

**OFFICIAL PROCEEDINGS OF THE COUNTY BOARD
WASHINGTON COUNTY, MINNESOTA
FEBRUARY 11, 2020**

WASHINGTON COUNTY BOARD OF COMMISSIONERS CONVENES

The Washington County Board of Commissioners met in regular session at 9:00 a.m. in the Washington County Government Center, County Board Room.

Present: Commissioner Lisa Weik, District 5
 Commissioner Gary Kriesel, District 3
 Commissioner Fran Miron, District 1
 Commissioner Wayne Johnson, District 4
 Commissioner Stan Karwoski, District 2

Also Present: Kevin Corbid, County Administrator
 Susan Tice, County Attorney Civil Division Chief
 Stephanie Kammerud, Board Clerk

The Board recited the Pledge of Allegiance.

COMMENTS FROM THE PUBLIC

Board Chair Miron asked for comments from the public; none were heard.

CONSENT CALENDAR

Commissioner Weik moved, seconded by Commissioner Karwoski, to adopt the following Consent Calendar as follows:

- A. Approval of the January 28, 2020, County Board meeting minutes.
- B. Approve Contract No. 13226 with Contracted Pharmacy Services in the amount of \$125,000 and authorize its execution pursuant to Minn. Stat. 373.02.
- C. Approve comment letter to Brown's Creek Watershed District on their proposed rule revisions.
- D. Approve letter to Metro Transit related to bus service improvements to be considered as part of Metro Transit's Network Next Initiative.

The motion was adopted 5-0 with a Roll Call vote as follows: Ayes, Commissioners Weik, Kriesel, Johnson, Karwoski, and Miron. Nays, none.

PUBLIC HEALTH AND ENVIRONMENT

Resolution of Appreciation of the Forest Lake Area Partnership for Families (FLAPF)

Public Health Program Supervisor Caitlin Suginaka presented a resolution of appreciation to Forest Lake Area Partnership for Families (FLAPF) on behalf of the department and the Healthy Communities Team.

FLAPF began as a “breakfast networking group” in 1988. In the spring of 1990, in response to the local results of the Minnesota Student Survey, the group formalized and began working collaboratively to address issues facing the health and wellbeing of youth.

FLAPF has been a recipient of numerous awards including the 1992 Governor’s Award from the Minnesota Department of Health and the 2002 Minnesota Hospital Association award for Community Health for its efforts in youth suicide prevention. The group also has been a recipient of numerous grants including a 1996 grant from Washington County to provide violence prevention and asset building programming and a \$10,000 grant from the former Washington County Teen Health Fund. It has created a number of highly-celebrated resources including the Parents as Partners Handbook, in collaboration with the Suicide Awareness Voices of Education (SAVE) organization. The publication is still in use today and has been distributed internationally.

Membership of FLAPF includes representatives from multiple sectors, including schools, law enforcement, social services, youth-service agencies, healthcare organizations, including general, mental and chemical health providers, city and county government, faith communities, businesses, media, and community members, including parents and youth.

Commissioner Miron moved to adopt **Resolution No. 2020-015** as follows:

RESOLUTION OF APPRECIATION FOREST LAKE AREA PARTNERSHIP FOR FAMILIES (FLAPF)

WHEREAS, Forest Lake Area Partnership for Families has been addressing health and well-being of youth and families since its early formation as a networking group in 1988; and

WHEREAS, the goals of the Partnership have been to:

1. Identify health and lifestyle risk factors of youth and families;
2. Promote awareness of protective factors against those risks;
3. Implement community-wide programs to support healthy lifestyles; and
4. Facilitate cooperation among community groups that sponsor healthy activities and programs in the Forest Lake Area; and

WHEREAS, these goals are consistent with the vision of Washington County to be a great place to live, work and play...today and tomorrow; and

WHEREAS, for the past three decades, the Forest Lake Area Partnership for Families, and the County Department of Public Health and Environment have worked collaboratively on numerous successful projects; and

WHEREAS, much of the work of the Partnership has now been successfully embedded in schools and other community institutions, and

WHEREAS, the dedicated members of the Partnership plan to reorganize to continue on a renewed community health mission.

