing if they deem the resulting development to be sufficiently inconsistent with public sentiment and local policies

For more information contact:
Bob Randall, Staff Attorney
Western Resource Advocates
1 303-444-1188
bob@westernresources.org

WESTERN COLORADO CONGRESS
OIL SHALE INFORMATION AND FACT SHEET

WCC has commented on the Research, Development and Demonstration Oil Shale Environmental Assessments as well as the BLM's Draft Programmatic Environmental Impact Statement on a commercial leasing for federal oil shale resources.

The following are WCC's recommendation on Oil Shale exploration:

- Adopt a staged approach, whereby commercial leasing will not take place until after successful technologies have been shown either on federal research, development and demonstration (RD&D) leases or on private land, and on a schedule and scale that meets with the approval of local communities.
- Adopt a 12.5% royalty rate for federal oil shale resources-the rate applicable to extraction of other federal oil and gas resources-as contemplated in previous regulatory processes in 1968 and 1993.
- Include measures to ensure diligent development of the lease and to discourage speculative leasing, such as establishing minimum production levels or requiring payment of minimum royalties based on those production levels in lieu of actual production, each to be imposed within 10 years of lease issuance.
- Require that bonus bids reflect the true value of the resource conveyed and that they be paid early in order to assist communities in mitigating socio-economic impacts before they happen.
- Establish bonus bids for converting preference right areas to commercial leases by offering these areas competitively and giving the preferred lessee the right to purchase the lease based on the competitively obtained bonus amount. Only through competitive bidding may the BLM establish the fair market value of the preference right acreage.
- Limit the availability of commercial oil shale leases to those who have shown successful development technologies in the BLM's RD&D leasing program or demonstrated similar success on private lands.
- Establish the size of the leases in a commercial leasing program based on the carrying capacity of the land, as set out in applicable Management Plans.
- Require extensive baseline monitoring as well as mine or *in-situ* construction, operational, and post-operational monitoring to provide accurate information about the effects commercial shale development operations are having on the environment and local communities.
- Where federal shale resources underlie land managed by another agency, require consultation and written consent to leasing from the surface-managing agency before federal oil shale may be leased.
- Contain reclamation standards and ensure that companies post adequate bonds for long-term protection of resources.
- Including provisions addressing exploration licenses, the consultation process called for in the Energy Policy Act, and the creation of a Regional Citizens Advisory Council.

- Where federal shale resources underlie land managed by another agency, require consultation and written consent to leasing from the surface-managing agency before federal oil shale may be leased.
- Contain reclamation standards and ensure that companies post adequate bonds for long-term protection of resources.
- Including provisions addressing exploration licenses, the consultation process called for in the Energy Policy Act. And the creation of a Regional Citizens Advisory Council.

Clean Water in the Upper Colorado River Basin is tightly regulated and in high demand. BLM must find out how much water will be needed and what impacts oil shale could have on the resource before it sanctions any commercial leasing.

BLM must find out the current air quality baseline, and it must find out how much pollution will result from traditional above-ground retorts, in situ processing and power generation before allowing any commercial leasing.

Shell's in situ conversion technology producing a 100,000 barrel per day operation would require 1,200 megawatts of electricity. BLM must know where this energy will come from before it goes ahead with commercial leasing.

Oil shale does not effectively replace crude oil as a gasoline feedstock and will therefore not be the panacea or the solution for the nations need for oil.

For further information contact:

Cathy Kay
 Oil Shale Organizer
 Western Colorado Congress
 P.O. Box 1931
 Grand Junction CO 81502-1931
 Tel 970 256 7650.
 Cell 970 216 0867
 E-mail cathy@wccongress.org
 Website: www.wccongress.org

OTHER LINKS.

An Assessment of Oil Shale Technologies, Volume II:
 A History and Analysis of the Federal Prototype Leasing
 Program”(http://www.wws.princeton.edu/ota/disk3/1980/9582/9582.PDF).

Bartis, et al., “Oil Shale Development in the United States: Prospects and Policy Issues”,
 RAND Corporation (2005). Available on line at
<http://www.rand.org/pubs/monographs/MG414>

Copy of comments submitted by Colorado Environmental Coalition, *et al.*, concerning
 the PEIS. <http://ostseis.anl.gov/scopingcomments/index.cfm> (comment#80231) or at
<http://westernresources.org/land/WRA-OilShalePEIS-Scoping-013106.pdf>.

**Attach W-2
Infill/Redevelopment Program Review**

CITY OF GRAND JUNCTION

CITY COUNCIL AGENDA						
Subject		Infill/Redevelopment Review				
Meeting Date		April 30, 2007				
Date Prepared		April 26, 2007			File # PLN-2004-234	
Author		Ivy Williams		Development Services Supervisor		
Presenter Name		Ivy Williams Tim Moore Lisa Cox		Development Services Supervisor Director of Public Works and Planning Planning Manager		
Report results back to Council		Yes	<input checked="" type="checkbox"/>	No	When	
Citizen Presentation		Yes	<input checked="" type="checkbox"/>	No	Name	
<input checked="" type="checkbox"/>	Workshop			Formal Agenda	<input type="checkbox"/>	Consent
						Individual Consideration

Summary: Review of the Infill/Redevelopment program to include a summary of the program, summary of activity since adoption, changes in procedures and a review of the application and incentive components in relation to the intent of the program as adopted.

