

ATTACHMENT A

DRAFT Meeting Minutes

**Central Oregon Area Commission on Transportation
COACT
April 14, 2016**

Members: Alan Unger (Deschutes County), Steve Forrester (City of Prineville), Jack Seley (City of Prineville), Gary Judd (Aviation), Lonny Macy (Confederated Tribes of Warm Springs), Ken Mullenex (City of La Pine), Bill Braly (Bike/Ped), Pat Hanenkrat (City of Metolius), Gary Farnsworth (ODOT), Mike McCabe (Crook County), Wayne Fording (Jefferson County), Jeff Monson (Transportation Options), Matt Wiederholt (Rail), George Endicott (City of Redmond), Paul Bertagna (City of Sisters), Jeff Hurd (City of Madras), Nick Arnis (City of Bend).

Guests: Jim Pay (Century West), Matt Rogers (Century West), James Mauseling (ODOT), Abbey Driscoll (ODOT), Bill Duerden (City of Redmond), Phil Stenbeck (City of Prineville), Peter Russell (Deschutes County), Kelly Coffelt (City of Prineville), Kelly Regan (Public/Student), Stephanie Hartung (Sunriver Airport); Rob MacGowan (Sunriver Resort), Jodi Burch (City of Redmond), Katie Parlette (ODOT), Karen Friend (Cascades East Transit), Winton Platt (Redmond Airport), Chris Doty (Deschutes County), Nettice Honn (Redmond Municipal Airport), Shane Jeffries (Deschutes National Forest), Joni Bramlett (ODOT- Public Transit Division), Casey Bergh (OSU-Cascades), Kelly Coffelt (Prineville Airport), Zachary Bass (Redmond Municipal Airport),

Staff

Scott Aycock (COIC), Shelby Knight (COIC).

1. Call to Order and Introductions

The meeting was called to order at 3:06 pm. Introductions were made.

2. Public Comments

There were no public comments

3. COACT Business

A) March 10 2016 Meeting Minutes (Action)

Mike McCabe motioned to approve the March 10, 2016 minutes. Ken Mullenex seconded. Minutes were approved by consensus.

4. Oregon Transportation Commission April 20-21 in Redmond

Alan Unger informed attendees that the Oregon Transportation Commission (OTC) would be meeting at Eagle Crest April 20-21 during which time the OTC would review COACT's operating guidelines charter. He stated that COACT would present the guidelines last endorsed in 2014 and recommended no changes be made. Gary Farnsworth noted that the guidelines can be found on the COACT webpage here: <https://coic2.org/community-development/central-oregon-area-commission-on-transportation/>.

Alan Unger addressed the Biennial Report as part of Attachment B. The report outlines projects and other COACT processes that have occurred since the last report to the OTC in 2014. The report also includes current projects under development for 2016-2017. Gary Farnsworth noted that the report is a draft and updates and suggestions were encouraged.

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Alan Unger stated that COACT's meeting with the OTC was scheduled for 4:30pm on Wednesday, April 20th at Eagle Crest Resort. He listed those that would attend as Alan Unger, Mike McCabe, Lonny Macy, George Endicott, Matt Weiderholt, Andrew Spreadborough, Jeff Hurd, Ken Mulenex, Dennis Scott, Corey Misley, Scott Aycock, Andrea Blum, Gary Judd, and Karen Friend. He informed the board that all members were welcome to attend. Wayne Fording expressed interest and was added to the list. Alan Unger then discussed a letter included in Attachment B from the director of the OTC, Matthew Garrett, in which three discussion questions were posed to COACT. The questions were as follows:

1. As the OTC, we struggle with the balance between maintaining the transportation assets we have and expanding the transportation system. What does this balance look like in your area of the state?
2. What are the key opportunities for transportation investments to help with economic development in this part of the state?
3. What is an appropriate and effective role for ACTs in an era of limited fund? What activities can the ACT engage in to help inform the department's work?

Members were encouraged to email feedback related to the above questions to Gary Farnsworth. Gary Farnsworth noted that members will have a chance to address the questions at the April 20 meeting with the OTC as well.

Alan Unger informed the board that the three Region 4 ACTs sent a letter to the OTC. The letter included the importance of maintaining current infrastructure, specifically through the Fix-it program. The letter also addressed the region's focus on adding more passing lanes due to the new increased 65mph speed limit. Lastly, the letter addressed the need for a focus on the resiliency plan due to the region's role in recovery and staging in the wake of a major seismic event.

