

Board of County Commissioners of Lincoln County  
Agenda for August 19, 2025

- 9:00 Call to order and Pledge of Allegiance
- 9:00 Glen Marciniak, Colorado Division of Veterans Affairs Regional VSO, to provide updates regarding Lincoln County veterans services
- 10:30 Mark Hillier with Acrisure Insurance to present on employee health insurance products
- 11:30 LaRay Patton to discuss the Lincoln County Fairgrounds

-To be completed as time permits-

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1. Approve the minutes from the August 7, 2025, meeting
2. Review July 2025 reports from the County Assessor, County Clerk & Recorder, County Sheriff and County Treasurer
3. Review July 2025 Statement of Revenues and Expenditures for County General, Public Health, Capital Projects, Conservation Trust, E911, Landfill, Library, Lodging/Tourism, Human Services, Road & Bridge and Individual Road Districts
4. Review the July 2025 reports from the Colorado Counties Casualty and Property Pool and Workers' Compensation Pool
5. Review and act upon proposed Resolution #1159; a resolution supporting the future interstate feasibility study for Heartland Expressway, Theodore Roosevelt Express, and a Portion of Ports-To-Plains High Priority Corridors
6. Review and act upon proposed Resolution #1160; a resolution supporting future interstate designation for Heartland Expressway, Theodore Roosevelt Express, and a Portion of Ports-To-Plains High Priority Corridors and numbering future interstate segments
7. Review and act upon a quote from Scottish Window Tinting regarding tinting the windows in the Lincoln County Courthouse lobby
8. County Commissioner reports
9. County Attorney's report
10. County Administrator's report
11. Old Business
12. New Business

The Board of Lincoln County Commissioners met at 9:00 a.m. on August 19, 2025. Chairman Wayne Ewing, commissioners Robert Safranek and Terry Jaques, county administrator Jacob Piper, and clerk of the Board Corinne M. Lengel attended.

Chairman Ewing called the meeting to order and led the Pledge of Allegiance; Mr. Jaques said a prayer.

Colorado Division of Veterans Affairs Regional VSO Glen Marciniak, Veterans Services Supervisor Eric Winterrowd, Director of Colorado Veterans Affairs Bruce Cowan, and County Veterans Service Officer Joy Johnson met with the Board to discuss the office and programs. Mr. Cowan explained their commitment to visit every county in the state and determine county needs, create relationships, and establish the best ways to serve veterans. He also stressed the importance of compliance requirements, ensuring that they are accountable for millions of dollars contributed to county programs annually.

Mr. Jaques asked if the county received credit for incarcerated vets. Mr. Winterrowd said it depended on their VA address; it does if the veteran uses the correctional facility's address. While they still receive all pension benefits, their disability compensation drops to ten percent. He noted that the county VSO is only one aspect of the veteran community, and it is their goal to serve all members. Of the 345 Lincoln County veterans, only 104 receive compensation. Mr. Winterrowd said it wasn't Mrs. Johnson's fault; vets sometimes don't know what benefits they are eligible for or even who to contact. Even though only thirty percent of Lincoln County vets receive benefits, the state's average of thirty-eight percent isn't much better.

The VA Community Care Network (CCN) is VA's direct link with community providers to ensure vets receive timely, high-quality healthcare. CCN is part of the VA modernization efforts to increase transparency, accountability, quality, and communications between VA, providers, and veterans to improve their access to care. Community providers participating in CCN must be credentialed through a third party administrator; Mrs. Johnson said that Lincoln Health does not have the accreditation.

The CCN coordinator, Diana McCullough, met with Lincoln Health and let them know that each provider must have their credentials; however, they only have one that meets the requirements. Mr. Jaques asked if it was hard to achieve; Mr. Marciniak said it could take two or more years. He noted there was no monetary commitment, only time. However, the benefits to the community and hospital were phenomenal. Mrs. Johnson offered to find out the status of the situation, and Mr. Cowan said to contact him if the commissioners wanted someone from the VA to meet with hospital personnel. Mr. Marciniak noted that he would be happy to meet with them and the hospital board if necessary.

The group discussed the VA Policy and Procedures manual, disabled veterans license plates, and the proposed intergovernmental agreement between counties for Mrs. Johnson's shared services. Mr. Piper said all counties signed the IGA. Mr. Winterrowd warned that reporting and

invoicing might be complicated, but Mr. Piper said each county would track Mrs. Johnson's hours, and Lincoln County would invoice them quarterly.

