



Summary Minutes

Board Meeting
March 24, 2022

Call to order

The meeting was called to order at 1:35 p.m. by Chair Kent Keel in a Virtual Meeting via telephone and video conference.

Roll call of members

Chair	Vice Chairs
(P) Kent Keel, City of University Place Councilmember	(P) Dow Constantine, King County Executive (P) Dave Somers, Snohomish County Executive

Board members	
(A) Nancy Backus, City of Auburn Mayor	(A) Roger Millar, WSDOT Secretary
(P) David Baker, City of Kenmore Councilmember	(P) Julie Meredith, WSDOT Secretary Alternate
(P) Claudia Balducci, King County Council Chair	(P) Ed Prince, City of Renton Councilmember
(P) Bruce Dammeier, Pierce County Executive	(P) Kim Roscoe, City of Fife Mayor
(A) Cassie Franklin, City of Everett Mayor	(P) Dave Upthegrove, King County Councilmember
(P) Christine Frizzell, City of Lynnwood Mayor	(P) Peter von Reichbauer, King County Councilmember
(A) Bruce Harrell, City of Seattle Mayor	(P) Kristina Walker, City of Tacoma Councilmember
(A) Debora Juarez, City of Seattle Council President	
(P) Joe McDermott, King County Council Vice Chair	

Katie Flores, Board Administrator, announced that a quorum of the Board was present at roll call.

Report of the Chair

Update on CEO Selection Committee

Chair Keel provided an update on the work of the CEO selection committee, which began its work with a consultant recruiting firm in February. To date the consultants had received over seventy-five candidates. In March, community partners were invited to participate in an on-line survey and virtual listening session to gain input on selection criteria. These findings will be updated in the stakeholder summary feedback report and will be used to in the development of interview questions. In early April the CEO Selection Committee will meet to hear about the applicant pool and begin to identify candidates that will be considered for the interview process. The committee plans to begin conducting interviews in April, and in May the committee will meet to identify a candidate for Board consideration.

Preview of upcoming realignment implementation work for April

In April, the System Expansion Committee will receive a briefing from the West Seattle and Ballard Link Extensions (WSBLE) project team on potential savings concepts as part of a larger briefing on the Draft EIS. This will be in addition to the quarterly cost savings work plan update that the committee received in February. At the April 7 Executive Committee meeting, staff will outline the format of the Annual Program Review and how they developed the information, as a precursor to the full Board meeting on April 28. At that time, the Board will receive a presentation to accompany the detailed, written report.

Chair Keel continued that another active part of realignment implementation is two procurements for consultant support as directed in the resolution. He noted that he is participating in the selection of these consultants along with Board members Backus and Balducci. Chair Keel thanked staff for their continued attentiveness to the realignment work.

Preparing for return to in person meetings

Finally, Chair Keel reported that staff is working on the technology and logistics to allow the Board to return to in person meetings while continuing to allow a remote option for some Board members and members of the public. Mr. Keel continued that the agency has been holding all its meetings virtually to be consistent with the Governor's emergency declaration, however the agency will need to pivot when this declaration ends. Chair Keel expressed his hope that the Board will work with staff to coordinate the return to in person meetings with the overall agency return to office plan, which will take place starting in May.

CEO Report

CEO Peter Rogoff provided the report.

Remarks on Fares Workshop and next steps

CEO Rogoff expressed his thanks to the Boardmembers who were able to attend the previous weeks workshop on fares. There was great participation and robust engagement from Board members – and Mr. Rogoff acknowledged that it was exactly the type of input and direction staff had hoped to receive from the Board.

The objectives for the workshop were to have a shared understanding of current and projected fare revenue trends, how those trends affect long-term fare revenue projections, and how upcoming policy actions that the Board will take will affect these trends and projected fare revenue. Mr. Rogoff emphasized important context for the workshop, which is that there are multiple fare-related actions coming before the Board. Staff intended for the workshop to provide a strategic basis for all these upcoming tactical actions – basically, to set the stage for how all of the upcoming decisions and policies will affect the big picture.

Mr. Rogoff reiterated that staff are not attempting to reopen the realignment discussion with the ongoing fares work. There is an issue with declining projections in passenger fare revenue, but passenger fares only make up 6 percent of the agency's finance plan revenue sources. However, fare revenue is the largest revenue source that the Board directly influences and so the subject deserves close attention and care from the Board.