Budget: The 2007 budget allocation for Infill/Redevelopment program is \$250,000 from the Economic Development Fund. To date, \$10,000 of the 2007 allocation has been awarded.

Action Requested/Recommendation: Review the incentives and the criteria used when reviewing applications and provide direction on whether changes should be made to the review components in order to meet the intent of the Infill/Redevelopment goals and policies. Seven questions for discussion are:

1. Review the list of nine incentives (potential forms of City participation in Attachment 3; pg 2). Are there any that should be removed or more clearly defined?
2. Density bonus – is this really needed since we have provisions for density bonuses established in the Zoning and Development Code?
3. The majority of applications have not included a component for affordable housing. Should this factor be prioritized in review of applications?
4. The incentive of expedited review is not realistic with current staffing and workload demands.
5. Should the definition of infill be changed from vacant land to vacant or under utilized land to allow for an existing structure to remain when the structure holds value for a proposed project?
6. Should the definition of redevelopment be changed to allow for properties that are less than two acres?
7. Should there be a time limit for use of approved funding for a project?

Attachments:

Attachment 1 – Definitions of infill and redevelopment

Attachment 2 – Maps identifying areas that are appropriate for applying for incentives for development

Attachment 3 – The Infill/Redevelopment application form

Background Information:

Implementation of the infill/redevelopment program was adopted by Resolution No. 87-04 on September 15, 2004. The infill / redevelopment policy was adopted as part of the Growth Plan update in early 2003. The implementation program consists of:

- ◆ Definitions of infill and redevelopment (Attachment 1)
- ◆ Maps that identify areas where incentives for infill and redevelopment may be appropriate (Attachment 2)
- ◆ Application form (Attachment 3)
- ◆ A list of criteria for Council to use when considering requests for incentives (Attachment 3; pg 1)
- ◆ A list of nine potential forms of City involvement (Attachment 3; pg 2)
- ◆ The establishment of a review committee consisting of representatives from:
 - City Manager's Office
 - Budget and Financial Planning
 - Public Works & Planning to include Planning, Engineering or other staff that may be appropriate to provide input depending on the request.

Summary of Program Activity

Since 2004, 21 applications have been reviewed for eligibility for City participation. Of these, 13 have not been accepted. The majority of those not accepted did not meet the definition of infill and/or redevelopment. Five applications have been presented to City Council and approved in part or in whole for a total amount of \$163,000.00. The range of approvals was from \$3,000 up to \$105,000. There are three applications that are in the process that could be presented to City Council in the near future.

Procedural Changes

In order to provide accurate tracking of Infill/Redevelopment applications staff has taken the following steps:

- ◆ Added a written procedure to the procedures manual
- ◆ Revised the application and the brochure
- ◆ Assigned a project file number to each new application for processing as a development application.
- ◆ Added a review by a planner, development engineer and Neighborhood Services as appropriate because the majority of applications received are associated with other development applications and could be associated with affordable housing.

Issues to Consider

The adopted resolution states that implementation of the program that encourages development of infill parcels and redevelopment of underutilized land is beneficial for the following reasons:

- ◆ Makes more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;

- ◆ Provides opportunities to reduce commuting distance/automobile dependency;
- ◆ May help to provide affordable housing within the City; and
- ◆ Reduces the demand for and impact from “end of the road” suburban sprawl.

Also included in the resolution were support statements from other plans and policies that include:

- ◆ The City Council’s Strategic Plan 2002-2012, Shelter and Housing solution, which encourages affordable housing through infill and redevelopment policies. The objective of this goal was to create infill and redevelopment policies which were accomplished with the adoption of the Growth Plan update (Objective 32). This implementation program furthers the Strategic Plan Objective by providing several incentives that will encourage the development of affordable housing by possible financial and processing assistance.
- ◆ Adoption of an Infill and Redevelopment Policy as part of the City of Grand Junction Growth Plan as amended in May, 2003. The Growth Plan element includes definitions, framework policies and supporting guidelines.

The questions provided in the Action Requested/Recommendation section above will provide a discussion forum for deciding whether changes are desirable and if so, what changes may be needed.

