

**MALHEUR COUNTY COURT MINUTES**  
**November 2, 2022**

The regularly scheduled meeting of the County Court was called to order by Judge Dan Joyce at 9:00 a.m. in the County Court Office of the Malheur County Courthouse with Commissioner Don Hodge and Commissioner Ron Jacobs present. Members of the media, public, and staff had the opportunity to join the meeting electronically or in-person. Administrative Officer Lorinda DuBois was present. Public present in the meeting room was Mike Walker. Notice of the meeting was posted on the County website, Courthouse bulletin board, and emailed to the Argus Observer, Malheur Enterprise, and those persons who have requested notice. The meeting was audio recorded. The agenda is recorded as instrument # 2022-5180

**BLM - UPDATE**

BLM (Bureau of Land Management) Vale District Manager Wayne Monger and Field Manager Pat Ryan met with the Court. Mr. Monger explained the County was invited to participate as a cooperating agency in the preparation of plan amendments to BLM's sage grouse management plan; the MOU (Memorandum of Understanding) will be reviewed and considered by the Court at a future meeting. Pat Ryan is retiring at the end of December. The Vale District Office Quarterly Report was shared with the Court members; Mr. Ryan reviewed some of the highlights in the report. BLM is working with APHIS (Animal and Plant Health Inspection Services) on grasshoppers and Mormon crickets; BLM identifies areas for APHIS to analyze, and APHIS conducts the studies and treatment. Mr. Monger and Mr. Ryan answered questions from the Court members. See instrument # 2022-5184 for the Quarterly Report.

**CROSSING PERMITS**

Commissioner Jacobs moved to approve Crossing Permit #41-42 to Warrington Construction for work on NW 11th #3096; Permit # 42-22 to Warrington Construction for work on NW 36th #573, Foothill Drive #869, and Canyon 2 Road #1069; and Crossing Permit # 43-22 to Idaho Power Company to replace a pole on SE 6th Street #876. Commissioner Hodge seconded and the motion passed unanimously. Original permits will be kept on file at the Road Department.

**COURT MINUTES**

Commissioner Hodge moved to approve Court Minutes of October 19, 2022 as written. Commissioner Jacobs seconded and the motion passed unanimously.

**IGA 169522 - AMENDMENTS**

Commissioner Jacobs moved to approve Eighth Amendment to Oregon Health Authority 2021-2023 Intergovernmental Agreement for the Financing of Public Health Services, Agreement #169522; and Ninth Amendment to Oregon Health Authority 2021-2023 Intergovernmental Agreement for the Financing of Public Health Services Agreement #169522. Commissioner Hodge seconded and the motion passed unanimously. Copies will be returned for recording.

### **EARLY LEARNING HUB BOARD**

Commissioner Hodge moved to appoint Marshall Hooker to the Early Learning Hub board. Commissioner Jacobs seconded and the motion passed unanimously. Marshall Hooker replaces Sara Byrne on the board.

### **DEPARTMENT OF INTERIOR SECRETARIAL ORDER 3404**

The Court acknowledged the name changes of two geographical features in Malheur County in which the Department of the Interior recently completed under Secretarial Order 3404. The Court will not initiate a proposal to change the replacement names. Squaw Creek Reservoir was changed to Paa nena-d Reservoir, and Squaw Flat Reservoir #2 was changed to Paa-ne-na Reservoir. See instrument # 2022-5181 for the written correspondence.

### **SENATOR FINDLEY - LEGISLATIVE UPDATE**

Senator Lynn Findley and Chief of Staff Siera Watson met with the Court. Senator Findley explained that most of the State agency heads have left or are leaving their positions, so there will be a slate of new agency directors regardless of who wins the Governor election. All indicators are that we are headed for tough economic times; the next economic forecast will be the middle of November. The State will finish the current biennium with an approximate \$4 billion surplus; there will be an effort by the majority party to spend some of that surplus. Senator Findley encouraged the Court to think about capitol construction needs and to complete the necessary forms if the County does have capitol construction needs. Senator Findley currently has approximately 50 legislative concepts in drafting requests from legislative counsel, including a technical fix for SB 16. Several other legislative concepts relate to tax structure changes to help businesses. There will be a new Senate President; Peter Courtney announced he is not running for reelection. The legislative session starts in January 2023. There is a strong movement to eliminate natural gas and petroleum-based diesel.