Mr. Cowan mentioned the Veterans Trust Fund (VTF) and the Veterans Assistance Grant (VAG). The first is only open to organizations that are Nationally Recognized Veterans Service Organizations with a 501(c) (19) or 501 (c) (23) status, but the VAG is available to nonprofit organizations and governmental entities. Funds can cover emergency financial needs such as food, gas, utilities, and rent, and are free to veterans. Reimbursement turnaround time is approximately ten days. The application is available online, and Mr. Cowan said funds could also reimburse up to ten percent of administrative costs. Counties can return unspent funds.

Mr. Jaques asked if it would be possible to submit one application for vets in all four counties that Mrs. Johnson serves; Mr. Winterrowd said that the fact could strengthen the application and chances of approval.

Mr. Ewing asked if Human Services had information that would help veterans; Mr. Jaques suggested having Mrs. Johnson meet with Director Andrew Lorensen. Mrs. Johnson commented that she'd had very few requests for money in her three years serving veterans. Mr. Winterrowd told her that if she had the funds and more veterans knew about it, she would receive more requests. He noted that the county could request any amount up to the \$100,000 limit. Counties must submit applications between December 1 and March 1; Mr. Cowan said they could help determine application deficiencies in the event the VA denied it.

In addition to covering fuel bills, gas, rent, utilities, and vehicle repairs, the county could also purchase grocery gift cards or certificates. Mrs. Johnson could keep these in her office and distribute them as needed. Mr. Marciniak said the VAG funds would alleviate the county's financial burden put on DHS for veterans' benefits that the grant could cover.

Mr. Winterrowd said the VA would have three people in the region, and Mr. Marciniak could fill in when Mrs. Johnson was unavailable. He noted that they wanted Mrs. Johnson to be actively serving veterans in the community, but some preferred the services of the VFW or American Legion.

Before the VA group left, Mr. Cowan said that Colorado Counties, Inc. (CCI) and boards of county commissioners could advocate to increase county VSO salaries.

Mr. Safranek moved to approve the meeting minutes for August 7, 2025. Mr. Jaques seconded the motion, which carried unanimously.

The Board reviewed the July 2025 reports from the Assessor, Clerk & Recorder, and Treasurer.

The commissioners also reviewed the July 2025 statements of revenues and expenditures for the General, Public Health, Capital Projects, Conservation Trust, E911, Landfill, Library, Lodging/Tourism, Human Services, Road & Bridge funds, individual road district reports, and the

July 2025 Colorado Counties Casualty and Property Pool and Workers' Compensation Pool reports.

At 10:30 a.m., Mark Hillier with Acrisure Insurance met with the Board to present information on employee health insurance products. Previously known as Benefit Health Advisors, Mr. Hillier said the company had been around for over thirty years. As the fastest growing insurance broker in industry history, they are among the top ten largest insurance brokers in the world. Their employees own over seventy percent of the company, which serves over 150,000 clients; Acrisure affiliates with Gordon Insurance Agency in Limon.

Mr. Hillier explained that Acrisure wanted to compile a proposal for the county's health insurance using quotes from Blue Cross/Blue Shield, United Healthcare, Cigna, and Aetna (BUCA). As an independent broker, Acrisure would research all markets, obtain price quotes, and provide the county statistics of what each company had to offer.

Mr. Jaques asked how well any of those companies worked with local providers, such as the hospital. Mr. Hillier said that Lincoln Health CEO Kevin Stansbury tended to push people away from Anthem (Blue Cross/Blue Shield) because Lincoln Health struggled with the company, but he felt it did an excellent job. If the county wanted to continue using Anthem, Mr. Hillier said it might do better working with the company directly instead of through CTSI. He noted that BUCA carriers have 97% to 98% of providers in their network nationwide.

Mr. Piper inquired about the potential consequences if the county obtained a direct quote from Anthem, only to have Lincoln Health cease accepting the insurance; the County Health Pool had offered to work directly with the hospital if it dropped Anthem. Mr. Hillier said that Mr. Stansbury had come to them to discuss options.