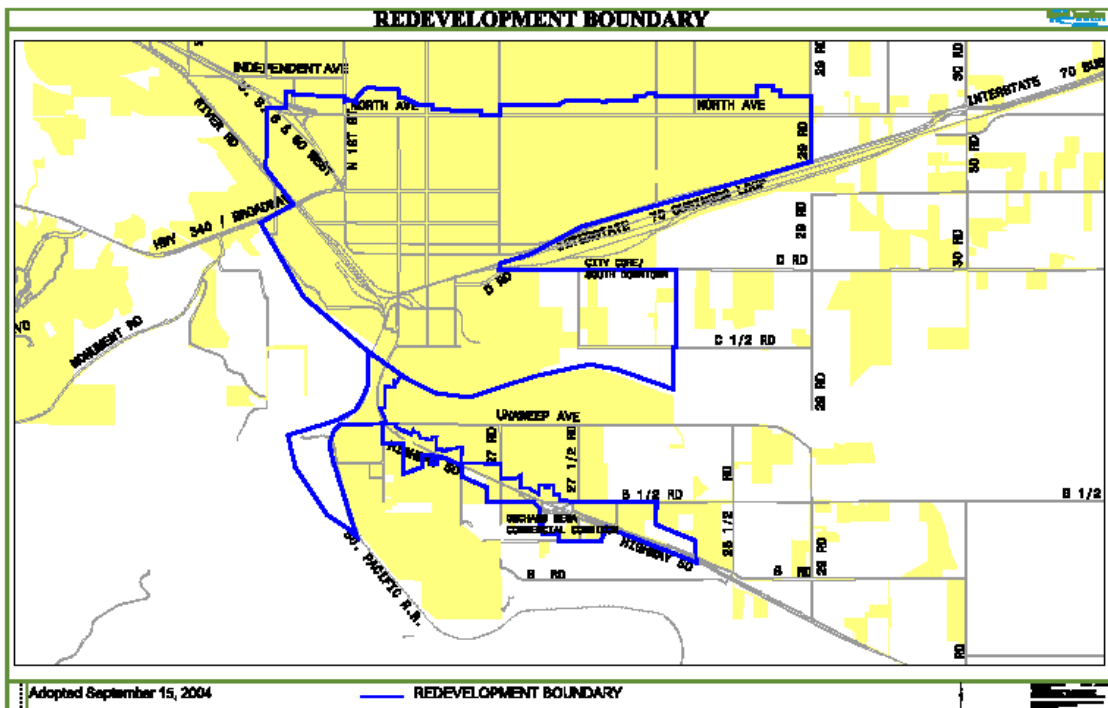
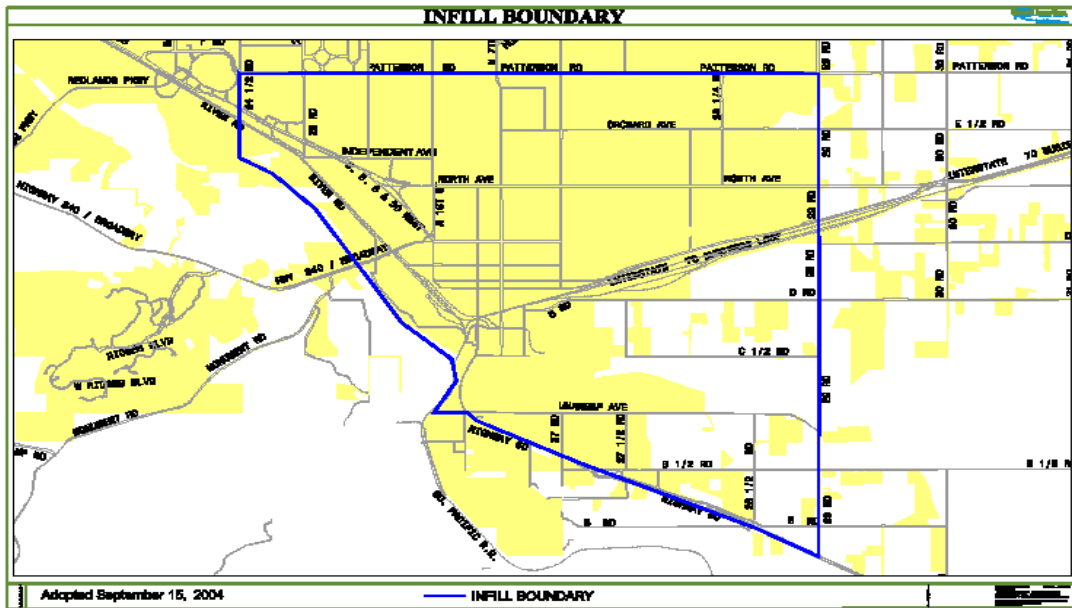


Infill/Redevelopment Program Definitions

“Infill” development means: The development of a vacant parcel, or an assemblage of vacant parcels, within an established area of the City, and which is bordered along at least three-quarters of the parcel’s, or combined parcels’, perimeter by developed land. In addition, such parcel generally has utilities and street access available adjacent to the parcel, and has other public services and facilities available near-by. Generally, these sites are vacant because they were once considered of insufficient size for development, because an existing building(s) located on the site was demolished, or because there were other, more desirable or less costly sites for development. (For purposes of this definition, ‘developed land’ shall not include land used for agriculture, as “agriculture” is described in Section 9.27 of the Grand Junction Zoning and Development Code.)

“Redevelopment” means: Any development within a **Redevelopment Area**, including --- in whole or in part --- clearance, replanning, reconstruction, or rehabilitation, and the provision for industrial, commercial, residential, or public spaces and any incidental or appurtenant facilities, as appropriate.

A **“Redevelopment Area”** means: An area in transition, the boundaries of which may be more specifically defined and/or mapped by the City. Such area shall be comprised of not less than two acres, and shall contain buildings, improvements, or vacant lots that fail to exhibit an appropriate use of land or fail to generate housing, retail, or employment opportunities commensurate with the area’s physical capacity and the planned use of the area as defined by the Growth Plan.