Two important questions that came from the Board at the workshop were then addressed to provide concise responses to the full Board. First, to follow up on the question on rental car tax from Board member Baker: revenue projections for the rental car tax are generally in line with what the agency observed pre-pandemic. Second, regarding non-fare boardings data requested by Board member McDermott, Mr. Rogoff called on staff to provide further data.

Alex Krieg, Director of Access and Integration, provided updated fare data including trend projections for non-fare boardings beginning in March 2019 through 2022.

Mr. Rogoff continued that staff plan to bring additional follow-up information as well as share a first cut of a fares strategic action plan to the May meetings of both the Executive Committee and the Rider Experience and Operations Committee. The Board's next step on this topic will be about moving forward with staff and CEO recommendations related to fare compliance and we will be bringing a suite of actions to the Executive and REO Committees at their April 7 meetings.

Concrete Strike update

As the Board may already be aware of, the Teamsters announced last week that they were willing to return to work on limited basis to deliver concrete for certain projects, including Sound Transit's. They would be making these deliveries while negotiations continue for a settlement to the strike. That said,

agency projects are still far behind where they should be because of the strike. Since the strike began, Sound Transit has missed delivery of more than 42,000 cubic yards of concrete and growing. That's equivalent to a line of concrete trucks stretching 28 miles in length, or roughly from Lynnwood all the way to SeaTac Airport.

This week, projects have received several hundred yards of concrete under the new arrangement. Anything that gets critical deliveries of concrete flowing again is good news, and we are pleased that the parties are working together to start deliveries again.

Federal update

CEO Rogoff reported that he visited D.C. earlier this month for the 2022 APATA legislative conference. In addition to attending various conference activities, Mr. Rogoff also took the time for meetings on the Hill and in the Executive Branch to talk about agency work to implement the largest transit expansion in the country and underscore the importance of federal partnerships.

Over the course of several days, Mr. Rogoff met with the Special Assistant to the President for Transportation and Infrastructure Policy, National Economic Council (NEC) staff, the FTA Administrator Nuria Fernandez and her staff, Department of Transportation staff, House Transportation Chair Peter DeFazio, Senate Commerce Committee staff, House Appropriations staff, and the staffs of Senator Murray and Senator Cantwell.

In all these meetings, discussions focused on ways Sound Transit can take advantage of the federal investments in the Bipartisan Infrastructure Law. The agency's Grants Team is already working on grant submissions, as well as requests that we will be making to the delegation for Congressional earmarks as the FY 23 appropriations gets underway.

Mr. Rogoff continued that earlier this month, staff submitted to the FTA the West Seattle Ballard projects to be admitted into the Project Development phase in the Capital Investment Grant program. The submittal lines up with the publication of the Draft Environmental Impact Statement (DEIS) for the West Seattle Ballard project, which is out for public comment right now. The Board's materials for the meeting included a letter of transmittal to the FTA which outlines the intention to submit both TDLE and EVLE for Project Development in the months ahead as those projects hit the DEIS milestone.

Good news was received last month on the federal funding front when the FTA announced approximately \$400 million in bus grants to 70 projects, including \$12.9M for Sound Transit's I-405 Bus Rapid Transit (BRT) project. This grant will help BRT purchase new, high-capacity transit buses and construct the South Renton transit center. Mr. Rogoff expressed thanks to the agency's grants team which is continually working to make these things possible.

Staff also received word last week that Senator Murray was successful in securing a \$3 million earmark for the I-405 Bus Rapid Transit in the Omnibus FY 22 spending bill that Congress passed earlier this month. That bill also included amounts sufficient to support projects that currently have executed grant agreements with the FTA, including Federal Way and Lynnwood Link at \$100 million each.

Finally, Mr. Rogoff reported that the Omnibus bill also included two earmarks that will support activities adjacent to the Hilltop Tacoma alignment. Championed by Congressman Kilmer and Senator Cantwell, there is \$3 million for the Tacoma Housing Authority's Hilltop Housing and Commercial project to begin redeveloping three parcels of land to bring approximately 200 units of affordable housing and 20,000 sq. ft. of commercial space for predominately BIPOC-owned businesses. Additionally, the Omnibus included Rep. Kilmer's request for \$1.5 million for another Hilltop initiative to provide community ownership of a mixed-use hub for culture, community, homes, and businesses on the Hilltop. These are great examples of Sound Transit providing the transit connection and public private development that together enhance the community.

