



**OFFICIAL PROCEEDINGS OF THE COUNTY BOARD  
WASHINGTON COUNTY, MINNESOTA  
JUNE 15, 2021**

**WASHINGTON COUNTY BOARD OF COMMISSIONERS CONVENES**

The Washington County Board of Commissioners met in regular session at 3:00 p.m. in the Washington County Government Center, County Board Room.

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

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

Board Chair Lisa Weik announced that because of the COVID-19 Pandemic and Emergency Declaration issued by Minnesota Governor Tim Walz, and the Declaration of Emergency issued by the Washington County Board of Commissioners on March 17, 2020, some or all of the County Board members may participate by telephone or other electronic means, and the Board meeting will be conducted pursuant to and in compliance with Minnesota Statute 13D.021. Members of the public can attend the meeting in person, or view/monitor the meeting electronically from a remote location via live web stream.

Noted for the record:

1. That either the Washington County Board Chair or the County's chief Administrator has determined that an in-person meeting of the entire County Board may not be practical nor prudent because of the existing Pandemic and Emergency.
2. All County Board members participating in this meeting, whatever their physical location, can hear one another and can hear all discussion and testimony.
3. All members of the public present here today at the regular meeting location, if any, can hear all discussion and testimony and all votes of the members of the County Board.
4. At least one member of the County Board or the Chief Administrator of the County is physically present at the regular meeting location.
5. Each member of the County Board participating in this meeting by telephone or other electronic means is considered present at the meeting for purposes of determining a quorum and participating in all proceedings.
6. Proper notice of this meeting has occurred.
7. All votes will be conducted by roll call.

The Board recited the Pledge of Allegiance.

## COMMENTS FROM THE PUBLIC

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

## CONSENT CALENDAR

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

- A. Approval of the May 25, 2021, and June 1, 2021, County Board meeting minutes.
- B. Approval to appoint Bobby Hammons, Schwieters Companies, Hugo, to a partial first term expiring December 31, 2023, as the Business Representative on the Workforce Development Board.
- C. Approve grant application and accept grant funds in the amount of \$25,832 through the Emergency Solutions Program from the Minnesota Department of Human Services.
- D. Approve a letter to the Minnesota Department of Employment and Economic Development (DEED) to request that Washington County continue to be designated as a Workforce Development Area under WIOA.
- E.
  - 1. Approval of Grant Agreement No. 14136 with the Minnesota Department of Human Services for the Fraud Prevention Investigation Program, in the amount of \$260,000 for the period July 1, 2021, through June 30, 2023.
  - 2. Approval of Cooperative Agreement No. 14135 with the Washington County Sheriff's Office to provide the Fraud Prevention Investigative Services, and authorize its execution pursuant to Minn. Stat. 373.02.
- F. Approve Change Order No. 7 to Contract No. 12904 with Pember Companies, Inc. in the amount of \$5,000 for the Environmental Center Site Improvements Project (PHE-001).
- G. Reject all bids received for the Lake Elmo Park Reserve Modern Campground Septic Improvement Project.
- H. Approval of **Resolution No. 2021-071** as follows:

**RESOLUTION AUTHORIZING SUBMITTAL OF PROPOSED  
PROJECTS TO THE MINNESOTA MANAGEMENT AND  
BUDGET FOR CONSIDERATION IN THE  
2022 CAPITAL BUDGET**

**WHEREAS**, Minnesota's capital budget is primarily funded by issuing state general obligation bonds; and



**WHEREAS**, items funded by general obligation bonds must serve a public purpose, be publicly owned, achieve a public goal and be implemented by a public agency; and

**WHEREAS**, pursuant to the Minnesota Management and Budget Office process, eligible agencies wishing to receive funding for a project shall submit an application for consideration; and

**WHEREAS**, the Minnesota Management and Budget Office has released the capital budget request process for 2022; and

**WHEREAS**, Washington County is eligible to submit requests for projects to be included in the 2022 capital budget; and

**WHEREAS**, Washington County is proposing to submit applications for the following projects as ranked in priority from highest to lowest:

1. Request of \$15 million for the construction of the Trunk Highway 36 and Lake Elmo Avenue (CSAH 17) interchange in the cities of Grant and Lake Elmo; and
2. Request of \$2.5 million for the roof, exterior, and interior repairs of the Washington County Historic Courthouse in the city of Stillwater; and
3. Request of \$600,000 for the St. Croix Bluffs Regional Park Boat Launch Area Improvements in Denmark Township; and
4. Request of \$3 million for a trailhead and trail connection between Stonebridge Trail (CSAH 5) and the Browns Creek State Trail in the city of Stillwater; and

**WHEREAS**, the projects will be of mutual benefit to the State of Minnesota, the Twin Cities metropolitan region, Washington County, and the Cities of Grant, Stillwater, Lake Elmo, and Denmark Township; and

**WHEREAS**, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2022 Capital Budget.

**NOW, THEREFORE, BE IT RESOLVED**, that Washington County is submitting the aforementioned projects to Minnesota Management and Budget for consideration in the 2022 Capital Budget and the county is committed to completing the projects identified above and providing the county share of funding.

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

## **PUBLIC WORKS**

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

Board Chair Weik presented a brief overview of today's public hearing to consider updating Washington County's 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 May 11, 2021, 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 Option Sales Tax. The authority to implement this tax is allowable per Minnesota Statute 297A.993 and is unique to counties. A county may enact up to 0.5% sales tax and up to \$20 excise tax on the sale of a vehicle. This requires a public hearing, and then can be enacted by a resolution of the County Board. There are 51 other Minnesota counties that have implemented a local option sales tax.

Washington County currently imposes 0.25% sales and use tax, and a \$20 vehicle excise tax. Revenue from the current tax is directed exclusively toward the development of transit and transit operations in Washington County, and state law requires the revenue from this must be project and/or improvement specific. The types of projects that are eligible include Capital Road and Bridge projects (including construction as well as project development costs), payment of both capital and operating costs for transit, and payment of the capital costs of a Safe Routes to School program under Minnesota Statute 174.40.

Mr. Sandberg provided background of the local option sales tax. In 2008, authority was granted to counties through membership of the Counties Transit Improvement Board, for 0.25% sales and use tax and \$20 vehicle excise tax. In 2017, the Counties Transit Improvement Board disbanded, and Washington County maintained the 0.25% sales and use tax and \$20 vehicle excise tax and focused the revenues on transit operating and capital development. Meanwhile, the Legislature increased the authority to 0.5% during this time.

A public hearing was held on February 11, 2020, to consider increasing the rate to 0.5%, and it was continued on March 17, 2020. Due to the COVID-19 pandemic, there was uncertainty on how to obtain public input safely and uncertainty in the economy, and the board moved to take no further action at that time.

A public hearing was held on June 1, 2021, and was continued to today. Mr. Sandberg reported funding to transportation has flattened, and state revenues are not keeping pace with the needs of the county's transit systems. Washington County is leading the advocacy and filling the gaps that the state is not managing on state systems, such as the intersections at Highway 36 and Manning Avenue, County State Aid Highway 17, and Century Avenue. The last time there was a Gas Tax increase in Minnesota was 2008. County Highway State Aid fund received a 9% reduction from 2020. The Motor Vehicle Leased Tax revenue peaked in 2019 and is now in a downward trend. The Wheelage Tax was increased to \$20 in 2019, and has been flat since.

Washington County is unique in the State of Minnesota for the three border crossings to Wisconsin. St. Croix Crossing averages 26,000 vehicles per day, Interstate 94 Crossing averages 69,000, and Prescott averages 16,200. There are more vehicles coming back and forth through Washington County from other states and counties than any other county in the state, more than 111,200 vehicles per day. Washington County has the busiest crossing in the State of Minnesota, outpacing the Port of Duluth, the crossings into Fargo, International Falls, and Albert Lea.