Mr. Ewing asked if the county would have to change carriers if a different company's quote happened to be cheaper the following year. Mr. Hillier said the goal is to have a long-term relationship; however, as a full-service brokerage agency, Acrisure could negotiate with them by leveraging current prices with other competitive offers. He noted that deductibles reset at the beginning of the calendar year.

Mr. Jaques asked if the benefits were similar to what county employees currently have; Mr. Hillier said some mirror the plan exactly, while others use preset plan designs. They would outline all prices per carrier in their proposal. Mr. Jaques also asked if there were counties that used Acrisure but switched back to the health pool; Mr. Hillier said it hadn't happened in his tenure. They serve Montezuma and Saguache counties, and Custer County, effective July 1 of this year. Forty percent of the company's clients are in Colorado, mostly in rural areas. They also serve Kansas, Nebraska, and Wyoming. He acknowledged that CTSI offers a great program, but independent broker agencies could provide more options.

Mr. Ewing inquired about Acrisure's relationship with Anthem. Mr. Hillier confirmed that they have a good relationship, ranking at the platinum level with all carriers. Acrisure would provide

the county with a dedicated account team and service representatives. Employees would typically settle problematic claims with the carrier and provider, but the broker could be an advocate and resource if necessary; employees would have access to their benefit administration platform. Mr. Piper confirmed for Mr. Ewing that CHP did the same.

When asked how much the rates tended to increase, Mr. Hillier said they averaged six percent. Acrisure acquires an annual market bid, but they must submit valuable claims data to the carriers to facilitate competitive bids.

Mr. Ewing asked Mrs. Lengel if she had questions; Mrs. Lengel asked about broker fees. Mr. Hillier said there were none beyond what Acrisure made as a commission from each carrier. Gordon Insurance Agency receives forty percent of the commission, while Acrisure takes sixty percent. Acrisure also did not charge extra if employees needed additional help from the service representatives.

Lincoln County Sheriff's Captain Michael Yowell joined the meeting at 11:00 a.m. as Mr. Hillier wrapped up his presentation. Mr. Ewing told Mr. Hillier the commissioners would not decide today; Mr. Hillier said he would provide an RFP if they chose to move forward.

Captain Yowell provided justification sheets for three jail deputies he wanted to promote to corporals. One had worked since 2015, the other two since 2021. Because there are four employee vacancies in the jail, the three deputies have worked longer shifts to cover them. Lexipol policies require shift supervisors to make frontline decisions, which these deputies have done without the status. Captain Yowell made it clear that they would not replace the sergeants, who typically handled inmate grievances, but felt the promotions reflected the deputies' performance and were well deserved. He noted that the additional funds were in the budget because of the vacancies; it equated to an increase of \$475 a month per deputy. Corporal is the last position on the pay scale allowed for non-certified deputies.

Mr. Jaques stated that ranking the deputies properly would protect the county's liabilities. He moved to promote Derik Mattson to Level IV, Step 7, and Josh Johnson and Tyler Bandy to Level IV, Step 4, effective August 1, 2025. Mr. Safranek seconded the motion, which carried unanimously.

Captain Yowell said the sheriff and undersheriff had gone to Kansas to pick up a car hauler trailer for the side-by-side. They will pay the \$2,800 purchase price with Certified VIN Funds.

The Board and Captain Yowell discussed the department's successes in Hugo since taking over the marshal's office, the recent tragedy in Burlington involving a retired canine, and Lincoln County's plan for its canine, Baxter.

LaRay Patton arrived at 11:30 a.m.

Devin, Rydell, and Roxanne Schinzel arrived at 11:40 a.m. Before he left, Captain Yowell told the commissioners that he and his family supported and advocated for the county's employee health insurance benefits and the County Health Pool.

Mrs. Patton asked for the commissioners' help. Raejean Palko would like to hold winter dog clinics twice monthly at the fairgrounds, but fairgrounds manager John Palmer said they couldn't use the Ellis Allen building. Mrs. Patton didn't know what Mr. Palmer stored in the metal building, but felt he could move whatever it was to utilize half of the area; however, she thought they preferred an enclosed area in the winter months, unless they could put up a wind screen. She emphasized that county facilities are available and there is interest in the program, so they should aim to accommodate those participants. Mrs. Patton asked if the roundhouse was an option, but Mr. Jaques said it isn't yet ready and still unsafe. Mrs. Patton wanted to help since it was the first year there had been this much interest.