### **PAID LEAVE OREGON**

The Court discussed Paid Leave Oregon with Ms. DuBois. Paid Leave Oregon (HB (House Bill) 2005 (2019)) is a new 1% payroll tax; 60% of the 1% is paid by the employee and 40% by the employer, however, the employer has the option to pay the entire 1%. Ms. DuBois suggested the County pay the entire 1% for the current fiscal year (beginning January 1, 2023). CIS (City/County Insurance Services) may offer an equivalent plan in the future; an employer may offer an equivalent plan in lieu of the State program (it must be approved by the State). After discussion, Commissioner Jacobs moved to authorize the County pay the full 1% for the current fiscal year. Commissioner Hodge seconded and the motion passed unanimously.

### **FOOD HANDLERS CERTIFICATES; LANDFILL**

Planner/Interim Environmental Health Director Eric Evans met with the Court. Mr. Evans requested authorization to work with Ontario School District to develop a pilot program for the high school culinary arts program in which the class instructor administers the food handler certificate course to the students and the students receive their certificates from the County at no additional cost. The Court was supportive of the proposal and would like to offer it to the other

schools in the County if the pilot program proves successful. Commissioner Hodge moved to authorize Mr. Evans move forward on the proposal with Ontario School District. Commissioner Jacobs seconded and the motion passed unanimously.

Mr. Evans also requested authorization to begin the Categorical Exclusion process with BLM for the power project at the Landfill. By consensus, the Court authorized Mr. Evans to proceed. Mr. Evans noted that the fence at the Landfill also needs replaced in the near future.

A new EHS (Environmental Health Specialist) Trainee will start employment November 15th.

Public members Kelly Johnson and Dave Woolfolk joined the meeting.

### **MCDC - TREASURE VALLEY RELOAD CENTER PROJECT**

Malheur County Development Corporation (MCDC) Board President Grant Kitamura and Project Manager Brad Baird from Anderson Perry met with the Court; also present via telephone was MCDC Officer to the Board Greg Smith. See instrument # 2022-5185 for written correspondence.

Grant Kitamura: I'm Grant Kitamura, President of Malheur County Development Corporation and Brad Baird from Anderson Perry, President of Anderson Perry and the Project Manager for our reload facility in Nyssa. And we've come here for an ask. Is Greg on?

Greg Smith: I am.

G. Kitamura: Greg are you going to make the request? Or Brad?

G. Smith: You bet. So first of all, for the record, my name is Greg Smith, Officer to the Board of Malheur County Development Corporation. We come before you today for a request of \$2 million to proceed forward in the completion of Track C. As folks are aware, this is a required element of the Industrial Track Agreement from Union Pacific. Also, as folks know, we had hoped to defer this to the future, however, that is not going to be the opportunity before us. So, if it would be appropriate, I would like to turn this over to Brad for description. I would share with you as Officer to the Board, I have reviewed this, and I would recommend approval.

Brad Baird: Okay. I think you've seen the statement that was sent to you via email making the request?

Commissioner Jacobs: Yes, I saw it.

B. Baird: Okay. Just to give a little background, as Greg mentioned, we thought Track C could be added later, it was a budget challenge to include C in the initial work. We even bid the earthwork and the rail work in a manner that had everything but C, and C, so we could not award it initially and add it later if the funds were sufficient, and that's how the project was initially bid. It's been communicated since then that we weren't doing C until additional funding was secured, so that's been our path all along. It's important to note for the County Court that over half of the project budget, I mean over half of the full \$26 million is going to rail, earthwork and rail, so it's an expensive part of the project. And that's been a challenge from day one. And so, we were under the full understanding that we could add it later, get the site operational and add C later.

Commissioner Hodge: Can I ask

B. Baird: Yeah

Commissioner Hodge: And that's what we understood. And then all of a sudden now, in like the last three weeks that has changed. How come we didn't know that? Or what changed?

B. Baird: I'm not sure. We we're just told that per UPRR (Union Pacific Rail Road), we were told by RailPros that UPRR said, for us to even consider serving the site it all has to be built.

Commissioner Hodge: But that wasn't brought up in the last year, year and a half?