Mr. Sandberg reported that today's proposal is to increase the sales and use tax rate to 0.5%, update the list of projects to include road and bridge projects, retain the existing vehicle excise tax at the full \$20, and consider adopting a resolution for implementation.

Mr. Sandberg reported that commissioners had requested updating the principles for sales and use tax revenue to set guidelines for the county and how funding would be distributed and spent. Mr. Sandberg reported that revenue funding would be distributed equally, 50% for transit and 50% for transportation (road and bridge). The county will use its annual budget and Capital Improvement Plan to prioritize projects and allocate revenue. The eligible project list will be updated with the Department of Revenue on a regular, ongoing basis of every 3-5 years. Funding can be provided for projects that improve safety, increase capacity, align with long-term planning, and promote economic development. Another goal is to reduce reliance on county general obligation bonding for road and bridge projects, and consider retaining Principles for Transit projects as developed in 2017.

Mr. Sandberg reported that revenue collected in 2019 was \$10.7 million, and revenue collected in 2020 was \$10.8 million. If the 0.5% increase moved forward on June 15<sup>th</sup> - implementing the 0.5% on October 1, 2021 - revenue collected for 2021 is estimated at \$13.3 million. For 2022, the estimate is \$21 million.

Mr. Sandberg reviewed the different means of public input, including a web portal on the Washington County website and the Public Works Department page, a notice in the county's legal newspaper (Country Messenger) on May 11<sup>th</sup> that included the public hearing information and an email address for comments, and an article published in the St. Paul Pioneer Press, which gave the dates of the public hearing and today's consideration date. Mr. Sandberg reported that as of today's meeting, there were no comments or feedback received.

Chair Weik asked for any comments from the public. None were heard. No written comments were received prior to this public hearing.

There being no further comments, Chair Weik asked for a motion to close the public hearing and open the matter for discussion and comments by board members. Commissioner Kriesel moved to approve closing the public hearing. Commissioner Miron seconded the motion and it was adopted 5-0 with a Roll Call vote as follows: Ayes, Commissioners Miron, Kriesel, Johnson, Karwoski, and Weik. Nays, none.

The public hearing was closed at 3:20 p.m.

Below is the current eligible project list.