Date Received _____

Date of Application _____
Applicant Name _____
Applicant Address _____
City/State/Zip _____
Contact Name _____
Telephone (_____) _____ Fax Number (_____) _____
Email Address _____
Property Owner (if different than applicant) _____
Project Name/Description _____

Site Location _____
Tax Parcel Number(s) _____

* Please provide a written response to the following questions and submit four (4) copies of your application and attachments along with a site map showing the location of the development site to:

**Public Works & Planning Department
Attn: Planning Division (Infill/Redevelopment)
250 North 5th Street
Grand Junction CO 81501**

1. Is the site within the City's geographically mapped area for: Infill Redevelopment
(See www.gjcity.org to verify that your request is within the boundary.)
2. Does the site meet the definition of: Infill or Redevelopment
3. Please provide a general description of your project and what you are requesting.
4. Describe how the site or project is compatible with the surrounding area and meets community values including compatibility with surrounding quality of design and site planning.
5. Describe the project's feasibility. This should include the developer's resume of experience, whether project financing is in place and, for non-residential projects, what tenant commitments are in place.
6. Within a distance of 1,000 feet, list any specific infrastructure projects planned and/or funded by the City, or any proposed off-site contributions anticipated by the proposed project that address existing deficiencies as defined by the City (to obtain a current list of projects, contact the City Public Works Department at (970) 256-4082.
7. Does the proposed project include a mixture of uses? If so, describe the types and percentage.

8. Is the proposed project part of an economic development recruitment (i.e., GJEP)? If yes, list any awards or assistance that this project has received, been approved or have applied for.
9. Are you receiving or have you applied for any federal or state funding? If so, please explain.
10. Will the proposed project preserve or enhance any historic structure or site? If so, please explain. Has the structure or site been inventoried by the City?
11. Does the proposed project include an affordable housing element? If so, provide details including how the project meets different HUD definitions for affordable housing.
12. Does the proposed project go beyond current Code requirements and provide enhance architectural and design elements? If so, please describe.
13. The following is a list of potential forms of City involvement. Please place a (✓) in the column indicating the type(s) of incentive(s) you would like to be considered for and provide a written justification for each request.

	Applicant ✓	Total \$ Amount	Requested City Portion
a. Expedited development review process.		n/a	n/a
b. Assistance with City agency review.		n/a	n/a
c. Deferral of fees (examples may include permitting fees, tap fees and impact fees).		\$	\$
d. Density bonuses for residential projects.		n/a	n/a
e. Proactive City improvements, i.e., “prime the pump” by investing in various City improvements prior to any private development commitment.		\$	\$
f. Financial participation – because many desired projects are not viable without City participation and/or to reduce the relative land cost for redevelopment versus vacant property.		\$	\$
g. Contribution to enhancements / upgrades versus typical standards (for instance upgrading a split face block building treatment to a stone building treatment).		\$	\$
h. Off-site City improvements required by Code, i.e., access, undergrounding of utilities, streetscape, etc.		\$	\$
i. City assemblage of development parcels for redevelopment bids.		\$	\$

**Attach W-3
Mountain Rail I-70 Corridor**

CITY OF GRAND JUNCTION

CITY COUNCIL AGENDA						
Subject	Update on the Rocky Mountain Rail Authority					
Meeting Date	April 30, 2007					
Date Prepared	April 24, 2007				File #	
Author	Tim Moore			Public Works & Planning Director		
Presenter Name	Tim Moore Jim Doody			Public Works & Planning Director Mayor – City of Grand Junction		
Report results back to Council	X	No		Yes	When	
Citizen Presentation		Yes	X	No	Name	
X	Workshop		Formal Agenda		Consent	Individual Consideration

Summary: Council will be provided with the history of the Rocky Mountain Rail Authority and the Colorado Rail Association, review the current goals and consider membership including providing financial support.

Budget: Depending on Council decision /direction.

Action Requested/Recommendation: Consider Joining the Rocky Mountain Rail Authority

Attachments:

- Attachment “A” – Detailed Background Information
- Attachment “B” – RMRA Member Commitments
- Attachment “C”- Membership List
- Attachment “D” – Rail Service map

Background Information:

The Eleventh High-Speed Rail Corridor for the United States- the Rocky Mountain Corridor

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 originally called for the designation of 11 corridors, though only 10 corridors have been designated at this time. Thus, there remains one corridor to be designated. It is the request to Congress to designate the 11th High Speed Corridor as the Rocky Mountain Corridor that will serve the nearly seven million citizens of Wyoming, Colorado and New Mexico. The Corridor will serve the citizens with over 1000 miles of passenger rail track from Casper to Albuquerque and Denver International Airport to Colorado ski areas and mountain communities.

The State of Colorado, acting through CDOT, submitted an application for this eleventh corridor on March 7, 2002. The application included the Pueblo-Denver-Fort Collins and Greeley corridor, with a connection to DIA, as well as the Mountain I-70 corridor from Denver to the Utah state line. Knowing that the deadline had passed, CDOT submitted the application as a placeholder in the event that HSR capital funding materializes. The three-state effort to designate the Albuquerque, Denver, and Casper corridor would thus supplant the 2002 CDOT application.

Next Steps

The goal for Colorado is to have a statewide election in 2008 to ask the voters to build the rail infrastructure by approving a taxing source and creating a statewide authority to operate the system. Additionally, the Federal Railroad Administration requires a Feasibility Study that is programmed for 2007.