NOW, THEREFORE BE IT RESOLVED THAT, the Washington County Board of Commissioners acknowledges with grateful appreciation the many outstanding contributions of the Forest Lake Area Partnership for Families to support and improve the health and well-being of Washington County residents.

Commissioner Kriesel seconded the motion and it was adopted 5-0 with a Roll Call vote as follows: Ayes, Commissioners Weik, Kriesel, Johnson, Karwoski, and Miron. Nays, none.

PUBLIC WORKS

PUBLIC HEARING – CONSIDERATION OF UPDATING WASHINGTON COUNTY TRANSPORTATION SALES, USE AND EXCISE TAX

The Public Hearing opened at 9:12 a.m.

County Board Chair Miron presented a brief overview of today's public hearing to consider updating Transportation Sales, Use and Excise Tax and increasing the same to 0.5%. This public hearing is being held pursuant to the requirements contained in Minnesota Statute 297A.993. On January 14, 2020, the County Board issued its Order setting this public hearing for today. Board Clerk Stephanie Kammerud indicated that proper notices were published and made part of the record.

Public Works Deputy Director/County Engineer Wayne Sandberg presented information on the Transportation Sales, Use and Excise Tax. This tax is generally known as Local Options Sales Tax. The authority to implement this tax is allowable per Minnesota Statute 297A.993 and is unique to counties. A county can enact up to 0.5% sales tax and up to \$20.00 excise tax on the sale of a vehicle. This can be implemented by a county board resolution, but only after a public hearing. There are 49 other counties that have implemented some form of this tax. Washington County currently imposes 0.25% sales and use tax, and a \$20.00 vehicle excise tax.

In accordance with state law, use of the revenues from this tax is restricted and must be used for one of the following:

- Payment of the capital cost of a specific transportation project or improvement;
- Payment of the costs, which may include both capital and operating costs, of a specific transit project or improvement;

- Payment of the capital costs of a safe routes to school program under section 174.40;
- Payment of transit operating costs.

To ensure that the revenues from this tax are used for the required purpose and for transparency, state law requires that as part of this public hearing, a list of projects that would be eligible for use of these revenues from this tax is prepared and distributed. These were included in the board agenda packet.

Collection, distribution and oversight of this tax is provided by the Minnesota Department of Revenue. Revenues from this tax are distributed to each county at least quarterly, however the county's experience has been that revenue arrives monthly. The State is entitled to recover administrative costs associated with the collection, management, distribution, education, and oversight of this tax. The State has a formula it uses to calculate this amount and is generally the total is 1% of revenues. This amount is collected by the State prior to distribution to the county.

The authority for the county to implement up to a 0.5% sales tax by resolution is unique in statute. Other governmental entities, such as cities, may implement a version of the Local Option Sales Tax, but the process is a bit more involved.

Mr. Sandberg shared an overview of this process for cities for informational purposes and expressed that this is not the process the county is proposing. This is just for comparison.

If cities do this, they must identify projects with a clear regional benefit that is broader than the jurisdiction of that city. The local agency then must pass a resolution seeking to use this tax and the revenues from it for that project(s). Then, submit this to the Minnesota Legislature, which must then pass a bill approving of the tax and the project(s). Then, the implementing agency must put the tax to a referendum. If approved, the tax sunsets once the project is complete.

This process is very different from what is afforded to counties under statute. The Minnesota Legislature understands the nature of capital projects that counties deliver are regional by definition, and therefore it created a separate process for counties that is streamlined.

Mr. Sandberg summarized the county's use of the sales tax. Washington County has more than a decade of history using this tax. In 2008, the county first implemented the tax as part of its role in the Counties Transit Improvement Board (CTIB). At that time, all revenue from this tax was managed by the CTIB Board. In 2017, CTIB disbanded. At that time, the board updated the tax, and created a list of projects eligible. All revenues since 2017 have come directly to Washington County for oversight and use.

Since 2008, and including 2017, the focus of the revenue from this 0.25% tax has been to plan and build transit infrastructure in the county. Projects include Gold Line Bus Rapid Transit, Red Rock Corridor Bus Rapid Transit, Rush Line Bus Rapid Transit Extension, Highway 36 Transitway, and operating costs for the Forest Lake and Newport transit stations.