B. Baird: No. We just heard this recently and so that obviously puts us in a pickle because we were hoping to get the facility built without C and get it going, and then keep searching for money to add C to honor the full Industrial Tract Agreement, but obviously with that information relayed to us from UPRR through RailPros that it all has to be built so it obviously puts us in a pickle; we need the additional funding. And we have, that's already been bid, it's already, we're aware of, you know, contractors are on board, they're working right now. The earthwork contractor's just basically done but Railworks is still there building the track, so it'd be pretty simple to add

Commissioner Hodge: The \$2 million bid is still valid, I mean it hasn't, inflation hasn't hit it

B. Baird: No, it has but we're confident that we can get it – well no, the \$2 million will cover it. What I'm saying is the original bid, it's actually less than \$2 million but we got a revised cost from the Railworks folks, the earthwork is a half a million of it and the rail is a million and a half, where before it was a million. And I'm hoping if we are successful in funding it through you folks that we'll renegotiate with Railworks and try to bring that down a little bit and get it in for under that. But that's our current number for adding Track C back in.

Commissioner Jacobs: You mentioned that initially the bid was done in two ways, one with, and one without, Track C.

B. Baird: Yeah, actually, sorry I might have, didn't say that quite right. One without C but C as an adder so there's two numbers. So, the whole project without C and then C as an added.

Commissioner Jacobs: And what was the difference in that initial bid?

B. Baird: I'd have to go back and look, but I know it was around \$2 million, but I can get you those numbers. You know it's close, it's very close to what we're asking. It was just a long time ago.

Commissioner Jacobs: Well we definitely would want those numbers

B. Baird: Yeah

Commissioner Hodge: And you can get those like

B. Baird: I could get them in five minutes, I mean I know where they're at, I just don't have them memorized.

Commissioner Hodge: Okay, because like Ron's saying, those additional figures we want to see.

B. Baird: Sure

Commissioner Hodge: With the request that you're making today, we want to see the, you know, what those monies, when and where they're going to.

B. Baird: Right. Well I can tell you that if you choose to fund it, every bit of it's going to go to bringing the earthwork up on Track C and building Track C, that's the only place they're going to go. Back, it's a little confusing, because, let me explain this to you. When we bid it for all the earthwork and all the tracks, except C, and then adding C, part of that in C was down in the water, in the wetlands. And then the other half, once you get out of the wetlands, was to bring it on up to grade. We already did the wetland part as part of the original work.

Commissioner Hodge: So, for C that part has been done?

B. Baird: Part of it has been done.

Commissioner Hodge: The wetlands, because it's not in wetlands anymore

B. Baird: Right and the reason we did that is you have a permit, you have a window, if you try to go back later and say, hey we want to get back in the wetland, then you have to reactive the permit, and it's a really

Commissioner Jacobs: So, did you consider that in the initial bid when you said, we'll do it without Track C and then we'll see what it costs

B. Baird: We didn't have it broke out that way, no

Commissioner Jacobs: You would have to have gone back in there and put the base in there on Track C in your original bid, in your original findings

B. Baird: Right, and we elected to put it in as we went

Commissioner Jacobs: So, it should be substantially less if you're not going to have to go in there and put the base in there, it's already there

B. Baird: The earthwork is less, it's current estimate is a half a million just for the earthwork, and then the bulk of the cost is the rail, you know it's a million and a half

Commissioner Hodge: a million and a half

B. Baird: Yeah.

Commissioner Jacobs: I would like to see those figures of what it's going to cost, because you have different materials going in there, right? You've got base, is that what you call the initial part on top of the track?

B. Baird: Yeah. There's earthwork, we're out of the water so

Commissioner Jacobs: With the riprap, the 700, the Class 700

B. Baird: Yeah, that's already in

Commissioner Jacobs: Yes

B. Baird: So, what will happen now is, from the riprap up to subgrade will be just general fill and try whatever we can on the site to build that

Commissioner Jacobs: So hopefully you'll have that material there at that pit that's already there at the site?

B. Baird: Well that will be in the sub ballast, you come up with general earthwork, get to the elevation, then you'll add sub ballast which is just six inches, that is rock from the neighboring pit, then you come in with the actual ballast, which the Railworks folks are providing and I think it's coming from a railroad pit up by North Powder – that's through their contract.

Commissioner Hodge: And that's part of that million and a half

B. Baird: Yeah, the million and a half includes everything we just said, the earthwork from where we're at now up to sub, the sub ballast and the geomembrane, the ballast, and all the rail. And so the financial request we're asking for will add, it'll completely finish Track C and all of it will be for Track C. Track C is just under a mile long, just for clarification, it goes from just south of Gem all the way down to just north of Gamble, and that's a mile between Gem and Gamble, so it's a little bit less than a mile, but it's a lot of track.