Alan Unger then discussed the COACT Chair's recent visit with the Transportation Commission. The topics discussed were transportation's impact on the region's economic opportunity, transportation's role in quality of life in Central Oregon, and the unique transportation priorities of the region. For example, freight and recreational priorities such as trail maintenance and access were emphasized. The challenge of the BNSF class 1 railroad was another important topic discussed. Looking to the future, mobility, seismic upgrades, and the use of technology to give priority to trucking vehicles were discussed.

Alan Unger added that COACT should highlight the regular meetings between the region's airports. Central Oregon is the only area in Oregon and Washington that convenes an airport group in this manner. Finally, he encouraged members to think of questions to pose to the OTC at the upcoming meeting.

5. STIP 2018-2021 Enhance 150% List

A) FAST Act Update

Alan Unger referred to Attachment C, The FAST Act Funding Update. Gary Farnsworth explained that the FAST Act is the new Federal Act for transportation. FAST Act is a 5 year program. The bill provides a slight increase in funding over the course of the next 5 years. He referred to PowerPoint slides within Attachment C. The PowerPoint was presented to OTC at a meeting in March. It demonstrates how the FAST Act funding is believed to affect investments. Again, there will be an emphasis on freight mobility, fixing and maintaining bridges and roads, local programs like the local bridge program, and bike-ped projects.

Gary Farnsworth informed the board that there will be an increase in funding of \$14 million per year through the Federal Lands Access Program (FLAP). There is currently a call for projects for FLAP. He encouraged members to contact him regarding projects that need support. There is an opportunity for letters of support for projects as well as help with the identification of partnerships between land management and road management agencies. He added that an increase in

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revenue due to low gas prices combined with an increase in federal funds means there will be more projects coming in to the Commission.

George Endicott asked, in regards to attachment C, is the funding through the FAST Act \$35 million with an additional \$8.6 million?

Gary Farnsworth clarified that the \$35 million in funds are designated for the US 97 and OR 58 corridors. Of that, \$8.6 million will be going into a project for US 97, just outside of Biggs Junction. The project will add an acceleration lane, which addresses freight, and also includes seismic upgrades to the bridges from Biggs Junction to 58. He added that there is an interest in investments in the remainder of the 97 corridor as well. In addition to seismic upgrades to bridges, they're looking into developing more resiliency based projects in areas that are prone to rock slides. They've also taken interest in the Redmond and Klamath Falls airports due to their role as emergency hubs in a major seismic event and therefore what role the US 97 corridor plays in the emergency plan.

Ken Mullen asked due to the role of the US 97 corridor in the case of a seismic event, are there plans for 4-laning in the area between Sunriver and La Pine where bottleneck is an issue?

Gary Farnsworth responded yes, there is currently a project under development in that area to continue the existing 4 laning. ODOT is also planning for a variable speed area from Lava Butte to Spring Creek Hill in Klamath Falls. The idea is to address variable speed in the winter months as well as prepare the US 97 corridor for movement of freight. He added that the commission recently approved the addition of passing lanes for US 97 in Klamath Falls. Lastly, dollars left over from the Wickiup Junction project are being used for work on the corridor within region 4 as well.

Scott Aycock added, in regards to applications for FLAP funding, the federal land agency that is most impacted or benefited from a project is meant to be a co-applicant. Therefore he stressed the importance of working together early and often.

B) Review ODOT rankings and feedback from COACT members

Alan Unger addressed Attachment D, the 2018-21 STIP/Enhance Draft COACT and ODOT rankings. He stated that the drafted rankings have been reviewed by each community, as well as LJDACT and SCOACT. Gary Farnsworth informed the board that the other Region 4 Area Commissions support the list as shown. He clarified that the current target for funding for region 4 is \$3.5 million dollars. Through the development of the 150% list, there are plans for continued outreach and scoping for proposed projects. He described this outreach strategy as including sit down discussions and site visits. The goal is to verify merits, scopes and estimates, and to discuss the ability to scale or phase the projects. A Super ACT meeting will then be held in the future to decide upon a final 100% list. That 100% list will be included in the draft 2018-21 STIP and will stay a draft for close to a year to allow more time to explore the details of the final projects. He added that the 2018-21 STIP/Enhance process is a more flexible process than ConnectOregon VI.