Mr. Sandberg reported on county growth and unmet capital improvement needs. Washington County continues to be one of the fastest growing counties in the State of Minnesota and is the

fastest growing region in the east metro area. Since 2000, the county has added 31,000 new households (1,500 households each year). According to the Institute of Transportation Engineers, each household generates 10 trips per day on the roadway system, which means more than 310,000 trips on the county's roadway system every day. In a suburban area such as Washington County, where there are many multi-vehicle homes, 10 trips per day for many homes is on the low end. It comes as no surprise that more than 1.35 million miles are traveled on Washington County roads every day. Roads are a consumable product and more traffic means the roads are consumed faster.

It is not just Washington County residents using county transportation systems. Each day, more than 115,000 vehicles cross to and from Wisconsin through Washington County. Many of these non-residents use Washington County roads to bypass traffic jams on the freeways and expressways, or to access shopping, dining, or other recreational opportunities. This traffic creates county infrastructure needs that the county is not able to keep pace with using its current funding streams. The result is that each year the county has between \$7 and \$10 million of unmet road and bridge needs. These projects are needed and important to the communities, but cannot be done because of a funding gap.

Mr. Sandberg described options of how to fund unmet capital improvement needs.

The first option is not change anything and continue on the normal course of Capital Improvement Plan development using just existing funding sources. This would not address the funding gap, and projects would be left undone, not at all done, or not done in a timely manner.

The second option is to advocate for increased gas tax and tab fees. For every dollar raised, the county receives approximately ½ cent (\$.05). This is an option, and increasing these taxes does help other road authorities, namely Minnesota Department of Transportation (MnDOT).

The third option is to increase property taxes to fund the Capital Improvement Program (CIP). Currently, there are no property tax revenues used in the CIP. The county could consider an increase in Washington County residents' property taxes to help fill this gap.

The fourth option is to increase the use of debt through General Obligation Bond sales. The county has used this tool very successfully over the years to bring in resources needed for infrastructure. The county's use of debt has been very conservative and well managed. The county currently has AAA bond ratings from both Moody's and Standard & Poor's, which is a reflection of the strong management of this tool. Debt service is paid with revenues generated from property tax and debt service would still be paid from Washington County residents.

The fifth option is to increase the Local Option Sales Tax. The benefit of this option is that all of the revenue raised in Washington County will be used in Washington County. This will decrease reliance on debt to fund road projects.

Mr. Sandberg presented a comparison of options.

Transportation Sales Tax

If the county increased the transportation sales tax to the full allowable amount - 0.5% - the

consumer would pay an additional five (\$.05) cents for each \$10.00 spent. This would generate more than \$20 million annually for Washington County and all of this revenue would be available for Washington County to use on Washington County Capital Road, Bridge, Transit, and Safe Routes to School projects.

Gas Tax Increase

The State Gas Tax is currently set at 28.5 cents per gallon. This money is dedicated by the State Constitution for roads and bridges. For every 1 penny increase in this tax, \$33 million is generated statewide. However, revenues from this tax are divided amongst the State, counties and cities. The county share is then divided amongst all 87 counties. For every 1 penny increase, Washington County receives \$180,000. The Gas Tax helps all agencies and is not a bad way to fund roads. However, to equal the amount for Washington County that the county could raise by the sales tax (\$20 million) the Minnesota Legislature would need to raise the gas tax by 111 cents.

Debt Service

According to Washington County Debt Policy #2401, the county issues debt to fund capital improvements that are part of the county's five-year Capital Improvement Plan, which is updated annually. These capital improvements will benefit future residents of the county, which means the life of the improvement should be at least as long, and preferably longer, than the 20-year term of the bond sale. This is financially necessary and expedient, and without the bond, funding the improvements would not be possible in the timeframe in which they are needed. In a growing county, the use of debt for infrastructure can be a wise and strategic move, because the future residents who will benefit from the infrastructure will also help pay for it. However, like all financial tools, the county must pay interest on what it borrows. For example, if the county borrowed \$20 million by selling a General Obligation bond for a 20-year term, the annual payment would be \$1 million plus an annual interest payment of \$298,500. Over the course of the life of this bond, the county would pay almost \$6 million in interest. Therefore, it costs the county money to obtain \$20 million through the use of bonding. The Debt Service would be paid through property tax dollars.

