



**SUMMARY AND TRANSCRIPTION OF THE WORK SESSION  
OF THE SPECIAL MEETING  
PALISADE BOARD OF TRUSTEES  
July 1, 2025**

The work session of the special meeting of the Board of Trustees for the Town of Palisade was called to order at 6:00 pm by Mayor Greg Mikolai, with Trustees present: Mayor Pro-Tem Jamie Somerville, Stan Harbaugh, Sarah Matchett, and Rick Fox. Trustee Jeff Snook and Nicole Maxwell were absent. A quorum was declared. Also in attendance were Town Manager Janet Hawkinson, Attorney Richard J Peterson-Cremer, Community Development Director Devan Aziz, and Special Events Coordinator Rebecca Loucks.

**This document contains an AI-generated summary and transcription of the July 1, 2025, work session produced by Zoom. Transcription produced by AI may contain minor discrepancies.**

**WORK SESSION SUMMARY**

**Railway Project Legal Challenges Update**

Richard Peterson Creamer, the town attorney, provided an update on the status of the railway project and related oil loadout facility. He explained that opposition to the project, particularly the reactivation of the Tennessee Pass line for oil trains, had grown organically in the Eagle Valley area. Municipalities in the region had been providing comments on NEPA documents and other permits for the project. Eagle County had hired a Denver environmental law firm to litigate against the Surface Transportation Board's approval of the UNA Railway Extension in northeast Utah. The case was appealed to the DC Circuit Court of Appeals, where Eagle County and environmental groups raised different issues. The DC Circuit ruled in favor of the appellants, requiring the Surface Transportation Board to analyze the effects of downstream greenhouse gas emissions from refineries in Louisiana and Texas.

**Supreme Court Ruling on Infrastructure**

The Supreme Court issued a unanimous decision regarding the 7 County infrastructure coalition's appeal, ruling that environmental effects from a Utah oil train project were not sufficiently connected to Gulf Coast refineries to warrant consideration. The case was remanded back to the DC Circuit for further briefing, though the coalition misleadingly framed the decision as Supreme Court approval of the project. Separately, the President issued an executive order to fast-track the Wildcat Loadout project, an existing oil and coal facility, using expedited NEPA review processes that could lead to an environmental assessment within 14 days or an environmental impact statement in 28 days, with BLM serving as the authorizing agency.

**Wildcat Loadout Facility Public Comment**

The discussion focused on the Wildcat loadout facility and potential opportunities for local government involvement. Town explained that while there were limited opportunities for new issues to be raised in court, local governments could still submit comments during the BLM's public comment period. Town suggested that while the Supreme Court amicus brief likely had little impact, the DC Circuit brief may have made a difference. The group discussed staying informed about the project, with Town offering to keep them updated and noting that interest had waned among municipalities. They also touched on the tight timeline for public comment on the Wildcat project and the need for municipalities to be prepared to submit comments quickly.

**Uintah Railroad Funding Challenges**

The discussion focused on funding challenges for a \$3 billion Utah railroad project, which requires private activity bonds but faces financial constraints as the allocated \$30 billion fund from the Inflation Reduction Act is nearly exhausted, leaving only \$500,000 available. The project's timeline is pushed to 2026, and while the Supreme Court recently ruled on indirect effects for New Orleans and Louisiana, legal issues under the Interstate Commerce Clause Termination Act and Endangered Species Act remain unresolved for both the Utah and Wildcat projects.

**Rail Crossing Safety and Legal Risks**

The board discussed concerns about train blockages at rail crossings, including a recent incident that caused delays and safety hazards. They explored potential legal risks for railroads associated with increased train traffic and blockages, citing a case study from Chicago. The group agreed to keep abreast of developments in this issue and consider taking concrete actions if needed. They also discussed the need for more accessible, layperson-friendly resources on this topic, potentially through newsletters or updates from environmental groups like the Center for Biological Diversity.

**Wildcat Project and Infrastructure Concerns**

The board directed Janet to prepare a draft letter regarding the wildcat project, expressing concerns about its impacts on Palisade and the environment, with Stan given the opportunity to review and voice concerns. The board also discussed potential quiet crossings for 3rd and 4th streets, with a possibility of pursuing a grant for one crossing despite high costs. The conversation ended with a motion to enter executive session for legal advice on eminent domain proceedings and strategy for the Clifton to Palisade sewer transfer project negotiations.