Alan Unger referred to the proposed 150% list stating that the projects reflected will be the projects subject to the next phase of scoping and scaling. Gary Farnsworth clarified that the list presented reflects all of the proposals made, all of which will be scoped.

Gary Judd clarified that attachment D should list City of Bend representation as aviation instead of airport.

C) Decide on draft 150% List, and prep for May 12th 3-ACT

Alan Unger opened the floor for discussion. There was none. He asked the board if they approve the list presented as is?

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George Endicott asked in terms of scoping, is the request amount to be scoped? Gary Farnsworth responded the entire proposal will be evaluated. George Endicott clarified that he meant beyond our discussion today. If the list is approved as currently presented, what does that mean for the process moving forward? Gary Farnsworth responded Region 4 will convene the three ACTs on May 12th where the input to date will be reviewed. The plan for scoping will come out of this meeting and will continue into next summer when the project list is finalized. He added that scoping will help to make the most of the funding.

Alan Unger asked for a motion to approve the presented 150% list. George Endicott asked if the list is in a priority order? Alan Unger responded yes. Gary Farnsworth added that COACT will not have to weigh in on the other two ACT's projects.

George Endicott motioned to approve the draft list in ranking but would like to recommend that the Super ACT further discuss the funding amounts at the upcoming May 12th meeting. Patrick Hanenkrat seconded. The motion was approved by consensus.

Gary Farnsworth suggested that COACT should assign representatives to attend the Super ACT meeting to address the STIP/Enhance review as well as the ConnectOregon VI regional review committee. The staff recommendation is to assign two members as representatives.

Andrew Spreadborough asked if the statewide committee reacts to the STIP/Enhance project list as well? Alan Unger responded no. The statewide committee will only look at ConnectOregon VI projects and materials. He added that what is decided at the Super ACT meeting regarding STIP/Enhance will be presented to the OTC.

George Endicott asked where and when is the Super ACT meeting? Alan Unger responded May 12th, 2016 at 10 a.m. located at the Deschutes County service/office building in the Commissioner's meeting room. The agenda will include a review of STIP/Enhance 150% list and the ConnectOregon VI recommendations and rankings to date, and work towards approval of both lists. Gary Farnsworth stated that the review panel consists of representatives from each of the three ACTs (COACT, LJDACT, and SCOACT) and will make the final decision for the regional review rankings. The meeting is open to the public and encouraged members and applicants to attend. However, there will be no project presentations.

Alan Unger proposed that he and Mike McCabe represent COACT at the Super Act meeting. Ken Mulenex motioned to elect Alan Unger and Mike McCabe as COACT representatives. George Endicott seconded. The motion was approved by consensus.

6. ConnectOR VI Presentations and Ranking

Alan Unger informed members of concerns that came out of the ConnectOregon V process. It is now stipulated in legislation that if an individual is proposing a project for ConnectOregon funding, that individual cannot be involved in the final decision as this is considered a conflict of interest. Scott Aycock passed around a conflict of interest form. Alan Unger noted that there are many potential conflicts which should be declared. If applicable, individuals not making financial gains from projects should declare it. Gary Farnsworth added that the reviewer's instructions and the ConnectOregon VI applications can be accessed online. Information on this was provided as a memo in the packet materials. He clarified that the Regional Review Committee and their meetings are the entity recognized by ConnectOregon. Therefore, rankings will officially occur at the convening of the regional review committee. However, in order to ensure transparency, COACT has traditionally reviewed the guidelines carefully and kept the process public and open. He reiterated that most members have a potential conflict of interest and it should be stated.

George Endicott asked who wrote the conflict of interest document? Gary Farnsworth responded it is from the procedural document, written by ODOT. George Endicott responded that in the Oregon Ethics Law an actual conflict is only if you have a personal, financial interest. He noted that Oregon law restricts personal financial interest. Therefore, the conflict of

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interest handout is misleading. He recommended attorney input. Gary Farnsworth responded that Scott Turnoy who interacts regularly with the attorneys suggested the input seen in the handout. He clarified that it is each individual's choice whether to declare a conflict of interest. He added that he and Scott have discussed potential changes to the procedural document in the future.