Attachment A

Rocky Mountain Corridor

The 11th High Speed Rail Corridor for the United States

United States Background

Eleventh High Speed Rail Corridor (HSRC) – The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 originally called for the designation of 11 corridors, though only 10 corridors have been designated at this time. Thus, there remains one corridor to be designated. The designation has to be a part of a federal appropriations bill. The deadline for automatic designation was December 31, 2001. The state of Colorado, acting through CDOT, submitted an application for this eleventh corridor on March 7, 2002. The application included the Pueblo-Denver-Fort Collins and Greeley corridor, with a connection to DIA, as well as the Mountain I-70 corridor from Denver to Eagle. Knowing that the deadline had passed, CDOT submitted the application as a placeholder in the event that high speed rail capital funding materialized. The three-state effort to designate the Albuquerque, Denver, and Cheyenne corridor would thus supplant the 2002 CDOT application. The new corridor would be called the **Rocky Mountain High Speed Rail Corridor**.

Colorado Background

The November election in 2004 passed the Regional Transportation District (RTD) 119 mile Rail Program (FasTracks) and former RTD Board Member and **State Representative Bob Briggs** met with RTD's **Executive Director, Cal Marsella** and it was decided to form a Colorado non-profit corporation called Front Range Commuter Rail (FRCR) to champion the designation of the Rocky Mountain Corridor as the 11th HSRC. In 2005, Colorado voters approved Referendum C, which made available for the first time about \$22 million dollars to support Transit projects. CDOT approved on September 20, 2006 a \$1.246 million dollar Feasibility Study Grant that FRCR had applied for to complete the Federal Railroad Administration (FRA) requirement for a study in order to get the designation.

Steps needed to complete the study

CDOT has required that a local government receive the grant. The decision has been made to form through the Intergovernmental Establishing Contract (IEC) the Rocky Mountain Rail Authority (RMRA) to receive the monies and complete the study.

CDOT has required that a 20% local match or \$311,000 be raised to meet the local match requirement. The RMRA Establishing Contract has to be approved by 2 local governments. The Clear Creek County and the Town of Monument have signed the IEC. They have invited every local government affected by the project to join the RMRA. Every government that passes and signs the IEC addendum will have representation on the RMRA Board of Directors.

The RMRA Board of Directors will: 1) set the budget to raise the monies for the local match and the administration of the study, 2) approve the Request for Proposal for the Feasibility Study and 3) accept the recommendations from the study as to routes, schedules, rail technology, projects needed to create capacity on existing rail tracks, budget to build the system and construction time line.

Next Steps

The goal is have a statewide election in 2008 to ask the voters to build the rail infrastructure by approving a taxing source and creating a statewide authority to operate the system.

Rocky Mountain Rail Authority Contact Information

Bob Briggs, Executive Director, 5729 W. 115th Avenue, Westminster, CO 80020

Phone 303-427-8132; Email bob.briggs@rangerxpress.com, Web: www.rangerxpress.com

Rocky Mountain High Speed Rail Corridor Five-Year Plan

Phase I: Introduction and Establishment – Front Range Commuter Rail (FRCR) - 2005 recap

- A Colorado Non Profit Corporation was filed on December 2, 2004 to pursue the 11th High Speed Rail designation.
- Designated by the Internal Revenue Service with 501(c) (6) status for a non-profit corporation.
- Delivered to all affected Local Governments in Colorado a packet on project.
- The four Front Range Metropolitan Planning Organizations (MPO) hosted the first ever joint meeting to start the conversation on how to do project that covers multiply MPO's.
- Hosted state wide meetings for Passenger Rail, received a public endorsement from Senator Ken Salazar, hosted local officials to be the first passengers on the Colorado Railcar's Diesel Multi Unit (DMU) Double Deck Vehicle that meets the Federal Railroad Administration (FRA) new safety guidelines, currently Colorado Railcar Manufacturing Company located in Fort Lupton has the only vehicles in the world that meets those standards.
- CRA will conduct the election campaign by making presentations to 200 civic groups and organizations and conduct the 150,000 signature signing campaign for putting the issue on the November 4, 2008 ballot.
- CRA fund raising goal is \$5,000,000 to conduct the campaign for the ballot proposal.

Phase II: Feasibility Study Financed - 2006 recap

- The Federal Railroad Administration (FRA) will want a Feasibility Study completed. The usual FRA estimate for such a study is \$4,000 per mile or \$5,004,000 dollars. FRA will be asked to fund 50% or \$2,502,000 dollars for the study.
- Each State will be asked to fund their share.
- **Wyoming Feasibility Study Share:**
 - 198 miles times \$2,000 = \$396,000, Casper to Colorado state line
- **Colorado Feasibility Study Share:**
 - 423 miles times \$2,000 = \$846,000, Wyoming state line to New Mexico state line
 - 356 miles times \$2,000 = \$712,000, I-70 Corridor from DIA to Utah state line
- **New Mexico Feasibility Study Share:**
 - 274 miles times \$2,000 = \$548,000, Belen to Colorado state line
- **Utah Feasibility Study Share:**
 - 180 miles times \$2,000 = \$360,000, Salt Lake City to Colorado state line
- CDOT has agreed to fund Colorado's share for 2007 fiscal year ending September 30, 2007
- CDOT will also be asked to continue their study on rail freight relocation
- Held a meeting in Grand Junction on September 20, 2006 on the rail technologies that could be used in crossing the Rocky Mountains. CRA had presentations on Maglev, electric and DMU technologies. All three technologies can qualify for the Federal Railroad Administration definition of High Speed Rail.