After evaluating the options available to the county, the Public Works Department is recommending consideration of the following:

- 1) Update the Local Option Sales Tax that has been in place since 2008 to now include Road and Bridge eligible projects;
- 2) Increase the rate of this tax to the full amount allowed by law – 0.5%;
- 3) Retain the existing \$20 vehicle excise tax;
- 4) Follow statutory requirements to hold a public hearing on this issue and when the public input has been received, consider a resolution.

Mr. Sandberg summarized the current sales tax situation. Minnesota has a base tax of 6.875% and the county currently has a rate of 0.25%. This equates to a total sales tax of 7.125%.

Mr. Sandberg summarized the sales tax proposal. Minnesota has a base tax of 6.875% and if the county had a rate of 0.5%, this equates to a total sales tax of 7.375%. This would be an increase of 2.5 cents per every \$10 spent over what a consumer pays today.

The county is not aware of any cities in the county that have their own sales tax in place today. However, if a city is considering implementing its own, and if it did, then for that city, the tax would be above and beyond what was shown today.

Mr. Sandberg presented a sales tax breakdown with other metro counties. Anoka and Dakota counties are the same as Washington County is today, 7.125%. Hennepin County remains highest at 7.525%. Under the proposed sales tax, Washington County's rate would be 7.375%, the same as Ramsey, Scott, and Carver counties.

Minnesota Statute 297 determines what is subject to sales tax in our state. A detailed list can be found at the Department of Revenue's webpage: <https://www.revenue.state.mn.us/sales-and-use-tax>.

Mr. Sandberg presented principles to consider for how to use utilize and manage the revenues from this tax.

- Distribute revenue equally for transit and transportation, 50% for transit and 50% for transportation. This would allow the ability to meet multiple goals the board has set for both types of transportation. Additionally, this would allow continuation of development of the Gold Line, Red Rock Corridor, and Highway 36. For roads, this would bring in approximately \$10 million additional funds per year to put toward pavements, bridges, structures, and safety projects.
- Use annual budget and capital improvement plan to prioritize projects and allocate revenues. This would provide the board the opportunity on an annual basis to determine the ultimate use of the revenue from this tax. While the county would still be required to stick to the list of projects, the board would decide how much and which projects are funded with this revenue.
- Update the eligible project list with the Department of Revenue on a planned cycle of every 3-5 years. This would allow maximum transparency for the public and would allow the board to be responsive to needs as they arise.
- Funds from this revenue would be prioritized to focus on safety and capacity, align with long-term planning, including improving the overall pavement conditions countywide, and support and promote economic development.
- Reduce reliance on county General Obligation bonding for road and bridge projects. Using sales tax to generate additional revenue for roads and bridges will result in a much lower need for the use of bonding for these types of projects. Not having to include road and bridge projects will free up capacity for other county priorities as needed.

Mr. Sandberg reported historical and the estimated revenue increases the county would expect if the sales tax proposal moves forward. 2018 is the most recent full year of revenue and this tax generated \$10.2 million. The county has not received the final distribution for 2019, but is on track

to receive \$10.7 million. Estimating for 2020, if this proposal were to be approved and the sales tax would increase on July 1st to a full 0.5%, by the end of the year 2020, the county would expect to receive \$16.1 million. The county has projects ready to go in 2020 that would be eligible to spend these revenues.

Mr. Sandberg presented a draft list of projects was included in today’s board agenda packet and copies were available for the public:

Local Option - Transportation Sales, Use and Excise Tax - Proposed Projects* Updated - 02/02/2020