Local Option - Transportation Sales, Use and Excise Tax - Proposed Projects\*

EXHIBIT A

Updated - 06/03/2021

### Road and Bridge Projects

Highway	From	To	Proposed Work	Length	Construction Cost Estimate	Engineering Cost	ROW Cost	Total Project Cost
County 15	County 5	Trunk Highway 36	New Roadway Alignment	0.70	\$ 10,950,000	\$ 2,190,000	\$ 5,000,000	\$ 18,140,000
County 50	Trunk Highway 61	County 15	Major Pavement Rehabilitation	6.04	\$ 4,500,000	\$ 360,000	\$ 100,000	\$ 4,960,000
County 57	County 7	Keystone Ave	Major Pavement Rehabilitation	4.00	\$ 3,000,000	\$ 240,000	\$ 100,000	\$ 3,340,000
County 74	County 38	Geneva Ave	Road Reconstruct	0.50	\$ 2,500,000	\$ 200,000	\$ 250,000	\$ 2,950,000
County 65	County 10	County 14	Road Reconstruct	3.01	\$ 9,350,000	\$ 1,870,000	\$ 750,000	\$ 11,970,000
County 2	Everton	US TH 61	Major Pavement Rehabilitation	1.20	\$ 3,000,000	\$ 350,000	\$ -	\$ 3,350,000
County 15	County 10	County 14	Road Expansion - 2 Lane to 3 Lane	3.21	\$ 5,000,000	\$ 1,000,000	\$ 3,000,000	\$ 9,000,000
County 13	County 6	County 14	Road Reconstruct	0.43	\$ 3,790,000	\$ 758,000	\$ 500,000	\$ 5,048,000
County 13	County 20	County 18	Road Expansion - 2 Lane to 4 Lane	0.97	\$ 9,760,000	\$ 1,952,000	\$ 2,000,000	\$ 13,712,000
County 33	County 2	County 32	Road Expansion - 2 Lane to 3 Lane	0.69	\$ 4,140,000	\$ 828,000	\$ 750,000	\$ 5,718,000
County 32	County 33	US Highway 61	Road Expansion - 2 Lane to 3 Lane	1.16	\$ 6,960,000	\$ 1,392,000	\$ 1,000,000	\$ 9,352,000
County 29	US Highway 36	County 12	Road Expansion - 2 Lane to 3 Lane	1.21	\$ 8,470,000	\$ 1,694,000	\$ 2,000,000	\$ 12,164,000
County 5	Sycamore St	US Highway 96	Road Reconstruct	0.84	\$ 5,500,000	\$ 1,100,000	\$ 500,000	\$ 7,100,000
County 3	170th	240th	Major Pavement Rehabilitation	7.44	\$ 5,580,000	\$ 446,400	\$ 100,000	\$ 6,126,400
County 19	County 10		Intersection Improvement	0.25	\$ 3,500,000	\$ 700,000	\$ 100,000	\$ 4,300,000
County 16	County 19	Trunk Highway 95	Road Reconstruct	1.99	\$ 8,100,000	\$ 1,620,000	\$ 2,000,000	\$ 11,720,000
County 19	@ Indian		Center Turn Lane	-	\$ 350,000	\$ 70,000	\$ 50,000	\$ 470,000
County 10	County 15	County 21	Major Pavement Rehabilitation	3.20	\$ 2,100,000	\$ 25,000	\$ -	\$ 2,125,000
County 15	148th Street		Major Pavement Rehabilitation	6.40	\$ 3,500,000	\$ 25,000	\$ -	\$ 3,525,000
County 13	55th Street		Major Pavement Rehabilitation	1.20	\$ 500,000	\$ 25,000	\$ -	\$ 525,000
South Highway Maintenance Facility			Reconstruct	-	\$ 15,000,000	\$ 1,500,000	\$ -	\$ 16,500,000
<b>TOTALS:</b>				<b>44.44</b>	<b>\$ 115,550,000</b>	<b>\$ 18,345,400</b>	<b>\$ 18,200,000</b>	<b>\$ 152,095,400</b>

### Transit Projects

Project	Annual Operating Cost Estimate	Capital Cost Estimate
Gold Line Bus Rapid Transit**	\$ 2,500,000	\$ 162,984,300
Highway 36 Transitway	TBD	TBD
Red Rock Corridor Bus Rapid Transit	TBD	TBD
Rush Line Bus Rapid Transit Extension	TBD	TBD
Forest Lake Transit Station	\$ 90,000	-
Newport Transit Station	\$ 90,000	-
<b>TOTALS:</b>	<b>\$ 2,680,000</b>	<b>\$ 162,984,300</b>

\*Project list will be updated every 3-5 years

\*Project list does not represent project construction order or priority

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

\*\*Washington County share only, this is not the total project cost

\*\*\* List to be determined after workshop

Commissioners expressed that it is a difficult decision to raise taxes and such a decision is not taken lightly. Commissioners discussed reasons to support increasing the sales tax to 0.5% and why this is a prudent decision to make, including:

- The transportation and sales use tax will be used directly for road and bridge projects, alleviating the county from using property tax levy. There are several proposed transportation projects in the county that will not receive federal funding and are not eligible for state funding, and county funding would otherwise need to be used to complete those projects.
- The sales tax could assist in reducing the reliance of using bonds. This will help enhance and maintain Washington County's AAA and Aaa bond rating, and will have a direct impact on the interest rates the county pays.
- The numbers of vehicles using Washington County roads continues to rise and there is a continuing need to repair and maintain the county roads. Roads are critical to the economic development and safety within the county.