Phase III: Feasibility Study and FRA 11th High Speed Rail Corridor Designation - 2007 plan

- Creation of an Intergovernmental Agreement Authority called **Rocky Mountain Rail Authority (RMRA)** to receive the monies from CDOT, to raise the \$311,500 required for the local match, money and to administer the study and ask congress to

fund Federal half of study. RMRA members will be the local governments served by the proposed statewide passenger rail system.

- Create a Request for Proposal for the Feasibility Study and start the study by the 2nd Quarter.
- The feasibility study will answer the following questions:
 - Whether the proposed corridor includes rail lines where railroad speeds of 90 miles or more per hour are occurring or can reasonably be expected to occur in the future
 - The projected ridership associated with the proposed corridor
 - The percentage of the corridor over which trains will be able to operate at maximum cruise speed, taking into account such factors as topography and other traffic on the line
 - The projected benefits to non-riders, such as congestion relief on other modes transportation servicing the corridor
 - The amount of State and local financial support that can reasonably be anticipated for the improvement of the line and related facilities
 - The cooperation of the owner of the right-of-way that can reasonably be expected in the operation of the high-speed rail passenger service in the corridor
 - When the Study is completed FRA will then consider granting it the 11th High Speed Rail Corridor
 - Front Range Commuter Rail (FRCR) becomes Colorado Rail Association (CRA).
 - CRA will continue to be a membership organization for those individuals and companies supporting a statewide passenger rail system.
 - CRA will start the 2008 campaign by making presentations to 200 civic groups and organizations and start raising monies to hire campaign management.
 - CRA fund raising goal is \$500,000.

Phase IV: Election to Establish Statewide District/Authority and Infrastructure Funding – 2008 plan

- State statutes require that only voters can create a new Regional Transportation Authority
- Because this election will be asking for a sales tax for the district/authority it has to be held in an even numbered year election like 2008
- The November 4, 2008 ballot issue will contain four issues:
 - statewide rail district/authority establishment
 - approval of the sales tax required for the investment dollars to build the infrastructure required and to operate the passenger rail system
 - the ability to bond those sales tax dollars and
 - the ability to contract with other states to operate a railroad between the states
- When the RMRA Board votes to allow the financing and structure issue to be on placed on the ballot that board can only educate not advocate for that proposal. CRA will continue to be the advocate for that proposal.
- CRA will conduct the election campaign by making presentations to 200 civic groups and organizations and conduct the 150,000 signature signing campaign for putting the issue on the November 4, 2008 ballot.
- CRA fund raising goal is \$5,000,000 to conduct the campaign for the ballot proposal.

Phase V: Establish District/Authority and Build Infrastructure) – 2009 plan

- The new District/Authority Board will be established.
- An Executive Director will be hired to manage the new District/Authority.
- The goal will be to have multi-state passenger rail service operating at the same time

that FasTracks is operational by the Regional Transportation District (RTD) in 2015.

- CRA will continue as a support group for the new organization.

Attachment B

Rocky Mountain Rail Authority Member Commitments as of 4/20/07

Jurisdiction	Amount		Paid	CDOT	IGA	2008	Paid	
1 Arapahoe County	\$50,000	\$25,000		1		\$25,000	\$50,000	
1 Boulder County								
1 City & County of Broomfield	\$20,000	\$10,000				\$10,000		
1 City of Aspen	\$10,000	\$5,000	\$ 5,000	1		\$5,000	\$10,000	
1 City of Aurora	\$20,000	\$5,000		1		\$15,000	\$20,000	
1 City of Colorado Springs	\$20,000	\$10,000	\$10,000			\$10,000		
1 City of Pueblo	\$12,500	\$6,250		1		\$6,250	\$12,500	
1 City of Thornton	\$20,000	\$10,000	\$10,000	1		\$10,000	\$20,000	
1 City of Westminster	\$10,000	\$5,000	\$ 5,000	1	1	\$5,000	\$10,000	
1 Clear Creek County	\$20,000	\$10,000	\$10,000	1	1	1	\$10,000	\$20,000
1 Douglas County								
1 Eagle County	\$20,000	\$10,000				\$10,000		
1 Garfield County	\$20,000	\$10,000		1	1	\$10,000	\$20,000	
1 Gilpin County	\$10,000	\$10,000		1			\$10,000	
1 Larimer County	\$10,000	\$5,000		1	1	\$5,000	\$10,000	
1 Pikes Peak Rural Transportatio	\$20,000	\$10,000				\$10,000		
1 Pueblo County	\$12,500	\$6,250		1		\$6,250	\$12,500	
1 Regional Transportation Distr	\$50,000	\$25,000		1		\$25,000	\$50,000	
1 Roaring Fork Transportation A	\$10,000	\$5,000	\$ 5,000	1	1	1	\$5,000	\$10,000
1 Routt County	\$10,000	\$5,000		1		\$5,000	\$10,000	
1 Summit County	\$10,000	\$5,000		1	1	\$5,000	\$10,000	
1 Town of Castle Rock	\$20,000	\$10,000	\$10,000	1	1	1	\$10,000	\$10,000
1 Town of Monument	\$20,000	\$10,000	\$10,000	1	1	1	\$10,000	\$20,000
1 Weld County	\$20,000	\$10,000	\$10,000	1	1	1	\$10,000	\$20,000
24 Total Commitment	\$415,000		\$75,000	18	6	8	\$0	\$325,000