**WORK SESSION TRANSCRIPTION**

**MAYOR MIKOLAI:** All right, Richard, you're gonna lead us on the train watchman, please. Yeah, sure.

Right.

Yeah, just for the record, whatever.

What's that? Oh, for the record in the microphone, anyway?

**ATTORNEY PETERSON-CREMER:** For the record, I'm Richard Peterson-Cremer, uh, with Karp Neu Hanlon, Town attorney.

Um, so, uh, I've been asked to kind of provide an update on the status of the railway.

Um, there's kind of been a couple of recent, uh, decisions and orders, directives relating to the Uintah Railway project itself, and then kind of a related oil loadout facility.

Um, so I've been working on this project for 6 years now, representing different municipalities.

Um, mostly up in the Eagle Valley area, which is kind of where the opposition first, uh, grew organically because of concerns that they're...

The intent was to reactivate the Tennessee Pass line to run oil trains up and over. So a bunch of municipalities up there banded together, um, and started providing comments on the NEPA documents for the Uintah Railway Project — both the Forest Service permit and the Surface Transportation Board proceeding.

Um, Eagle County got involved and kind of took up the larger, uh, budgetary item of hiring a Denver environmental specialty law firm, um, where I actually used to work during and after law school. Um, and so a friend of mine, Nate Hunt, is kind of been the litigator on this case.

There was a direct appeal, initially, of the Surface Transportation Board approval of the Uintah Railway Extension in northeast Utah.

Um, that appeal went to the D.C. Circuit Court of Appeals. The way STB decisions are structured, there's no District Court hearing. It's just an appeal of the record that goes to the Appeals Court.

Um, and then a number of other municipalities joined in in the D.C. Circuit briefing stage as *Amikai* or *friends of the court*. We filed an amicus brief, um, kind of adding in some of the more Colorado-specific facts around oil spills, wildfire risk, um, stuff like that, to help the D.C. Circuit side with us.

And, uh, in that case, um, you know, there were multiple parties. There's Eagle County, and then there's a group of environmental, or kind of a coalition of environmental groups.

And they were raising different issues. In this case, Eagle County was really raising kind of the potential effects within Colorado, within Eagle County.

Like we talked about oil spills, wildfire risk, um, whereas the environmental groups were pushing the kind of trying to push the law of NEPA a little bit, saying, STB, you need to analyze the effects of downstream greenhouse gas emissions in the Gulf Coast refineries, like in Louisiana and Texas.

Because those are the only refineries that can handle this heavy crude oil out of northeast Utah.

And so they also won on those claims in the D.C. Circuit, um, as well as a host of other claims that were not environmental-related, but more substantive rail law-related.

So then, obviously, the 7 County Infrastructure Coalition — the sponsors of the project — appealed to the U.S. Supreme Court.

Um, we were surprised and, you know, not happy when the Supreme Court took the case up, because it was not a good sign.

Um, and in particular, you know, Justice Brett Kavanaugh has been writing on these issues for decades. And so I had a pretty good sense that he might be the one writing the opinion on this — and sure enough, he was.

Um, and so that case was briefed, and oral arguments happened this spring — or no, last fall. Getting my times mixed up.

Um, then that decision came out. It was unanimous — 8 to nothing. Justice Gorsuch recused, which unfortunately, you know, strategically, when our towns again participated, we were kind of targeting him. Being like, oh, you're from Colorado, maybe you'll appreciate all these, all these local governments' perspectives.

Um...

So anyway, it was 8–0. Um, the 3 more liberal justices filed a concurrence as well.

That was more on substantive rail law issues. And then — but the Supreme Court case really has very little to do with the actual oil train project.

It is a bigger environmental law issue about how far afield — like I was talking about the Gulf Coast refineries emissions — are those related to the project? The authorizing project happening in Utah?

And that's where the Supreme Court came in and said, no, that's too far afield. These effects are not proximate to the decision that the Surface Transportation Board has made.

And it, you know, it really was kind of a smackdown of environmental groups that have been pushing the limits of environmental law — oftentimes through these more linear type projects like natural gas pipelines — saying, "Oh, you put gas in here, it comes out here. You need to analyze the effects throughout that entire project."

So that's really what the Supreme Court case was about.

Um, there is almost no mention of Colorado, or the oil spill issues, or wildfire effects.

And the case is now been, you know, remanded — this is how the Supreme Court works — it's been remanded back down to the D.C. Circuit. And there will be further briefing. It's unclear exactly what the scope of that briefing will be. I think in the next few months there will be

briefing to kind of determine what the scope will be — 'cause that's what lawyers do, and courts do.