Mr. Piper suggested using the substation in Limon, but didn't know how often the sheriff's department used it, or if there would be enough room. Mr. Jaques suggested they talk to Sheriff Nestor and John Palmer.

Mr. Safranek asked if Karval was too far; they didn't store much in the old county shop anymore, so it should be available. Mrs. Patton said Ms. Palko would likely want something more centrally located, but she could check with her.

Mrs. Patton asked if it was the county's rule or Mr. Palmer's rule that horses weren't allowed under the show barn. Mr. Ewing said it wasn't a county rule but justified Mr. Palmer's reasoning; horse hoofs destroy the ground worse than other animals. Mrs. Patton felt it was foolish when events such as the Ranch Rodeo bring in people with \$50,000 horses, who have nowhere to shelter them if there is a hail or windstorm.

Mr. Safranek said that people would pay to stall their horses at the fairgrounds, and the county could make some money at it. Mr. Jaques suggested building a pole shed; it would be too costly to add on to the show barn. The group discussed a few other options, and Mrs. Patton asked the commissioners to consider them, noting that she was trying to keep the county going.

Rydell and Roxanne Schinzel with the Karval 4-H Club thanked the commissioners for buying new poultry and rabbit cages. Their county fair experience was much better than past years because the cages made feeding and watering quicker and more efficient. The larger, sturdier cages provided more room for larger birds, such as geese, and they were much easier to fasten. The Schinzels left at 11:55 a.m.

Mr. Jaques asked if animal participation had increased; if so, the fair board needed to do some future planning.

Mr. Piper presented the resolutions regarding Ports-to-Plains corridors that Joe Kiely requested at the August 7 meeting.

Mr. Jaques moved to adopt a resolution supporting the future interstate feasibility study for the Heartland Expressway, Theodore Roosevelt Express, and a portion of the Ports-to-Plains high-priority corridors. Mr. Safranek seconded the motion, which carried unanimously.

At a regular meeting of the Board of County Commissioners of Lincoln County, Colorado held in Hugo, Colorado on August 19, 2025 there were present:

Wayne Ewing, Chairman	Present
Robert Safranek, Vice Chairman	Present
Terry Jaques, Commissioner	Present
Kelly Lowery, County Attorney	Absent & Excused
Corinne Lengel, Clerk of the Board	Present
Jacob Piper, County Administrator	Present

when the following proceedings, among others, were had and done, to-wit:

**RESOLUTION #1159** It was moved by Commissioner Jaques and seconded by Commissioner Safranek to adopt the following resolution:

**A RESOLUTION SUPPORTING THE FUTURE INTERSTATE FEASIBILITY STUDY FOR HEARTLAND EXPRESSWAY, THEODORE ROOSEVELT EXPRESS, AND A PORTION OF PORTS-TO-PLAINS HIGH PRIORITY CORRIDORS.**

**WHEREAS**, Congress designated the Ports-to-Plains Corridor in Texas and New Mexico as Future Interstate 27; and

**WHEREAS**, the Texas Department of Transportation published the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report on October 15, 2019; and

**WHEREAS**, current Feasibility Study trends address greater potential including metrics improving connectivity, safety, and mobility; improving travel time and reduce travel time cost; improving freight movement; increasing access to markets for energy and agricultural products; alleviating congestion and improving reliability; facilitating the flow of goods and international trade; creating jobs and economic opportunities; and increasing and expanding the local tax base and state sales tax revenues, than historically used metrics; and

**WHEREAS**, the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report data showed Corridor annual travel cost savings of \$4.1 billion, annual increase in GDP of \$2.2 billion, and increase in employment of 17,710 for the agriculture, energy, and warehousing industries; and

**WHEREAS**, the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report data showed a Return on Investment of 76% or \$17.8 billion; and Benefit Cost Ratio / Net Present Value of 2.4 or \$39.2 billion; and

**WHEREAS**, the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report showed that development of a Future Interstate Highway in Texas would improve safety and reduce crash rates, leading to approximately 8 percent fewer fatal collisions, 7 percent fewer injury collisions, and 11 percent fewer property damage crashes throughout the corridor each year. These safety improvements result in \$457 million in annual safety benefits according to the TxDOT estimates in addition to saving lives; and