Commissioner Hodge: And what's Track C used for?

B. Baird: And that's a question that we should, you know, I understand how it works in working with Railpros that hopefully I describe it right. Track A is the one that's parallel to the mainline, it's 13,000 feet long, you could park almost two-unit trains; so that's the one that the railroad

Commissioner Hodge: How many is a unit?

B. Baird: A unit is usually 100 plus cars, it's usually over a mile, a little over a mile long. And the railroad will show up and drop that train and leave, railroad being Union Pacific. So they drop the mile long cars ready to be filled and then they'll be grabbed and processed, and so you can imagine, we have Track D which comes up to the reload facility, there can only be four or five cars next to the building at once. So they will disassemble the train in chunks, run it over, it's filled, bring it back out, stick it on Track B or C, depending on how they want to process it, and then B and C are for disassembling and assembling the train, and then once they get it ready to go, they move it back on A, and the railroad shows up and grabs it, you know, Union Pacific. So, B and C are tracks that are just under a mile long and they're used to process, disassemble the unit train and reassemble as it's filled in pieces, little four or five, six cars at a time and they move them all around and reassemble the train as it's filled. So, we could provide a diagram of that if it's, it's hard to explain, if we had a whiteboard it'd be really easy to draw it real quick, I've done that before.

Commissioner Hodge: I think the more, the more information we have the better, for us to look at.

B. Baird: Okay. We can get a really detailed breakdown of what we thought it was based on the initial bid; what has been done for C today, which is just in the wetlands only; what our current costs are to finish it; and get that all to you very quickly, I mean in a day or two.

Commissioner Hodge: Okay. Like Ron was saying, we want to see those

B. Baird: Yeah, and the \$2 million request will cover Track C based on our current numbers, and we're hoping if we're able to add it in the Railworks work, their quote of one and a half will come down. Because they're already here. A lot of that, the reason it went up some is prices, inflation, still occurring.

Commissioner Hodge: Well all those, the last time I was out there and looked, all those railroad ties that were out there, those were all, are they going to have to bring in more railroad ties?

B. Baird: Yeah, there's no materials yet for C, and so, obviously C hadn't been added in so those all have to be ordered

Commissioner Hodge: And the rails

Commissioner Jacobs: Do they have Track A completed?

B. Baird: We provided a link to a drone flight to you guys a little while back, I didn't look at the whole thing but they were going to work on A and then B and then D. I just drove by the site coming out here and they were working on B so I assume A is done. I just haven't physically seen it. But I do know that the railroad is responsible for the tie-ins to the mainline on each end; they don't let anybody work on their mainline but themselves. And I think that's scheduled and so that wasn't going to be scheduled until A was done and they were ready to come and hook up. So I think A is done.

Commissioner Hodge: Is there a timeframe on that? Can they do that during the winter period, the cold period?

B. Baird: Yeah, the last information we've heard is that the railroad anticipates the whole thing being ready by March.

Commissioner Hodge: So, the cold weather and freeze and thaw, that's not going to affect them?

B. Baird: No. The earthwork part it could affect it but that's Lindley, that's why time is pretty critical to get that earthwork done before we get any wetter to use on the site soils and get that Track C brought up to grade before the ballast, sub ballast and ballast and rail comes in. That work can, the sub ballast and ballast are easier to do in the winter than the general earthwork. Time is of the essence. If we miss a little bit of a remaining window and it gets really, really wet, we'll have to delay and start the work next spring, then you just risk it taking too long before the railroad provides service, so obviously time is of the essence if we can, just to stay ahead of any potential schedule issues next spring.

Commissioner Jacobs: Well it's been some time since you guys decided that you were going to curtail or at least postpone rail C for quite some time, did you not have any correspondence with Railpros or UP (Union Pacific) about that?

B. Baird: No. And they're aware that we were waiting to find funding for C, it just never came out, they never relayed to us that, no, you have to have C before the railroad will even provide service; we weren't aware of that.

G. Smith: Let me provide some clarity on that. Railpros is under contract to work for us and they've made it clear all along that Track C is required, however, we engaged them and asked them to work with Union Pacific to help us defer that into the future. And at the end of the day, we weren't able to accomplish that path. So, I want to be really clear; we knew all along, as a result of our Industrial Track Agreement, that we needed Track C. The question, again, was when. And Brad made it very clear to everyone that we needed to defer it, and, unfortunately, we weren't able to.