So, um, uh, you know, the 7 County Infrastructure Coalition, of course, framed it as the Supreme Court approved the project — and that's not the case.

Um, there's still substantive rail law issues that were not appealed. The D.C. Circuit's decision on those issues stand.

Um, and then there's further briefing on kind of what, you know, the D.C. Circuit saying, "What did the Supreme Court say?" And, you know, it's our belief still that some of the Colorado-specific issues can still be included in whatever decision the D.C. Circuit comes out with.

So, in the meantime, the President issued an executive order fast-tracking a project called the Wildcat Loadout. It's an existing oil and coal loadout in — kind of in the same area.

Um, they're using the new NEPA fast-tracking policies they have, where you have to complete an Environmental Assessment in 14 days, or an Environmental Impact Statement in 28 days.

EISs in particular take — the one for the Uintah Railway took 3 years. So there are legal risks that a lot of companies are not, and project sponsors are not, willing to take, um, because of, you know, the — completing these in 28 days is — seems somewhat likely you're going to have a deficient document that a court will likely overturn.

Um, this Wildcat sponsor apparently is willing to utilize this streamlined process. So, um, BLM is the authorizing agency for the Wildcat Loadout.

They've issued a notice of intent to, uh, prepare an EA on this. Um, that came out 2 weeks ago. So, um, I imagine we will see an EA out for notice and comment here in the next 2 to 4 weeks, I would guess.

And then there will be a 14-day comment period on that.

Um, actually, we don't know how long the comment period will be. I think they have to approve it within 14 days.

So it's very fast.

Um...

So, you know, that's really kind of where things stand.

Um, happy to take any questions. You know, I think there's some opportunities around the Wildcat Loadout facility for local governments to engage. It's unclear if the kind of coalition of local governments that engaged at the D.C. Circuit and Supreme Court level are going to feel compelled to raise the same issues that they've already raised.

You know, those briefs have already been filed, and so there's not a lot of new issues to be raised at this point in court.

So, happy to take any questions.

**TRUSTEE MATCHETT:** This came up a lot at the conference I was just at with people on the Western Slope, and I didn't even—wasn't the one that always brought it up. So it's definitely on the mind, so I think a lot of people over here. So what you just said—there were opportunities to engage. You think, like, what might that look like if we were gonna—it would be just during the comment period?

**ATTORNEY PETERSON-CREMER:** Yeah, or like filing a comment with the BLM on the Wildcat, for the Wildcat Loadout.

**TRUSTEE FOX:** As individuals or as a municipality?

**ATTORNEY PETERSON-CREMER:** As a municipality. And, you know, those carry some weight when local governments are weighing in.

**MAYOR MIKOLAI:** Um—is there any—so with any other of the original decision—is there any benefit to the Town or for us to join in as an *Amicus*?

**ATTORNEY PETERSON-CREMER:** I, you know, at this point I don't think so. Um, it was a robust group of signers that, honestly, looking back probably didn't make a lick of difference at the Supreme Court. I think, you know, I think in the D.C. Circuit it did make a difference. But you know, as I said, this was a bigger issue than just the rail line—it was about what are the limits of environmental law. Um, and so I don't think that there's much opportunity remaining in the court cases for participation. But we're, you know—we're monitoring it because we have the number of municipalities that we work with that are interested.

**MAYOR MIKOLAI:** Another question, Sarah—

**TRUSTEE MATCHETT:** Um—not—

**TRUSTEE FOX:** How best do we stay informed?

**TRUSTEE MATCHETT:** I mean, yeah, I mean—

**TRUSTEE FOX:** Dan's kind of been my best source of information. I read the Sentinel, and often he's parroting what's coming from meetings that I'm at. But is there another way?

**ATTORNEY PETERSON-CREMER:** Um, I mean, we can keep you all updated. Um, I follow this pretty closely. I'm in touch with all the attorneys working on this. You know, I think we probably have the most up-to-date information on what's going on at any given point.

**TRUSTEE FOX:** Are you briefing other municipalities, other—you know, clients of yours similarly? Is there, you know, a blog or something that we could follow? I mean, maybe blog's not the right word.