Road and Bridge Projects

Road	From	To	Proposed Work	Length	Cost	Notes
CSAH 15	CSAH 5	TH 36	New Roadway Alignment	0.70	\$ 10,950,000	Current CIP - Not fully funded
CR 50	TH 61	CSAH 15	Major Pavement Rehabilitation	6.04	\$ 500,000	Not in CIP
CR 57	CSAH 7	CSAH 4	Major Pavement Rehabilitation	7.00	\$ 3,500,000	Not in CIP
CR 65	CSAH 10	CSAH 14	Road Reconstruct	3.01	\$ 9,350,000	Not in CIP
CSAH 13	CSAH 6	CSAH 14	Road Reconstruct	0.43	\$ 4,650,000	Current CIP
CSAH 15	CSAH 7	Lynch Rd	Major Pavement Rehabilitation	0.47	\$ 1,800,000	Not in CIP
CSAH 15	62nd St		Intersection Improvement	0.25	\$ 500,000	Not in CIP
CSAH 15	CSAH 10	CSAH 14	Road Expansion	3.21	\$ 13,950,000	Current CIP - 2022 Bond Project
CSAH 15	TH 36		Interchange	1.00	\$ 3,000,000	Current CIP - Not fully funded
CSAH 19	Indian St.		Intersection Improvement	0.25	\$ 750,000	Not in CIP
CSAH 24	Oren	59th	New Roadway Alignment	0.17	\$ 500,000	Current CIP - Not fully funded
CSAH 18	CSAH 13	Woodlane Drive	Road Expansion	1.00	\$ 10,500,000	Current CIP - Not fully funded
CSAH 3	170th	240th	Major Pavement Rehabilitation	7.44	\$ 4,200,000	Current CIP - Not fully funded
South Highway Maintenance Facility			New Transportation Facility	NA	\$ 15,000,000	Current CIP - 2022 Bond Project
TOTALS:				30.97	\$ 79,150,000	

*Project list does not represent project construction order or priority

*List may change subject to Board action, matching fund availability (CSAH, Federal, City, Wheelage, etc) or other reasons

Transit Projects

Project	Annual Operating Cost	Capital Cost	Notes
Gold Line Bus Rapid Transit	\$ 5,000,000	\$ 115,000,000	Capital 2017, Operating 2024
Red Rock Corridor Bus Rapid Transit	\$ 8,000,000	\$ 44,000,000	Capital TBD, Operating TBD
Rush Line Bus Rapid Transit Extension	TBD	TBD	TBD
Highway 36 Transitway	TBD	TBD	TBD
Forest Lake Transit Station	\$ 60,000	N/A	
Newport Transit Station	\$ 60,000	N/A	
TOTALS:		\$ 13,120,000	\$ 159,000,000

*Project list does not represent project construction order or priority

*List may change subject to Board action, matching fund availability (CSAH, Federal, City, Wheelage, etc) or other reasons

The Road & Bridge projects are distributed throughout the county. There is an emphasis on county roads and these are roads not eligible for State aid funds. There is a combination of pavement, rehabilitation, and expansion projects, and all have safety components. The South Highway Maintenance Facility is also listed and this is a dire need for the county. This building is too small, outdated, the least energy efficient building in the county, and considered one of the poorest quality buildings in the overall county building infrastructure. The county currently rents space from the City of Woodbury to help fill the need for space for highway maintenance equipment.

In addition to the Road & Bridge projects, Mr. Sandberg recommends maintaining the current list of Transit Projects, that includes Gold Line Bus Rapid Transit, Red Rock Corridor Bus Rapid Transit, Rush Line Bus Rapid Transit Extension, Highway 36 Transitway, and operating costs for Forest Lake and Newport Transit Stations.

Mr. Sandberg presented the proposed timeline for consideration of the sales tax increase. On January 14, 2020, a public hearing date was set for today (February 11, 2020), and a board workshop was held. The public hearing was opened today, and will be continued on March 17, 2020, at an evening board meeting. Another continuation of the public hearing will follow on March 24, 2020. March 24th will allow time for additional comments, then closure of the public hearing. The County Board will consider the resolution and make a final decision.

Mr. Sandberg summarized that Washington County is growing and people want to live and shop here. The county's Road & Bridge funding is not keeping pace with the needs and \$7-\$10 million per year is the funding gap. There is an option available in the Local Option Sales Tax. It is an option that has been provided by the State Legislature because it recognizes the unique challenges counties face as they build and maintain regional transportation infrastructure. It is recommended to consider this option.

Chair Miron asked for questions from the board.

Commissioner Weik asked if the title of the Road & Bridge Projects document should be adjusted to include verbiage about the South Highway Maintenance Facility. Regarding the sales tax increase, Commissioner Weik said this is one of the least onerous ways to obtain the revenue that keeps commerce flowing well. Commissioner Weik asked about the business impact. Mr. Sandberg responded that this should not be a burden on business operators. The Minnesota Department of Revenue oversees and implements this tax. There is time built into this process in which information is sent out to retailers and they have 90 days to update their computer systems, charts, and accounts to properly implement this tax and pay the correct amount to the State.