B. Baird: Yeah, we bid it that way initially, just to find out what the impact was, because we

Commissioner Hodge: Well other than what he just said, for the last year, listening off and on on telephone conversations and some of the live meetings that I went to, was that Track C was going to be deferred and that's the way we were proceeding and all of a sudden, two to three weeks ago it come out and they said no. It's like well how in the hell did we not know that.

B. Baird: It's a misunderstanding or however you want to term it. We didn't know that the railroad wouldn't even provide service unless the whole thing was built, you know, so that was new to us. That's why I indicated to some that asked, yeah, that was a surprise, because it was, we thought we could get the facility running without C and then add C.

G. Kitamura: And the Board was assuming that as well.

B. Baird: And we've said that for the last year. So it was a surprise and that's why we're here, it's like oh my goodness this is a big budget hit without having the budget and it sounds like it's critical to get the facility operational so we're kind of in a pickle here.

Commissioner Hodge: Well I mean, if it's not done, it sounds like everybody's walking off the job or?

B. Baird: No, I think, if I understand it right, and we've got to be careful because I'm talking for others, but the railroad, we have an Industrial Track Agreement that includes C and they have said you've got to build it all before we can provide service.

Commissioner Hodge: So that's what we've got to do.

B. Baird: We've got to build it, I don't think they'd walk away, it just, it would be deferred until we could find more funding and then once it's finally built they would engage. So it's just, this request is obviously to get it built now, and then the next spring, so we can be good and ready for harvest next summer and not lose more time and miss another window.

Commissioner Hodge: Well again, what we're saying as a County Court, we want to see all those figures, we want to see, we want to look at them.

B. Baird: Yeah, no problem. We can have that summarized and down to you right away. I'll get on it tomorrow; I'm traveling all day and doing other stuff in the afternoon, but tomorrow I can get it over to you – I'll be in the office.



Commissioner Jacobs: And I'd like a breakdown of the materials that are going in there, what those costs are, an itemized list. I would like to point out that I've been in discussion with one company, in particular that was concerned that rail C wasn't going to be completed they really weren't going to be able to move forward in any way unless it was completed. We recognize the fact that to utilize the full industrial park that rail C is going to have to be completed and that's going to be essential for us to develop the remainder of the industrial park; so, we recognize that, but by the same token we also recognize that \$2 million is a lot of money.

B. Baird: I appreciate you stating that because what's often not remembered about this project is this rail setup is for, I believe, was designed for the whole site, and so obviously it's going to benefit hundreds of acres, not just the reload facility. So, having the foresight to make sure the whole thing's built will be very attractive to future tenants and future service, because everybody's going to use that, not just the reload facility, you know, the train system.

Commissioner Hodge: Exactly. Well hopefully with the industrial park, they will all dovetail together.

Commissioner Jacobs: As far as I'm concerned, the industrial park is going to be used for other things other than onions, and I feel like the only way that this is going to work is we have other products moving in and out of this facility. The reload facility is only a small portion of this whole thing. I want the public to know that we've got to get this industrial park developed to really be able to see any economic income.

Commissioner Hodge: We realize that's going to happen a little bit later.

Commissioner Jacobs: Sure, it's going to be in the future.

Commissioner Hodge: In the future. But again, it's all going to dovetail in together so we've got to get the rail facility with MCDC, we've got to get this rail facility up and running.

B. Baird: Right, and all progress that we're making to get closer and closer to the finish line obviously gets the site more and more attractive for the future opportunities you're talking about. I think it's important to realize there's over four miles of rail that will be on this once it's all built, so it's a significant amount of opportunity. And I don't know that that type of a system exists anywhere in the area.

Commissioner Hodge: And we, that's our asset, we own it.

B. Baird: Yeah, even Track A which is in the right of way, you own it, you being MCDC, even though part of it's on the railroad right of way they've got you owning the rail on their land, so yeah, it's all your rail.

G. Kitamura: We went forward knowing that with the reload facility we could get by without it; but this is part of the comprehensive plan that would help put value in to the entire, the rest of the project, the rest of the property. I think, from that standpoint, it's the thing to do and we didn't know that they would come back and insist that we have it before receiving the service, we assumed they would give us service at the reload facility without it. We had no reason not to believe it.

B. Baird: We will definitely get you a breakdown of everything in more detail.

Commissioner Hodge: And like you're saying, with us, ASAP (As Soon As Possible) on that because I think today, you know, discussion with what you're telling us, we're probably going to take it under advisement, defer, until, and you know, here it is in November, the sooner the better to get it to us.