**ATTORNEY PETERSON-CREMER:** Um, we're kind of doing—I, you know—there's a little bit of fatigue, I think, around this, um, that everybody feels like they put up a fight and... here we are! Um! So we haven't actually gotten a lot of inquiries lately on this. But, um, I imagine, you know, I think once the Wildcat Loadout EA is out there, there will be some more interest. And local governments—and there's an environmental group, Center for Biological Diversity, that has done a lot of outreach with local governments to kind of gin up support on this issue.

**MAYOR MIKOLAI:** Um. Well, speaking of the Sentinel—because I did read in the paper several days ago about the Wildcat, and how they were trying to push this through in a very fast-track motion or way, with... it almost sounded like they were going to do no—um, pretty much comment. But I mean, that's not really legal for them to do that, is it?

**ATTORNEY PETERSON-CREMER:** I think there will be some public comment, I believe. I think if they don't, then, yeah, it's an easy—uh—easy lawsuit. Um, you know, I assume they have some competent lawyers advising the Council on Environmental Quality at the White House on how to do this to mitigate some risk that they're creating. Um, so I think there will be some public comment. But it is a very tight timeframe.

**MAYOR MIKOLAI:** But to go along with that, with Rick—I mean, he's saying, you know, with Rick's question about, you know, doing this as a municipality, as opposed to individually—I mean, the moment we know that there is any type of public comment, we should probably just be right there, Johnny, on the spot with it for the Wildcat.

**ATTORNEY PETERSON-CREMER:** Yeah, I think we could. Um, yeah, and we could be ready to help draft that comment.

**TRUSTEE FOX:** Thank you.

**TRUSTEE MATCHETT:** Can you just—I just have questions about, where—so the timeline and what you think about the Uintah project, like, and where that is, and realistic. Like, I get a lot of... just because I don't know how to answer constituents. They think it's coming in tomorrow, and I'm like, well, I don't, you know...

**ATTORNEY PETERSON-CREMER:** Yeah, I mean, that's—you know, that's what the project sponsors want everybody to think that it's a good deal. Um, you know, talking to Nate, the attorney for Eagle County—it's like, there's a long road to go.

**TRUSTEE MATCHETT:** Define long—year?

**ATTORNEY PETERSON-CREMER:** Um. But, you know, court—court timeframes—you just don't know. And there's still unresolved issues unrelated to the Supreme Court case that just handled at the D.C. Circuit.

**MAYOR MIKOLAI:** So I sent—Janet, were you able to forward that link that Jim sent? I emailed you yesterday asking you to send. So Jim Neu sent me a link to an article about the Utah project, and I wanted to make sure I did it through Janet so it was legal. Anyway—but what was interesting within this article is talking about the financing that they need. So they're going for like 3 billion dollars in those—

**ATTORNEY PETERSON-CREMER:** Private—private activity bonds.

**MAYOR MIKOLAI:** Private activity—

**ATTORNEY PETERSON-CREMER:** Which, I think, is almost tapped out.

**MAYOR MIKOLAI:** NTV, if I remember right—

**ATTORNEY PETERSON-CREMER:** It's part of DOT.

**MAYOR MIKOLAI:** Yeah. So they have to do this. So they need—they need 3 million dollars to build this—well, that particular fund was allocated 30 billion dollars several years ago through the Inflation Reduction Act. Well, it was allocated 30 million dollars—they are now down to... they've already dedicated up that 29 point 6 or 4 billion. So they've got like a half a—1 million dollars left, or something like that, or not a half million—like 500,000. But this Uintah railroad needs 3 billion.

**ATTORNEY PETERSON-CREMER:** Yeah.

**MAYOR MIKOLAI:** So there's not going to be a—they're not going to be revisiting that allocation to that fund until 2026. That I know—that's basically what the article says. So we'll try to get that article so that, kind of, gives you an idea, too, that they don't have the money for it.

**TRUSTEE MATCHETT:** Yeah. Gonna cost them over almost 2 million dollars a mile.

**ATTORNEY PETERSON-CREMER:** Yeah.

**MAYOR MIKOLAI:** To build the railroad—they don't have the money for it—that's why they're trying to get that.

**TRUSTEE MATCHETT:** Not yet.

**TRUSTEE MAXWELL:** Un-transcribable

**TRUSTEE FOX:** A Ramco—Ramco might. A Ramco might.

**ATTORNEY PETERSON-CREMER:** Yeah.

**MAYOR MIKOLAI:** So again, this pushes us off into somewhere into 2026.

**ATTORNEY PETERSON-CREMER:** Yeah, I think it is. My sense is it's years away. Um! In the best circumstances. The Wildcat Loadout—that could happen. But I don't think it—it doesn't create the capacity to have, you know, eight 3-mile-long trains a day coming through town.