Commissioner Kriesel moved to approve **Resolution No. 2021-072** as follows:

**RESOLUTION IMPOSING A 0.5% TRANSPORTATION  
SALES AND USE TAX**

**WHEREAS**, County Infrastructure serves as the foundation for economic development in the county and the region; and

**WHEREAS**, providing a safe and efficient transportation system is consistent with the County vision of being a great place to live, work, and play...today and tomorrow, and

**WHEREAS**, Washington County has shown a strong commitment over the years to funding needed infrastructure improvements, for roads, bridges and transit, to support our growing and vibrant county; and

**WHEREAS**, the county has been diligent in minimizing the impacts to property taxes whenever possible, by seeking and leveraging non property tax revenue sources including state and federal funding, wheelage tax, local option sales taxes and more; and

**WHEREAS**, Washington County implements a 0.25% sales and use tax, as well as a \$20 vehicle excise tax, that generates around \$10.8 Million dollars per year and is dedicated to the development of transit ways and operation of county transit centers; and

**WHEREAS**, Washington County has a funding shortfall of road and bridge projects of more than \$10 million per year and a resulting backlog of projects that are needed, but not funded, totaling more than \$150 million dollars; and

**WHEREAS**, Minnesota Statutes Section 297A.993 authorizes counties to impose a transportation sales and use tax of up to 0.5% percent on retail sales and uses and an excise tax of \$20 per motor vehicle for designated transit and transportation purposes (Transportation Tax), via county board resolution after a public hearing; and

**WHEREAS**, this authority is provided to counties in state statute as a recognition that the infrastructure counties build is regional in nature and provides regional benefit as well as local benefits; and

**WHEREAS**, the proceeds of the Transportation Tax must be designated by the respective county board exclusively to (1) payment of the capital cost of a specific transportation project or improvement; (2) payment of the costs, which may include both capital and operating costs, of a specific transit project or improvement; (3) payment of the capital costs of a safe routes to

school program under Minnesota Statutes Section 174.40; or (4) payment of transit operating costs; and

**WHEREAS**, the proceeds of such a Transportation Tax must be spent on projects designated in the Washington County Sales and Use Tax Transportation Improvement Plan (“Plan”), or as otherwise denominated by the county consistent with Minnesota Statutes Section 297A.993, subdivision 2, for which the required public hearing has been held on June 1, 2021, and which Plan is adopted herein; and

**WHEREAS**, increasing the sales and use tax to the full 0.5% and updating the Plan will allow revenue to be put toward road and bridge projects, in addition to the current transitway projects and operations; and

**WHEREAS**, upon adoption of the 0.5% sales tax, the revenue the County receives from the Transportation Tax will be split 50% for road and bridge related projects and 50% for transit related projects within the county.

**NOW, THEREFORE BE IT RESOLVED**, that the County Board of Commissioners authorizes and implements a 0.5% sales and use tax and an excise tax of \$20 per motor vehicle as provided for in Minnesota Statutes Section 297A.993, to be imposed on October 1, 2021 for the purpose of funding transit and road and bridge improvements as designated in the Plan and in duly adopted amendments to the Plan; and

**BE IT FURTHER RESOLVED**, that the County Board of Commissioners hereby adopts the Plan, which is attached in Exhibit A to this resolution and is on file with the clerk of the board; and

**BE IT FURTHER RESOLVED**, that the provisions of Minnesota Statutes Section 297A.99, Subdivisions 4, and 6 through 12, shall govern the imposition, administration, collection and enforcement of the Transportation Tax; and

**BE IT FURTHER RESOLVED**, that the County Board of Commissioners hereby directs appropriate county officials to take such timely actions as are necessary to implement the Transportation Tax, including but not limited to the certification of the taxes to the Minnesota Department of Revenue, on or before July 2, 2021.

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



## **GENERAL ADMINISTRATION**

### **Federal Legislative Updates**

Deputy County Administrator Jan Lucke reported on federal legislative updates.

Community Project submittals are moving through the U.S. House and U.S. Senate appropriations bills. The House recently posted its proposed transportation appropriations. It did not include Washington County's project requests, but there are still opportunities in the Senate or through other committee appropriations.