**WHEREAS**, the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report results helped the State of Texas and the Texas Department of Transportation to support Future Interstate Designation in Texas; and

**WHEREAS**, North-South Interstates are a significant distance from the Theodore Roosevelt Expressway: to the west it is 670 miles between U.S. 85 and Interstate 15 and to the east it is over 480 miles between U.S. 85 and Interstate 29; and

**WHEREAS**, the Heartland Expressway is 648 miles between NE 71 and Interstate 29; and

**WHEREAS**, the Ports-to-Plains Corridor is 775 miles between U.S 287 and Interstates 29 and 35; and

**WHEREAS**, the proposed Future Interstate Highway Corridor shared major industries that are reliant on agriculture, energy, tourism and trade.

**NOW, THEREFORE BE IT RESOLVED** by the Board of County Commissioners of Lincoln County that:

**Section I.** That Lincoln County, CO supports efforts to complete a Future Interstate Feasibility Study in Oklahoma, Colorado, Nebraska, Wyoming, South Dakota, North Dakota, and Montana.

**Section 2.** This resolution to be in full force and effect from and after its passage and approval.

**Section 3.** If any portion or provision of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such portion or provision shall not affect any of the remaining provisions of this Resolution, the intention being that the same are severable.

Upon roll call the vote was:

Commissioner Jaques, Yes; Commissioner Safranek, Yes; Commissioner Ewing, Yes.

The Chairman declared the motion carried and so ordered.

Board of County Commissioners of Lincoln County



ATTEST:

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Clerk of the Board

Mr. Safranek moved to adopt a resolution supporting future interstate designation for the Heartland Expressway, Theodore Roosevelt Express, and a portion of the Ports-to-Plains high-priority corridors and numbering future interstate segments. Mr. Jaques seconded the motion, which carried unanimously.

At a regular meeting of the Board of County Commissioners of Lincoln County, Colorado held in Hugo, Colorado on August 19, 2025 there were present:

Wayne Ewing, Chairman	Present
Robert Safranek, Vice Chairman	Present
Terry Jaques, Commissioner	Present
Kelly Lowery, County Attorney	Absent & Excused
Corinne Lengel, Clerk of the Board	Present
Jacob Piper, County Administrator	Present

when the following proceedings, among others, were had and done, to-wit:

**RESOLUTION #1160** It was moved by Commissioner Safranek and seconded by Commissioner Jaques to adopt the following resolution:

**A RESOLUTION SUPPORTING FUTURE INTERSTATE DESIGNATION FOR HEARTLAND EXPRESSWAY, THEODORE ROOSEVELT EXPRESSWAY, AND A PORTION OF PORTS-TO-PLAINS HIGH PRIORITY CORRIDORS AND NUMBERING FUTURE INTERSTATE SEGMENTS**

**WHEREAS**, Congress has already designated the Heartland Expressway (14) in Colorado, Nebraska, Wyoming and South Dakota; Ports-to-Plains Corridor (38) in Oklahoma and Colorado; and the Theodore Roosevelt Expressway (56) in South Dakota, North Dakota, and Montana as a High Priority Corridors on the National Highway System; and

**WHEREAS**, with Texas and New Mexico already designated as Future Interstate 27, this designation would move forward that effort to create a complete north-south corridor serving agriculture production, energy production, tourism, and international trade needs of not only the region, but also the nation; and

**WHEREAS**, High Priority Corridors on the National Highway System were established in 1991 under Section 1105 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and amended several times since including the National Highway System Designation Act of 1995 which reaffirmed and refined the corridors, formally integrating them into the National Highway System and emphasized intermodal connections, national defense, and access to ports and border crossings; and the Infrastructure Investment and Jobs Act (IIJA), 2021,

which amended several High Priority Corridors, reaffirming their importance in multimodal freight and economic corridors and encouraged use of these corridors in the development of rural infrastructure, Resilience Improvement Plans, and INFRA and RAISE grant funding; and

**WHEREAS**, in FHWA Freight and NHS Policy Guidance cited in federal freight strategies for enhancing freight reliability, trade competitiveness, and infrastructure resilience; and

**WHEREAS**, the purpose of the Interstate Highway System, formally known as the Dwight D. Eisenhower National System of Interstate and Defense Highways, is to provide a safe, efficient, and high-capacity roadway network for the movement of people and goods across the United States. It serves multiple national interests; and