Mr. Sandberg reiterated the project list is a draft and one of the goals of this public hearing process is to give feedback, and are there projects not identified on the list but should be. The sales tax will not build and pay for all of the listed projects but being on the list means they are eligible to spend revenue to help push those projects forward. In the notes column, some projects are listed "not in CIP" and those are projects that have no other source of funding identified with them. Generally, facilities are not eligible for use of this tax, nor are park improvements. However, what is unique

about the South Highway Maintenance Facility is that State statute indicates that facilities that are used specifically to maintain roads and bridges are eligible for this funding.

Regarding parks, Chair Miron asked, for example, if a bridge was being reconstructed and a trail connection needs to be made, and there is a portion of that bridge that serves as an extension of the trail, would that have to be partitioned off in the cost and funded in a different way. Mr. Sandberg responded yes, the county would partition off any non-eligible items, such as trails that are outside of the road right-of-way, or structures that are outside of the road right-of-way.

For clarification, Chair Miron noted the public comments the board will be hearing during the public hearings are not only comments on whether or not to initiate the quarter cent sales tax, but also comments on the projects themselves, and the safety factors of these projects. Mr. Sandberg agreed that any comments are appreciated. Mr. Sandberg reiterated that safety is the foundation of every project the county does. The funding gap is a big challenge and does impact the safety of our community of not being able to get these projects delivered.

Chair Miron asked how Chisago County compares to Washington County. Mr. Sandberg reported that Chisago County has the full 0.5% sales tax and a wheelage tax in place.

Commissioner Johnson said he sees an advantage in going the direction of the sales tax increase. It seems fairer that the people using the roads are helping the county pay for the roads, versus using General Obligation bonds which the financial burden falls totally on Washington County residents. Commissioner Johnson asked if we could find out what the average cost would be per household if the county proceeded with bonds.

Commissioner Karwoski inquired that the project list would be an ongoing list as the county moves forward. Mr. Sandberg stated it is recommended to do a planned update to the project list that allows transparency and new projects, needs, and priorities to be added as needed.

Commissioner Weik inquired as the project list changes and potentially reduces, if the sales tax could sunset or be reduced by a future board. Mr. Sandberg said there are two ways that a future board could allow the tax to sunset. First, would be to finish all the projects on the list and the Department of Revenue would automatically end it. Second, a future board could take proactive action to end the tax or modify the rate. The rate can be anywhere from 0% to 0.5%. Mr. Sandberg recommends caution on modifying the rate on a regular basis because it places burden on retailers to have rates frequently changing.

Chair Miron asked for any comments from the public regarding the sales tax.

Neil Krueger, Lake Elmo, expressed concern of raising the sales tax specifically for roads and bridges when there are other pressing needs for the county such as water and affordable housing.

Chair Miron asked for any further comments from the public regarding the sales tax; no more were heard.

Chair Miron noted that today's presentation is available on Washington County's website. Chair Miron asked Mr. Sandberg for clarification on the limited use of sales tax per statute.

Mr. Sandberg reported that State statute gives authority to implement this tax, but it also restricts the use of this tax specifically for road, bridge, transit, transit operating, and safe routes to schools. It does not allow funds to be used for other uses, such as environment or water. However, this may allow dollars that currently go to Roads & Bridge to be freed up for other priorities through the budget and capital improvement processes.

There being no further members of the public who wished to speak, Chair Miron asked for a motion to keep the record open and continue the public hearing at an evening meeting on March 17, 2020. Commissioner Weik moved to approve continuation, Commissioner Karwoski seconded the motion and it was adopted unanimously.

Update on the Law Enforcement Center Elevator Modernization

Building Services Project Manager Mandy Leonard presented an update on the Law Enforcement Center (LEC) elevator modernization project. The original elevators were installed in 1992. The board approved a contract bid in March 2019 to update controllers, cabs, and safety equipment. The work began in September 2019 and completion of all three elevators was January 6, 2020. Funding was through 2019 bonds and total costs were \$564,754.

Approval of Contract with JL Theis, Inc.