Alan Unger stated that Deschutes County did not put in a project but would have a potential conflict being a member of the COIC Board. Wayne Fording stated Jefferson County does not have a project proposal but reported a potential conflict as a COIC board member. Mike McCabe reported a potential conflict of interest due to multiple projects but claimed no personal financial gain. Lonny Macy reported a potential conflict being a board member of COIC. Paul Bertagna reported a potential conflict with the City of Sisters Airport project. Jeff Hurd reported a potential conflict as a member of the COIC board. Jeff Monson reported no conflict of interest. Andrew Spreadborough reported a potential conflict of interest for all City/County projects and the Transit hub project. Bill Braly reported a potential conflict of interest for the Homestead Trail project. Gary Judd reported a potential conflict due to the Bend Airport project but has no potential financial gain. Patrick Hanenkrat reported no applications for the City of Metolius but has a potential conflict of interest as a COIC board member. Ken Mulenex reported a potential conflict of interest as a COIC board member but has no potential financial gain. George Endicott reported a potential conflict of interest for the City of Redmond Project but has no potential financial conflict. Steve Forrester reported a potential conflict of interest because the City of Prineville has two project proposals but reported no potential for financial gain. Jack Seley reported a potential conflict as a Prineville City Council member but has no potential financial conflict. Matt Weiderholt reported no potential conflict of interest. Nick Arnis reported a potential conflict of interest as a COIC board member but has no potential for financial gain. Gary Farnsworth reported no potential conflict of interest.

A) Project Presentations

Project presentation materials can be found on the COIC webpage here: <https://coic2.org/community-development/central-oregon-area-commission-on-transportation/>.

Kelly Coffelt presented the Prineville Airport Airbase project. The project consists of two parts: construction of an airbase facility and construction of airport improvements. The airbase facility plan includes helicopter pads, training areas, a seat tanker ramp, and an administrative building. The airport improvements include expansion of the parking apron and run-up area, replacement of the fuel system, and replacement of the airport beacon. The project will produce jobs, greatly improve safety, is construction ready, has a long life expectancy, and includes environmental benefits.

Following the presentation, there were no questions.

Gary Judd presented phase II of the City of Bend Minicipal Airport Helicopter Operations Area project. The heliport will alleviate rotor wing runway operations, which will increase efficiency. It will also increase separation of rotor wing and fixed wing traffic, enhancing safety. Phase II provides for the additional work and dimensional changes identified in the Environmental Assessment and includes water, sewer, power, communications and gas utilities.

Following the presentation, there were no questions.

Zach Bass presented the Roberts Field Redmond Municipal Airport Taxiway B Rehabilitation project. The current taxiway has been deemed unsafe with a PCI rating of 0 in 2003. The project has been identified as a critical FEMA asset, is a direct route to GA ramps and de-conflict traffic hotspots, will connect FBOs/USFS/commercial/GA traffic flow throughout the airport and will result in 6,971 annual operations for the USFS and GA. Shane Jeffries of the Forest Service voiced support for the project. He added that the Forest Service supports the City of Prineville project as well.

Gary Farnsworth asked about the leverage for the proposal; what is the match? Zach Bass clarified that \$4.51 million dollars is what ConnectOregon can show was contributed to the project but due to match, the project will only require

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\$259,000 ConnectOregon dollars. Alan clarified that it makes sense in that the project is asking for \$259,000 in order to leverage a \$4.5 million dollar project. Gary Farnsworth asked is it a match? Zach Bass responded yes.

A public comment was made that due to the project's connection to relief for the Cascadia earthquake, it may qualify for Pre Disaster Mitigation (PDM) grant program funds. Have you applied for these funds? Zach Bass responded no, this is the first he's heard of this program.

Alan Unger added that he sees this as a project that has statewide significance when considering its need for funding.

Bill Duerden presented phase II of the City of Redmond Homestead Canal Trail project. The project includes 2.3 miles of a planned 5.3 mile paved, multi-use trail, landscaping improvements, and amenities such as drinking fountains, trash receptacles, benches, and signs. It utilizes the irrigation canal maintenance road, connects neighborhoods to jobs, shopping, transit and medical facilities, leverages grant-funded Phase 1 improvements, and supports a looped trail network. It would provide transit hub access, a safer route for pedestrians, and has been identified as a priority in multiple planning efforts.

Alan Unger asked if the project is related to the COIC project? Bill Durden responded yes, it provides a good connection to the hub. Public Works and COIC worked together to explore how the projects could support each other. Alan Unger asked what the modal ranking for the project was? Bill Duerden responded that it was ranked number 1 out of 22. George Endicott highlighted the project's partnership and collaboration with Central Oregon Irrigation District.