**WHEREAS**, the purpose of Future Interstate Highways is to expand and enhance the national transportation network by identifying and developing key corridors that will eventually meet full Interstate Highway standards, with the goal of supporting: 1) National Connectivity; 2) Freight and Economic Development; 3) Cross-Border Trade and International Commerce; 4) National Defense and Emergency Preparedness; and 5) Transportation Modernization; and

**WHEREAS**, Future Interstate Highways were created to extend the reach of the existing Interstate System to underserved regions, especially rural and economically isolated areas; create seamless links between major cities, ports, borders, and freight hubs; improve the movement of goods and services, particularly in corridors critical to agriculture, energy, and manufacturing; support economic growth by reducing travel time, transportation costs, and congestion; facilitate efficient trade between the U.S., Mexico, and Canada by connecting ports of entry with inland freight routes; and support the Strategic Highway Network (STRAHNET), ensuring that military and emergency vehicles can travel efficiently across the country; and

**WHEREAS**, the current Interstate Highway System in the western United States only includes three Interstate Highways (I-29, I-15 and I-5) that extend from Canada to Mexico covering over 1,150 miles of international border; and

**WHEREAS**, the Ports-to-Plains Corridor in Texas and New Mexico are already designated as Future Interstate 27; and

**WHEREAS**, this designation and route numbering would meet the Federal requirement that Future Interstate which must connect at an existing Interstate Highway. The Proposed Designation would connect to I-70 in Colorado; I-76 in Colorado; I-80 in Nebraska, I-25 in Wyoming, I-90 in South Dakota and I-94 in North Dakota; and

**WHEREAS**, this designation would create a Future Interstate Highway across three High Priority Corridors on the NHS which would serve \$9.5 billion of Crop Production and \$24.8 billion of Livestock Production; and

**WHEREAS**, this designation would connect four of the top five oil producing states in the United States; and

**WHEREAS**, this designation would create a Future Interstate Highway across three High Priority Corridors on the NHS which would serve \$50.7 billion of exports to Canada and \$141.7 billion of exports to Mexico annually from the nine-state corridor; and

**WHEREAS**, this designation would create a Future Interstate Highway across three High Priority Corridors on the NHS which would serve \$191.3 billion of tourism impact annually across the nine-state corridor; and

**WHEREAS**, a future Interstate designation will be a significant new economic development tool for communities along the corridor. Site selectors for manufacturers, warehousing and distribution recommend sites along an interstate highway and travel services businesses such as hotels, truck stops, convenience stores and restaurants, which can have a dramatic impact on small communities will also expand. This will create new jobs and expanded tax base across this North America Corridor; and

**WHEREAS**, while designation as a future interstate is the first step in a very long process before the completion of an interstate highway, that does not lessen the importance of the designation.

**NOW, THEREFORE BE IT RESOLVED** by the Board of County Commissioners of Lincoln County that:

**Section I.** That Lincoln County, Colorado supports the designation and route numbering of the Future Interstate by Congress and urges the Departments of Transportation to support such designation and numbering for Heartland Expressway, Theodore Roosevelt Expressway, and a portion of Ports-to-Plains High Priority Corridors.

**Section 2.** This resolution to be in full force and effect from and after its passage and approval.

**Section 3.** If any portion or provision of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such portion or provision shall not affect any of the remaining provisions of this Resolution, the intention being that the same are severable.

Upon roll call the vote was:

Commissioner Jaques, Yes; Commissioner Safranek, Yes; Commissioner Ewing, Yes.

The Chairman declared the motion carried and so ordered.

Board of County Commissioners  
of Lincoln County

ATTEST:

After reviewing a \$1,921.92 Scottish Window Tinting proposal to install protective film on the courthouse entrance windows dated April 9, Mr. Ewing called the company to ask if they would still honor the estimate. He received no answer, so Mr. Jaques moved to approve the project as long as it didn't exceed \$2,500. Mr. Safranek seconded the motion, which carried unanimously.