Attachment C

Rail – the Transportation Rx for the 21st Century

ROCKY MOUNTAIN RAIL AUTHORITY
5729 W. 115th Ave.
Westminster, CO 80020
Phone 303-427-8132
www.Rangerexpress.com

2007 Board of Directors and Officers

Commissioner Harry Dale – Chair
Clear Creek County
PO Box 2000
Georgetown, CO 80444
303-679-2312
hjd173@wispertel.net

Director Dorothea Farris
Roaring Fork Transportation Authority
2307 Wulsohn Road
Glenwood Springs, CO 81601
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dfarris@sopris.net

Town Council Doug Lehnen – Vice Chair
Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO 80101
303-660-1371
dlehnen@crgov.com

Mayor Helen Kalin Klanderud
City of Aspen
130 S. Galena St.
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Helenhk@ci.aspen.co.us

Trustee Gail Drumm – Secretary
Town of Monument
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ggdrumm@msn.com

Commissioner Karen Wagner
Larimer County
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Fort Collins, CO 80522-1190
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kwagner@co.larimer.org

Bob Briggs – Executive Director
Rocky Mountain Rail Authority
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Commissioner Rod Bockenfeld
Arapahoe County
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Littleton, CO 80166
303-795-4630
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Councilor Scott Major
City of Westminster
4800 W. 92nd Ave
Westminster, CO 80031
303-386-3663
Scott.major@sanmina-sci.com

Commissioner Doug Rademacher
Weld County
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Greeley, CO 80631
970-356-4000
drademacher@co.weld.co.us

Gene Putman
City of Thornton
3500 Civic Center Drive
Thornton, CO 80029
303-538-7333
gene.putman@cityofthornton.net
Director Bill Christopher
Regional Transportation District
1600 Blake Street
Denver, CO 80202
303-877-1863
wchris44459@aol.com

Commissioner Diane Mitsch Bush
Routt County
136 6th St
Steamboat Springs, CO 80477
970-870-5220
dmitschbush@co.routt.co.us

Commissioner Tresi Houpt
Garfield County
108 8th Street, Suite 101
Central City, CO 80427
303-582-5214
thoupt@garfield-county.com
Commissioner Forrest Whitman
Gilpin County
203 Eureka Street
Glenwood Springs, CO 81601
970-384-3665
govgilpin@gmail.com

Commissioner Tom Long
Summit County
208 E. Lincoln Avenue
Breckenridge, CO 80424
970-384-3665
toml@co.summit.co.us

Other RMRA members that have not yet named their Board Member:

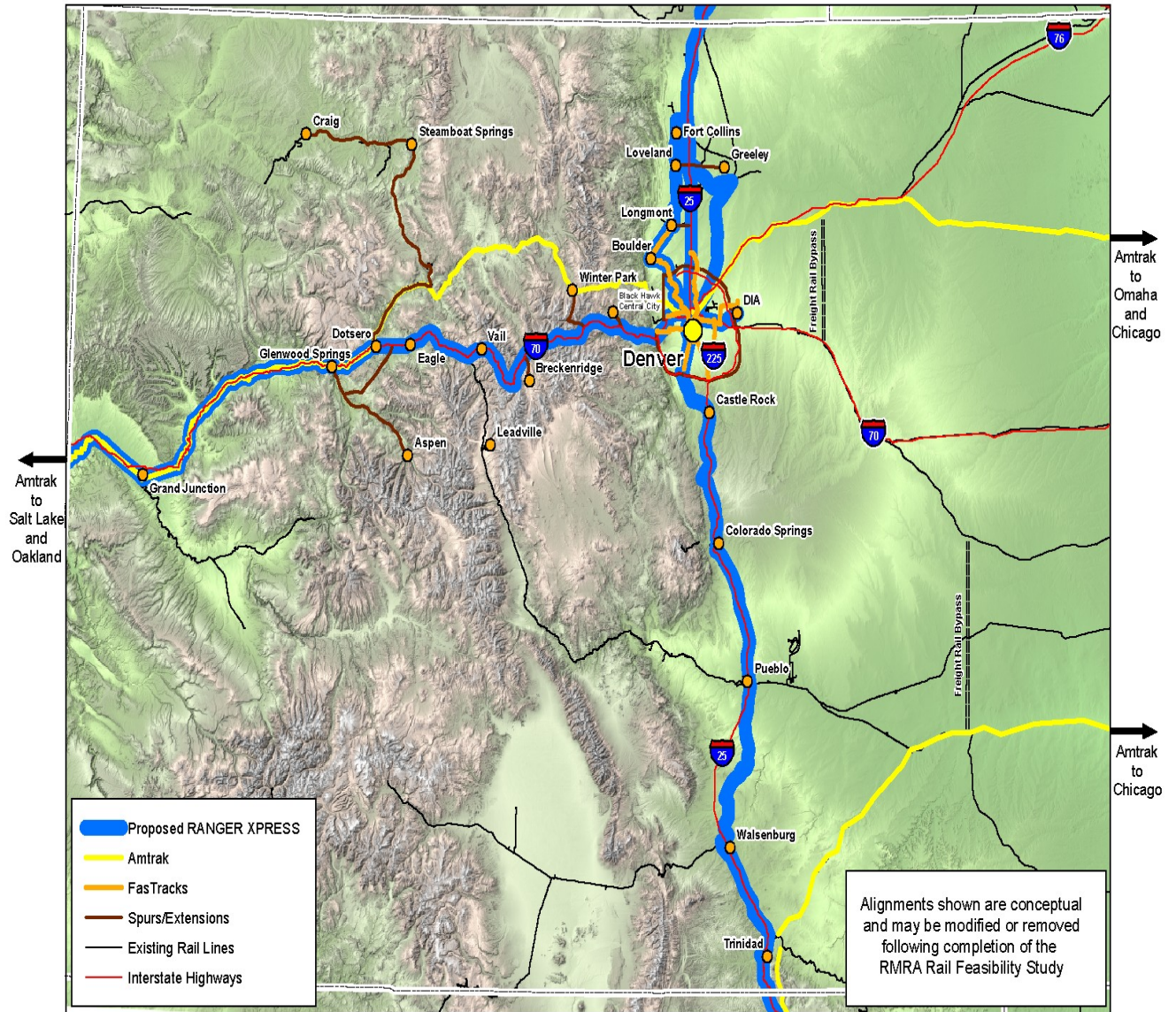
City of Aurora
County of Pueblo
Douglas County
City & County of Broomfield
Eagle County