**MAYOR MIKOLAI:** That's reserved—it just isn't as big as that one with those—

**ATTORNEY PETERSON-CREMER:** I just—I don't—I don't think. Well, I—I don't know. But, um, my sense is, it doesn't quite have the same impact. I might be wrong. But, um—it's—



**MAYOR MIKOLAI:** You speak about some of the rail law that's in place. Is there anything specifically that really would push back on both of these projects—or anything in particular that could impact their ability to do this?

**ATTORNEY PETERSON-CREMER:** Well, so one of the claims—and I might not recall exactly what it was—but it relates to a statute called the ICCTA, the Interstate Commerce Commission Termination Act, that created the Surface Transportation Board. Um, and so I know there are substantive violations of the ICCTA that the D.C. Circuit found that were not appealed to the Supreme Court. Similarly, there is an Endangered Species Act claim that the D.C. Circuit agreed with that was not appealed to the Supreme Court. So there are multiple legal issues still that the project sponsors need to address.

**MAYOR MIKOLAI:** So really all the Supreme Court did was just say, “You can't just New Orleans and Louisiana and Texas as part of your criteria.”

**ATTORNEY PETERSON-CREMER:** Right. Yeah, those are not indirect effects—like that's all the Supreme Court said. Said those impacts are too far afield. They didn't say anything about Colorado. So—

**MAYOR MIKOLAI:** Didn't say anything—there was nothing again about endangered species or any of this other—

**ATTORNEY PETERSON-CREMER:** No. Yeah. So those are still in play with the Uintah.

**MAYOR MIKOLAI:** Would they also come into play with a Wildcat?

**ATTORNEY PETERSON-CREMER:** Yeah. Yeah, and I think that would be the thrust of a comment letter—assuming the EA is deficient, which, you know, they're not going to have a lot of time to make sure it isn't. Um, those would probably be the issues: oil spills, wildfires, impacts to rail crossings in towns like—I know Grand Junction's got a bunch of at-grade crossings, and we have some here as well—so like the congestion and traffic and safety impacts that would occur to the local governments and communities.

**MAYOR MIKOLAI:** I was going to ask about that, because we had our biggest concern—I know you guys would remember—this past Farmers' Market. Yeah, we had a train sitting on the track blocking Maine and Kluge for—I don't even know how long they were there. By the time I got there, it had already been sitting there for 20–30 minutes, I think.

**EVENTS COORDINATOR LOUCKS:** Yeah.

**MAYOR MIKOLAI:** It was sitting there for quite a while, and the problem is it was blocking Kluge and Maine, which is a hazard—people, huh? Yeah, if there had been any type of EMS/EMT-type callout north of the railroad tracks, there would have been a real issue with that in terms of timely response.

**ATTORNEY PETERSON-CREMER:** Yeah, there is actually a case—one I worked on in the firm in Denver that has a rail practice—but it was on the south side of Chicago. And we were tracking all the rail blockages, and it was dozens a day at four different crossings totaling four to

five hours a day. Um, and EMS were getting blocked, firefighters were having to reroute. Um, and so those can become substantive legal problems for the railroads. And I imagine adding this capacity on the UP mainline could create more of those legal risks for the railroads.

**TRUSTEE FOX:** And so pointedly, in the context of that event this Sunday, it wasn't one train—it was multiple sections of train. They were aggregating the cars—

**ATTORNEY PETERSON-CREMER:** Right.

**TRUSTEE FOX:** So it took longer to connect them before they could move all of them. It took a long time.

**ATTORNEY PETERSON-CREMER:** Yeah, no, that was an issue in the Chicago case as well—that they would just move small sections of cars and then leave them. Yeah, they would unattach the locomotive and leave them at the grade crossing.

**TRUSTEE FOX:** So back kind of on point—I know personally, and really everybody that I talk to on the streets, really very interested in the progress. Um—is your friend Nate? Does he provide—make a newsletter for his clients? Is there some way that we can get more, rather than, you know—whatever case law and Google to see—and Dan—it'd be nice to follow it in layperson's terms and be able to point people to some layperson resource.

**ATTORNEY PETERSON-CREMER:** Yeah, I mean, the environmental group I mentioned, Center for Biological Diversity, in terms of like public-facing material—they probably have it. They've been tracking this the closest. So their website—they post updates pretty regularly.