However, it did include \$20 million for the Highway 8 Reconstruction Project, led by Chisago County, which extends one mile into Washington County and Forest Lake. The County Board approved a resolution of support for the Highway 8 Reconstruction Project on April 13<sup>th</sup>. This is a big win for Minnesota and the communities in the Highway 8 corridor, and it is one of the larger requests funded nationwide.

In addition, Chisago County is submitting a RAISE grant application to the U.S. Department of Transportation for the Highway 8 Reconstruction Project. RAISE stands for Rebuilding American Infrastructure with Sustainability and Equity.

Ms. Lucke reported that Chisago County has requested a letter of support to U.S. Secretary of Transportation Pete Buttigieg from the Washington County Board, and the draft letter was included in the board packet for consideration. Ms. Lucke stated that Commissioner Miron recently attended meetings with U.S. Rep. Pete Stauber and Chisago County commissioners about the Highway 8 Reconstruction Project.

Commissioner Miron conveyed Chisago County's appreciation of the support and collaboration from Washington County.

Commissioner Miron moved to approve the letter to U.S. Secretary of Transportation Pete Buttigieg. Commissioner Karwoski seconded the motion and it was adopted 5-0 with a Roll Call vote as follows: Ayes, Commissioners Miron, Kriesel, Johnson, Karwoski, and Weik. Nays, none.

### **State Legislative Updates**

Margaret Vesel, State Government Relations Lobbyist from Larkin Hoffman, presented today's state legislative update. Ms. Vesel reviewed that the 2021 Legislative Session began virtually on January 5<sup>th</sup>. At that time, there was a \$1.3 billion budget deficit. However, in February, the budget forecast took a \$3 billion swing with a \$1.6 billion surplus. Most of this surplus is due to one-time money awarded by the federal government for pandemic relief and recovery. The session ended on May 17<sup>th</sup> with few bills resolved.

Ms. Vesel reported the Legislature reconvened on June 14, 2021, with a goal of completing all business by June 30, 2021, to avoid a state government shutdown. There are a number of bills that have already been posted, including the tax bill. The transportation bill is nearing completion and



is being closely tracked by Larkin Hoffman and Washington County, including \$3.5 million in funding for the Fourth Street Bridge in Oakdale. Transit language in this same bill that would have shift operational and maintenance costs to counties has been removed. The bonding bill remains in flux.

Ms. Vesel reported the upcoming 2022 Legislative Session is a bonding year, and will return early (the end of January) due to redistricting.

### **Rental Assistance Update**

County Administrator Kevin Corbid provided an update on the \$14 million that Washington County has received in federal funding for rental assistance. This was distributed to the county in two payments, of which 65% of the first payment needs to be spent by September 2021. The county has processed approximately 480 applications through the state program, and has distributed \$3 million to qualified applicants. The county anticipates meeting the goal of spending 65% by September.

### **COMMISSIONER REPORTS**

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

### **BOARD CORRESPONDENCE**

Board correspondence was received and placed on file.

### **ADJOURNMENT**

There being no further business to come before the Board, Commissioner Karwoski moved to adjourn. Commissioner Johnson seconded the motion and it was adopted 5-0 with a Roll Call vote as follows: Ayes, Commissioners Miron, Kriesel, Johnson, Karwoski, and Weik. Nays, none. The County Board meeting adjourned at 4:44 p.m.

### **BOARD WORKSHOP WITH PROPERTY RECORDS AND TAXPAYER SERVICES**

The Board met in workshop session for a status update on the license and service centers. Present for the workshop were Commissioners Miron, Kriesel, Karwoski, Johnson, and Weik. Also present were Kevin Corbid, Jan Lucke, Jennifer Wagenius, and county staff.

### **COUNTY BOARD OF APPEAL AND EQUALIZATION**

The Board convened as the County Board of Appeal and Equalization at 5:00 p.m.



Attest:

DocuSigned by:  
*Kevin Corbid*  
BF6D5C95BF3E41A...  
Kevin Corbid  
County Administrator

DocuSigned by:  
*Lisa Weik*  
2BB6324A826E467...  
Lisa Weik  
County Board Chair