City of Pueblo
City of Colorado Springs
Boulder County
Pikes Peak RTA

RMRA Board and Member List as of April 25, 2007

Attachment D

PROPOSED RANGER XPRESS COMPOSITE PASSENGER RAIL SERVICE



Attach W-4
Number of County Commissioners Resolution
CITY OF GRAND JUNCTION

CITY COUNCIL AGENDA						
Subject		Support of a Five Member County Board of Commissioners				
Meeting Date		April 30, 2007				
Date Prepared		April 26, 2007			File #	
Author		Stephanie Tuin		City Clerk		
Presenter Name		Jim Doody Laurie Kadrich		Mayor Deputy City Manager		
Report results back to Council		<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	When
Citizen Presentation		<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Name
<input checked="" type="checkbox"/>	Workshop	<input type="checkbox"/>	Formal Agenda		<input type="checkbox"/>	Consent
		<input type="checkbox"/>			<input type="checkbox"/>	Individual Consideration

Summary: Mayor Doody is bringing forward a resolution requesting that the Mesa County Commissioners initiate the process to increase the number of County Commissioners from three to five.

Budget: N/A

Action Requested/Recommendation: Consider the request from the Mayor to schedule a resolution of support on a formal agenda asking the Mesa County Commissioners to initiate the process to increase from three to five members.

Attachments: Proposed Resolution

Background Information: The Mayors of the municipalities within Mesa County have discussed a change in the number of County Commissioners, increasing the number from three to five. The Mayors (Jim Doody, Grand Junction, Don Cramer, DeBeque, Doug Edwards, Palisade, Jim Adams, Fruita and Frank Jones, Collbran) support taking the resolution to their respective governing bodies for their consideration. Both Fruita and Palisade have adopted the resolution and DeBeque and Collbran will be considering it in the near future.

RESOLUTION NO. ____07

A RESOLUTION REQUESTING THAT THE MESA COUNTY BOARD OF COUNTY COMMISSIONERS INITIATE THE REQUIRED PROCEDURE TO INCREASE THE NUMBER OF COMMISSIONERS SERVING ON THE MESA COUNTY BOARD OF COUNTY COMMISSIONERS FROM THREE TO FIVE

Recitals.

The residents of Mesa County have been well served by the Board of County Commissioners.

Effective and high quality representation is paramount to creating a high performing governmental structure.

The two cities and three towns in Mesa County are represented by seven elected representatives and Mesa County residents are represented by three elected at large representatives.

As the County continues to increase in population, it would be prudent to continue to represent the residents in the most effective manner possible.

Increasing the number of County Commissioners serving Mesa County would increase the political stability of the community by spreading the authority of the board over more elected officials and would increase the amount of representation the residents of Mesa County receive.

Increasing the number of County Commissioners would increase the equality of the geographic representation of all parts of the County and would better serve each individual community.

It is in the best interest of all the residents of the County to increase the number of representatives on the Board of County Commissioners.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

1. The City of Grand Junction strongly supports increasing the number of County Commissioners serving Mesa County from three to five.
2. Understanding that Colorado State Law defines a procedure for increasing the number of County Commissioners serving a county, the City of Grand Junction respectfully requests that the Mesa County Board of County Commissioners initiate the required procedure to increase the number of Commissioners serving Mesa County.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2007.

CITY OF GRAND JUNCTION

Mayor

ATTEST:

City Clerk