Pat Hanenkrat asked if the trail allows for the Irrigation District to use it for maintenance ? Bill Durden responded yes, Public Works has a signed agreement with COID.

Andrew Spreadborough presented the COIC Multi Modal Hub project. The project will use an undeveloped property in Redmond as a regional transit hub to improve regional access to job centers, shopping, and health care. The location will serve as a transfer point for intercommunity travel and includes a park and ride and intermodal bike-ped connectivity between the local road and the sidewalk system. COIC worked in partnership with the City of Redmond to ensure sidewalk connectivity to destinations within the community be included. The property is fully secured with the option to purchase. The project is the only transit project east of the cascades.

Following the presentation, there were no questions.

Stephanie Hartung and Rob Macgowan presented the Sunriver Resort Airport S21 project. The S21 airport is privately owned and is therefore not eligible for federal funding. The airport has two applications for ConnectOregon VI funding. The first is for asphalt improvements. The current conditions are rated as serious, poor and failed. The second project proposal is for an upgraded AWOS and terminal building. The current building is only 600 square feet and does not support the capacity of visitors to the airport. The weather station is an important safety factor and is need of updates. S21 has the support of COBA and the USFS and contributes to the economy of Central Oregon through 14,000 operations a year.

Alan Unger stated he recognizes the value of Sunriver to the Central Oregon economy, specifically for tourism.

Benny Benson presented the Sisters Eagle Airport Business Expansion project proposal. The project is a continuation of past improvements. The proposal includes regional infrastructure protection, and capital improvement. The project will address increasing demand both for flights and training, will benefit multi-mode connectivity, and increase safety through installation of a GPS system and Jet A Tank (to support life safety/firefighting air efforts). The project is construction ready and is consistent with the Oregon Business Plan Key Initiatives.

Following the presentation, there were no questions.

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B) Review staff and modal committee rankings

Gary Farnsworth discussed Attachment E, which listed ConnectOregon VI projects for Region 4 and Central Oregon specifically. The 6 criteria categories used for scoring/evaluating projects are reflected in the attachments. These criteria are considerations written into the law for ConnectOregon. Business Oregon, Regional Solutions, and ODOT used these criteria to score projects. Scores were added to create tiering points. The “highlights” section includes comments from either the modal committees or the Regional Solutions Team. He clarified that the comments listed for each project are only the highlights and no negative feedback was included. The table is not a straw proposal and is listed by tiering scores only.

Benny Benson asked do you want to reference what the funding limit is? Gary Farnsworth responded that the program has \$45 million total dollars for Oregon, of which \$4.5 million is the minimum designated to Region 4 projects. He added that the statewide final review committee will use all of the input to date to rank the projects. They will then cut off the list at \$45 million. When they cut, they check to ensure each of the 5 regions received their minimum. Alan Unger added that an additional 5- 6 projects will be added to the list as back up projects in the event that a project falls off.

C) Decide on project ranking, and prep for May 12th 3-ACT (Action)

Benny Benson asked if it worth discussing the variance in asks? How will you rank projects? Alan Unger responded that he will reflect on ConnectOregon III and V and how they relate to the current project list for ConnectOregon VI, give a suggested priority list, and open it for discussion.

Alan Unger listed the ConnectOregon III funded projects as City of Bend Taxiway Rehabilitation/Relocation, City of Redmond reconstruction of the GA Ramp/Taxiway A and C Extension, Sisters Eagle Airport Improvement project, and the City of Madras BNSF Rail Improvement project. Alan Unger listed the Connect Oregon V funded projects as City of Redmond Runway 422 Rehabilitation, City of Madras Municipal Airport Improvement, City of Bend Helicopter Operations Area Development project, and the Sisters Eagle Airport Capital Improvement project.