B. Baird: Yeah, well I'll have it to you Thursday. We'll get with the contractors and verify the numbers and I'll have it back down here to you.

Commissioner Hodge: Okay, you'll get it in to here, into the Judge's

B. Baird: Absolutely. I just don't have that detailed in my head

Commissioner Hodge: Oh, I understand and I don't expect you to sit here on a whiteboard and write those details but, Judge can you, anything else you've got to say or think about, while were talking of requesting anything.

Judge Joyce: No.

B. Baird: Well we really appreciate your consideration, that's all we could ask. We value your foresight in seeing the value of Track C and understanding that, we appreciate your consideration.

Commissioner Hodge: We've got an asset that's what, two-thirds done out there or maybe more than that.

B. Baird: It's more than that, I'd like to say, I think we're rounding third, there's funding to get the building erected and so things are getting really close.

Commissioner Hodge: And that video that you put out a couple of weeks ago with the drone, the only thing, I mean I looked at it and I thought it was pretty impressive, I just, I wish there would have been some type of comments with it, you know, some audio with it

B. Baird: Let me, I mean, our IT guys, we have a drone for our surveyors

Commissioner Hodge: to explain what I was looking at

B. Baird: we could do that

G. Smith: Mister Commissioner, I hear you loud and clear, the challenge is that it costs money, and so if you'd like us to expend those resources to put audio on we can.

Commissioner Hodge: Well I just think with people looking at it, you know, I looked at it and, yeah, it looks nice, but I'd like to understand what the hell I'm looking at.

B. Baird: Maybe we could add, even if it was words, you know, this is Track A, southside, or some descriptor

Commissioner Hodge: To us that are looking at it, you know, how did you, we've been involved in looking at that thing, what do you think somebody that just jumps on the computer and looks at it and has no idea what's been going on for the last 4 or 5 years and there's no comments, nothing's

written on it; it's hard to sit there and visualize and say, hey, here's what's going on, I just think there needs to be something said on it.

B. Baird: If we could just add words that were on the bottom as it went, that'd be fairly simple.

Commissioner Hodge: Yeah, anything.

B. Baird: I think we can do that. I'm not an IT person, but

G. Smith: We're on top of it.

B. Baird: It's 2022, we should be able (inaudible, multiple talking)

Commissioner Hodge: Anything else Ron, Judge? You've got a lot of stuff to get done.

B. Baird: No problem, it's all there, I've just got to get it assembled and ship it to you.

Judge Joyce: We'll take it under advisement.

B. Baird: Okay, and we really appreciate it again, appreciate the time and your audience.

G. Kitamura: Thank you very much. I want you to know, from the Board, we appreciate your consideration, this has been a long, long road, and the Board stuck with it, we hope you realize the importance of it to us

Commissioner Hodge: Well I'm looking forward to seeing a finished product, seeing something going out the door, and seeing smiles on everybody's faces.

G. Kitamura: but it is viable and it's very important, it's going to have value.

Judge Joyce: (inaudible) to publicly thank you for your tour the other day in your facility, that was very gracious, and they appreciated it in a big way.

G. Kitamura: Thank you all.

#### **TEMPORARY EMPLOYMENT AGREEMENT – HINSDALE**

Commissioner Jacobs moved to approve Malheur County Plumbing Inspector Part-Time Temporary Employment Agreement with Kevin Hinsdale. Commissioner Hodge seconded and the motion passed unanimously. See instrument # 2022-5183

#### **RESOLUTION GUARANTEEING LINE OF CREDIT**

Commissioner Hodge moved to approve Resolution R22-26: In the Matter of A Resolution Guaranteeing a line of credit with Bank of Eastern Oregon to the Malheur County Development Corporation (MCDC) in the amount of \$4 Million Dollars in order for the Corporation to build the Treasure Valley Reload Center and receive reimbursement from the Oregon Department of Transportation (ODOT) under Oregon State Agreement No. 32574; and Authorizing Malheur County to be a Guarantor through May 2023. Commissioner Jacobs seconded and the motion passed unanimously. See instrument #2022-5182

**PUBLIC COMMENTS**

Public comments were given by Mike Walker, Dave Woolfolk, and Kelly Johnson regarding the reload center project and County funding.

**COURT ADJOURNMENT**

Judge Joyce adjourned the meeting.