Mr. Jaques reported attending the county fair from August 7 through August 9, including the Saturday parade. He attended a virtual Eastern Plains Renewable Energy Impact Study meeting on August 8, where they reviewed the selection criteria and deliverable schedule for the RFP. On August 12, Mr. Jaques checked District 2 roads and discussed projects with Bruce Walters. He and Washington County Commissioner Scott Ramey discussed Arriba Wind hauling material through Washington County; Mr. Jaques provided contact information for Taylor Henderson. Mr. Jaques checked some roads on August 13. He also met with the foreman of Arriba Wind at County Road 4B and the Kit-Carson County line. They had completed the road to the five tower bases and planned to pour fourteen loads of concrete the following day. They anticipated moving from the site around Monday, August 18. Mr. Jaques attended another Eastern Plains Renewable Energy Impact Study meeting on August 15; they completed the final review of the RFP. He responded to a complaint by checking on County Road 3C from State Highway 71 to County Road 26. On August 18, Mr. Jaques and Mr. Walters discussed road projects, including the FEMA project on County Road 3V slightly east of County Highway 109. The District 2 crew hauled culverts and awaited fiber locates at the site. Mr. Jaques reported that his district has completed the other two FEMA projects, except for the rock installation. Since they would have so much to haul, they planned to enlist the help of the other two districts.

Mr. Safranek reported attending the fair during the week of August 7 through August 9. He met with members of the District 3 crew on August 11, and he and Judd Kravig scheduled a tour with Xcel Energy representatives for the laydown yard. They seem willing to do what it takes to comply with the county's requirements. Mr. Safranek said Xcel would give away crushed concrete and culverts when they finished the project. Mr. Safranek attended an Upper Big Sandy Groundwater Management District meeting on August 13, where they continued to refute claims regarding the old Ferguson Ranch. The commissioners had a workshop on August 15 to approve additional expenses, and Mr. Safranek attended the Colorado East Community Action Agency meeting on August 18. The building owner wants to sell, so the organization is considering its options.

Mr. Ewing reported attending the Lincoln County 4-H Junior Livestock Market Steer Show on August 7. Many quality steers competed. That evening, he attended the Limon town board meeting. They had sent out a survey concerning chickens in the city limits that brought a lot of opinions for and against. On August 8, Mr. Ewing attended the Lincoln County Junior Livestock Sale. They seemed to have a good sale, with prices remaining steady throughout. Mr. Ewing enjoyed the fair parade on August 9 and said it was great to see so many children in the county. Mr. Ewing went to the courthouse and shop on August 11. He then checked some

county roads, went to 21st Century, and returned to the Genoa shop to have Bruce Walters deliver the parts he picked up. One of the road crew members has obtained his permit for a Class A driver's license, but still needs to complete some hours. Mr. Ewing learned of the accident at the Hugo shop involving a couple of county employees and a grader tire.

Mr. Ewing spoke with Chris Monks about the accident and the hospitalized employee on August 12 and 13. He also talked to the employee's family. On August 13, Mr. Safranek called about selling gravel to Xcel for their laydown yard; Mr. Ewing suggested they discuss it on August 15.

On August 14, Mr. Ewing and Chris Monks discussed the hospitalized employee, paving at the bridge, and Saturday's proposed plan to mill the detour's asphalt. Mr. Monks had heard of the latter in a roundabout way and expressed his frustration with the lack of communication between him, RockSol, and Structures. Mr. Ewing called Deepak Mansuri with Structures, asking him to inform Mr. Monks of their plans, as the yard is typically closed on Saturdays. Still, they arranged for an employee to be there to receive the millings.

Mr. Ewing spoke with Mr. Monks on August 15; they discussed the detour and the hospitalized employee. Mr. Ewing attended the bill-paying workshop that afternoon. On August 16, Mr. Ewing spoke with the hospitalized employee, who was in good spirits and looking forward to rehab and getting home.

By August 17, District 1 had received almost fifty tandem loads of road base material from the bridge detour. Weed Control Coordinator Patrick Leonard informed Mr. Ewing that the AC wasn't working in the spray truck. He had a bid to repair it from Southern Tire Mart, the new tire shop in Limon; Mr. Ewing suggested contacting Burlington Ford. Mr. Leonard called them, and while the price was a bit higher, they warranted the parts. Structures had completed about fifty percent of the hauling and were still working on the guardrails. The asphalt failed to meet the CDOT specs, but the failure wasn't severe enough to warrant replacement. Mr. Ewing spoke with Travis Miller, who indicated that a price reduction might occur, but they could request a retest. Mr. Ewing suggested laying asphalt south of the bridge to repair damages that occurred during construction.