Alan proposed a discussion be had based on the following prioritized list of his making:

1. The Prineville Airport project - Prineville hasn't had a project funded in the last two rounds and the project had the highest regional ranking of 88 points for the tiering list.
2. COIC Transit Hub project – The project was ranked number 1 out of 6 by the statewide transit modal committee and received good regional tiering scores as well. The project leverages funding through Regional Solutions and STIP/Enhance. It is also the first transit project for the region in many years.
3. Redmond Homestead Canal Trail – The project was rated 1 of 22 by the bike/ped modal committee. It also complements the COIC Transit Hub project. This is the second year the project has been proposed.
4. Bend Airport project - It was ranked 4 out of 24 by the aviation mode and received a grant cycle last year.
5. Redmond Taxiway Improvement project - It was ranked 9 out of 24 by the aviation modal committee and is a necessary project for the Forest Service ramp and firefighting crews which makes it significant statewide.
6. Sunriver Terminal project - noted it is not eligible for federal cost share
7. Sisters Eagle Airport project - noted it is not eligible for federal cost share and is important for the city's industrial growth.
8. Sunriver Capital Improvement project - noted it is not eligible for federal cost share but has a significant economic impact on Central Oregon

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Jeff Monson commented that he approves the priority list proposed by Alan and would like to note that the COIC Transit Hub and the Redmond Homestead Canal Trail were both ranked high by the bike/ped modal committee.

Gary Judd clarified that the City of Bend Airport project was moved up to 3 of 24 in the aviation modal committee rankings due to safety concerns. He noted that Heather Peck of the Oregon Department of Aviation was in attendance and could answer any questions regarding ranking.

Phil Stenbeck noted that the Prineville Airport project has been at the table for multiple years. He added that the project addresses issues with the current fuel tanks which relate to public health, safety and welfare.

Mike McCabe commented that the Prineville airport project will bring year round jobs to the area. Kelly Coffelt added that not only will the project bring construction based jobs, but permanent airport jobs as well. Steve Forrester asked Kelly Coffelt to give the board some perspective as to the amount of jobs and business that have come in to the airport under Kelly's leadership. Kelly Coffelt responded that 5 years ago, the airport had 1 private business customer and now there are 8, they've grown from 15,000 operations a year to around 45,000, and they've increased the number of jobs from 5 or 6 to 32. He added that the airport's current infrastructure cannot sustain its rapid growth. This project will help to relieve that.

Andrew Spreadborough mentioned his appreciation for the member's recognition of the regional value of the Central Hub Station project. He added that although the project ranked 16th for economic benefit, regional access to employment centers contributes to the economic component. It may be difficult to make the connection between transit and jobs but he feels due to the regional nature there is a strong economic benefit to the project.

George Endicott calculated that the top tiered project asks are below 50% of the guaranteed amount for Region 4. He asked do the requested funds change at all? Alan Unger responded no, the amount requested for each project is locked in as are the reviews. Gary Farnsworth added there may be an adjustment if a project is on the cusp to be cut.

Bill Braly stated his support of the COIC transit hub and the homestead project and the commuting opportunities they both present. He believes the projects will alleviate traffic congestion, specifically between Bend and Redmond.

Benny Benson stated that he is supportive of the list Alan Unger proposed. He added that the board should consider where the Bend Airport project is sitting on the list in regards to funding. Gary Farnsworth agreed, and responded that Butch Hanson deliberately looked at lower cost projects to ensure at least 3 projects will be funded. The benefit of this approach is it positions rankings in such a way that there is potential for Central Oregon to receive more than the minimum amount of funding. He believes Central Oregon is in a position to do very well in this round of ConnectOregon. He stated the committee should also consider not only the value of % for match but total dollars coming in. For example, the Prineville Airport project does not present as high a % of match funding but is reflecting on nearly \$7 million dollars.

Gary Judd gave support for the City of Prineville project on behalf of aviation. He reiterated that the aviation modal committee moved the ranking for the Bend Airport up due to safety concerns. He added that the project will bring in jobs in aviation and will thus support job retention and growth that is not as prevalent in other projects.

Alan Unger asked Gary Judd to send him an email explaining this process so that he may address it at the Super ACT meeting in May. Gary Farnsworth added that it would be helpful to have follow up or further input from applicants and others emailed to him or Alan Unger. This will help support Mike McCabe and Alan Unger's push for Central Oregon projects at the Super ACT meeting.

George Endicott moved to approve the priority list presented by Alan Unger. Ken Mulenex seconded.

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Nick Arnis asked how much money is available to Region 4? Gary Farnsworth responded the minimum for each region is \$4.5 million but added that there is the potential to receive more. In the past, Central Oregon has received as much as 15-18% of the total funds.

The priority list was approved by consensus.

Alan Unger proposed Jeff Monson represent COACT at the final review committee in Salem. Jeff Monson responded he'd like to discuss it further before finalizing.

7.) Adjourn

The meeting adjourned at 5:01 pm.

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