**TRUSTEE FOX:** Then I don't know if we need to vote as a board to have you keep us abreast and make available to us to contribute meaningfully. Yeah, and that's super important.

**MAYOR MIKOLAI:** Just keep us abreast. Email us as something pertinent arises that maybe, you know, pertains to this issue.

**TRUSTEE MATCHETT:** And if there's action we can take—yeah, that's when, if there's stuff—if there's concrete things that we as a board could do, then we want to do them, I think.

**TRUSTEE FOX:** We had a very similar conversation last year with Jim, and he said, “Don't worry about it, we're done.” Well, D.C. Circuit ruled in our favor—it's done.

**ATTORNEY PETERSON-CREMER:** We really didn't think the Supreme Court was going to take this up. We were like, “Oh, that's...”

**MAYOR MIKOLAI:** Because the Appellate Court—yeah, they're not, you know. And so at that point, we were already kind of out of it—or at least we thought—and that's what his advice was, that we, you know—

**TRUSTEE FOX:** We couldn't help.

**MAYOR MIKOLAI:** You know, and he just didn't think there was going to be any value to us at that point joining in.

**ATTORNEY PETERSON-CREMER:** Yeah. And it—it, you know, it would not have made a difference at the Supreme Court. They were doing what they do.

**MAYOR MIKOLAI:** Well, and the fact that it was an 8–0 decision was, yeah, I think—first of all, them taking it up, and then 8–0 on a decision that was, I think, even more—I think that surprised everybody that it was, yeah, I mean, an overwhelmingly decisive.

**ATTORNEY PETERSON-CREMER:** I think it showed that kind of pushing the limits of environmental law in terms of how approximate these effects are to the project. Um, you know, it had... There were risks associated with that.

**MAYOR MIKOLAI:** The one thing we can do at this point is we can give direction to Richard and Janet to maybe have a draft letter ready for the Wildcat. In other words, because the window—because the public comment period is going to be so narrow that we should probably have a letter ready to go, and then we can... We would still have to get together, I believe, and vote to approve the letter at the next week's meeting. We can just say, "Give me permission to sign it on behalf of the board."

**ATTORNEY PETERSON-CREMER:** Yeah.

**MAYOR MIKOLAI:** Right. So we can do that. We all want to give direction to Janet for that—please—to get the letter ready.

**TRUSTEE FOX:** Please.

**MAYOR MIKOLAI:** Next Tuesday, yeah.

**TOWN MANAGER HAWKINSON:** Fourth of July—we have a lot of stuff going on.

**MAYOR MIKOLAI:** Well, maybe not have the letter ready—but just have a resolution ready that gives me basically the ability to sign the moment we need to sign it.

**ATTORNEY PETERSON-CREMER:** Yeah.

**MAYOR MIKOLAI:** Thank you to sign the letter, depending, you know, to the letter.

**TRUSTEE HARBAUGH:** Didn't say.

**MAYOR MIKOLAI:** That we basically are concerned about the Wildcat project and whether or not... you know, the impacts to the Town of Palisade and to the environment of Colorado. Now, Stan, if you don't approve, you want the letter. Basically, when it gets drafted, you'll have an opportunity to review it and can voice your concerns at...

**TRUSTEE HARBAUGH:** That point—like a lot more information about it, for one. Well—like volume. How many barrels, how many trains, how many cars, how often—you know, stuff like that.

**MAYOR MIKOLAI:** And that at this point. But what I'm saying is that, and so that because the public comment period is probably going to be a very short, very narrow window of opportunity, we should probably have something in place ready to go so we can sign it and put it into place on the direction of the Board, and as a vote of the Board, on a particular resolution.

Alright, that's all we've done—ask Janet at this point.

We haven't approved a letter. We haven't signed a letter. We're just asking Janet to have a letter ready to go.

Okay, any other questions for Richard or Janet on this issue, with four minutes left to go in this workshop?

**TRUSTEE MATCHETT:** Super helpful.

**TRUSTEE FOX:** Thanks, Richard. Thank you very much on this.

**ATTORNEY PETERSON-CREMER:** Of course—you're welcome.

**MAYOR MIKOLAI:** So we got a four-minute break, and then we'll start the meeting. By the way, for those of you who aren't aware, what this meeting is basically meant for us to go into executive session, which means that we're in a call to order, go into executive session—and you guys are gonna all have to leave anyway.

So.

Sorry.