Commissioner Karwoski moved to approve Contract No. 13229 in the amount of \$478,035.45 with JL Theis, Inc. for the Americans with Disabilities (ADA) Improvements and Revise Signal Systems Project (RB-2647) on County State Aid Highway (CSAH) 10 at the Trunk Highway 694 west and east ramps. Commissioner Kriesel seconded the motion and it was adopted unanimously.

Approval of Contract with Meyer Contracting, Inc.

Commissioner Johnson moved to approve Contract No. 13228 in the amount of \$762,117.75 with Meyer Contracting, Inc. for the CSAH 18 (Bailey Road) Intersection Improvement Project (RB-2648). Commissioner Weik seconded the motion and it was adopted unanimously.

Approval of Maintenance Agreement with the City of Newport

Commissioner Johnson moved to approve Maintenance Agreement No. 13148 for maintenance between the City of Newport and Washington County for the period from signature through perpetuity, for the CSAH 18 (Bailey Road) Intersection Improvement Project (RB-2648). Commissioner Weik seconded the motion and it was adopted unanimously.

GENERAL ADMINISTRATION

County Administrator Kevin Corbid announced the county was contacted by Congresswoman Betty McCollum's Office last week. Congresswoman McCollum will be at Stillwater Area High

School on Friday morning and offered to stop at the Government Center to visit with the commissioners. A meeting will occur on Friday over the lunch hour on the fifth floor of the Government Center.

Mr. Corbid announced today is the first day of the 2020 Legislative Session. The Minnesota Inter-County Association (MICA) provided its first weekly update for the session. The county will be working with Larkin Hoffman to track its bonding requests for the Manning Avenue Interchange, the 4th Street Bridge, the Recycling & Energy facility, and two parks projects. The county also will closely follow the discussion on the potential county paybacks of funds from the Department of Human Services cost-share errors. The county will utilize emails to keep commissioners informed of the issues and will also schedule workshops with the board if needed to take a position on a bill or issue that is not currently addressed in the county's platform.

COMMISSIONER REPORTS

Commissioners reported on meetings and other events that they attended. Please see archived web streaming of the board meeting for full commissioner reports at www.co.washington.mn.us, under "County Board."

BOARD CORRESPONDENCE

Board correspondence was received and placed on file.

ADJOURNMENT

Commissioner Miron reported that it was announced today that Governor Walz will be holding a press conference tomorrow, February 12, 2020 at 9:30 a.m. at the Recycling & Energy Center in Newport. This may result in a quorum of County Board members, and due to insufficient time to post public notice, County Attorney Civil Division Chief Sue Tice recommended to recess today's meeting and reconvene on February 12th at the Governor's press conference. Commissioner Miron moved to recess the meeting until tomorrow, seconded by Commissioner Weik, and it was adopted unanimously. The County Board recessed at 11:05 a.m.

On February 12, 2020, the County Board reconvened at 9:50 a.m. at the Recycling & Energy Facility in Newport. Roll Call was taken. Commissioners Miron, Weik, Johnson, and Karwoski were present. Commissioner Kriesel was absent.

Commissioner Johnson provided a welcome on behalf of Ramsey and Washington Counties to Governor Walz, Commissioner of Minnesota Pollution Control Agency Laura Bishop, and other state officials. The Commissioners participated in a tour of the facility provided to the Governor.

Following the Governor's press conference on the Recycling & Energy Facility and its request for state bonding assistance for improvements, the board moved to adjourn the meeting. The motion was made by Commissioner Johnson, seconded by Commissioner Weik. The chair noted that no official business was conducted at the meeting today. The motion to adjourn was approved at 10:40 a.m.

BOARD WORKSHOP – COMMUNITY SERVICES

The Board met in workshop session to review the application for the Homework Starts with Home grant program through the Minnesota Housing Finance Agency. Present for the workshop were Commissioners Miron, Karwoski, Kriesel, Johnson, and Weik. Also present were Kevin Corbid, and county staff.

BOARD WORKSHOP – PUBLIC WORKS

The Board met in workshop session to discuss the Pine Point Regional Park master plan. Present for the workshop were Commissioners Miron, Karwoski, Kriesel, Johnson, and Weik. Also present were Kevin Corbid, and county staff.

Attest:

A handwritten signature in cursive script that reads "Kevin J. Corbid".

Kevin Corbid
County Administrator

A handwritten signature in cursive script that reads "Fran Miron".

Fran Miron
County Board Chair