After heavy rains on August 18, a resident contacted Mr. Ewing about the condition of County Road 36. Mr. Ewing checked on it, closed the road, and put out cones to warn motorists. County Attorney Kelly Lowery had nothing to report.

Mr. Piper updated the group on his meeting with Anne McCleave, with the State Historical Society, Roxie Devers, and Jamie Giellis regarding the flooring project at the roundhouse. Ms. McCleave agreed it could be a partial project, but the county would have to apply for another grant extension and must submit a bid. The county could eliminate the floor polish, but the state would not waive the embedded stainless steel track, which was part of the grant application. Mr. Piper talked to Bart O'Dwyer, who promised to submit a revised quote, and gave him Bret Johnson's contact information. Mrs. Devers hadn't seen the bid for electricity in Mr. O'Dwyer's bid, but Mr. O'Dwyer said he included it. Mr. Piper didn't remember seeing the

stainless steel track in the bid and said Ms. McCleave told them the contractor must complete the work by the end of the year. The State Historical Fund was less than thrilled with the constant grant extensions.

Mr. Piper mentioned a couple of personnel policy changes for the Board to consider that could wait until the January reorganization meeting. One concerned the sick and vacation policy, and the other, the Workers' Compensation policy. The department heads had discussed the latter at their last meeting, and all agreed that the county should continue paying the third of an employee's salary not covered by Workers' Compensation when faced with a critical event. Mr. Piper said he would put together wording for the policy for the Board's review.

Mr. Piper had previously mentioned researching other insurance companies' Workers' Compensation premiums until CTSI lowered the county's premiums through equity distributions. However, he had received a call from Pinnacle and asked if the commissioners wanted to meet with their representative; they didn't.

Mr. Piper asked if they wanted to have Mark Hillier put a quote together for health insurance. Mr. Ewing didn't, stating the employees he'd talked to were happy with the health pool and didn't want to change. Mr. Jaques wanted to wait and see the Lincoln Health/Anthem outcome first, and Mr. Safranek said the process would take some time. Mr. Piper noted that he would have to inform CTSI if the commissioners wanted a quote, as he would have to request that they submit employee data to the potential replacement. Mr. Safranek asked if CTSI would penalize the county, but Mr. Piper said only if the county left the pool and tried to return. However, he felt there was less risk with CHP because it promised to work with Anthem directly if the hospital dropped the company. Mr. Ewing expressed his disappointment that Acrisure didn't serve more counties. Mr. Jaques and Mr. Safranek weren't in favor of receiving a quote from Acrisure at this time.

Mr. Piper planned to ask CHP representatives if the county could put all its employees on the high deductible plan, including elected officials over sixty-five, even though he understood they couldn't receive compensation over the statutory allowance.

Public Health Director Kelly Meier had left a WIC program Inter-Agency Partnership Memorandum of Understanding between Lincoln and Kit Carson counties for the Board to review and approve. Mr. Safranek moved to sign the MOU for the WIC program. Mr. Jaques seconded the motion, which carried unanimously.

Emergency Manager Ken Stroud had received a non-disclosure agreement from Xcel Energy that allowed the company to share GIS data during power outages for public safety. Kelly Lowery had reviewed it and didn't think it was a problem, nor did Mr. Stroud. Mr. Piper believed the information could be helpful, but the Board didn't grasp the necessity, prompting a call to Mr. Stroud. Mr. Stroud stated that Mountain View and KC Electric would be the county's preferred partners, and therefore, there was no need to sign the NDA. The commissioners agreed.

Mr. Piper had received the annual letter from county auditor Ronny Farmer and said Mr. Farmer would meet with the Board to explain the audit. It was also time for the three-year renewal letter.

Lastly, Mr. Piper had received information from CTSI Loss Preventionist Dana Foley regarding the accident at the county shop. He provided several recommendations, and Mr. Piper said the county must implement a new policy.

With no other business to discuss, Mr. Ewing adjourned the meeting at 1:45 p.m. The next meeting will be at 9:00 a.m. on August 28, 2025.

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Corinne M. Lengel, Clerk of the Board

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Wayne E. Ewing, Chairman