State relations update

March 10 was the final day of the 2022 legislative session. In the closing days of this short session, the Legislature passed both a supplemental transportation budget and a 16-year transportation package. Sound Transit had several positive outcomes. First, the supplemental budget removed a provision that

required WSDOT to charge 100 percent fair market rent on any lease to Sound Transit, without regard for the federal share which is typically more than 90 percent of the right-of-way cost.

Another provision was removed which required Sound Transit to pay the Department of Licensing a minimum of \$3.3 million per year for the collection of our Motor Vehicle Excise Tax (MVET), which is approximately five times the actual cost to collect this revenue. The final budget agreement reduced the minimum amount from \$3.3 million to \$668,000 per year.

Turning to the transportation revenue package, Sound Transit requested that the agency once again be made eligible for state transportation grant funding. Neither the House nor the Senate's initial proposals included grant eligibility for Sound Transit. However, the final transportation package agreement allows Sound Transit to compete for only one grant program – the Regional Mobility Grant program -- if the Board adopts a policy of free fares for riders under the age of 18 by October 1st, 2022.

The revenue package does provide Sound Transit with two \$20 million direct appropriations for Tacoma Dome Link light rail access, one in South Federal Way and one in Fife/Tacoma. There is a third direct contribution of \$20 million to WSDOT for light rail access in Lynnwood at 164th, as well. Exact timing and details of these appropriations will be worked out over the course of the next several months in collaboration with legislators.

Additionally, Sound Transit proposed legislation this session to allow the agency to contact towing companies directly when a vehicle is obstructing the agency's right-of-way. Although the bill did not get a final vote in the House, Sound Transit was authorized to do a pilot project on the concept. This will allow Sound Transit to implement the program as staff work to seek permanent authority next session.

The Legislature also authorized the creation of "enhanced service zones" for supplemental funding for Sound Transit projects. The formation of an "enhanced service zone" would comprise one or more cities or unincorporated areas within the RTA, with the Board members who represent the zone's subarea as an advisory group who could then recommend proposed system improvements and supplemental taxes for provide the funding for those improvements. The full Board then has the authority to approve the recommendation and submit it to the voters of the enhanced service zone for their approval. Funding raised within an enhanced service zone could either be used for previously voter-approved projects or new enhancements.

Mr. Rogoff added that Martin Flynn, the agency's long-time consultant in Olympia, will be retiring this summer after representing Sound Transit for more than 20 years. Martin led efforts to secure ST3 authority as well as many other initiatives impacting the agency. Mr. Rogoff hoped that the Board would join him in a resounding thank you to Martin for his many years of service and wish him well in retirement.

Transit Operators Week

Last Friday, was Transit Operator Appreciation Day, a day started by Seattle transit advocates in 2009 that has grown into a nationally recognized day of appreciation for transit operators. CEO Rogoff thanked operators and the agency's operating partners who keep Sound Transit's many lines of service running. Mr. Rogoff stressed the importance of the agency's front line staff who are always there to put the safety of the passengers first and who represent the agency to the riders and the broader public.

West Seattle and Ballard Link Extension Gondola Study

In late January, Board member Constantine requested that staff assess the feasibility of the SkyLink proposal. Staff is working on that request and will be prepared to report the findings at the April 7 Executive Committee. The report will be posted on the Sound Transit website following the meeting.

External Engagement Highlights-

Lastly, Mr. Rogoff directed the Board's attention to the External Engagement Report which was sent out earlier in the week.

Boardmember Balducci thanked CEO Rogoff for testifying to the King County Council. She asked if the Board needed to give direction to staff to begin work on assessing the possibility of free youth fares given the tight timeline provided by the state legislature. CEO Rogoff advised that staff was actively working on this possibility and would bring the results of that analysis to the Board soon.

Citizen Oversight Panel Annual Report

Larry Sauvé, Citizen Oversight Panel Chair, provided his report. He summarized some key accomplishments and areas of concern within the report. Accomplishments included ongoing system expansion and Transit Oriented Development work, agency equity and inclusion initiatives, the capital program realignment effort, and the successful grants program. Areas of concern included cost escalation and workforce availability, fare policy and enforcement issues, emergency protocols and communications with passengers during emergencies, ongoing uncertainty about future transit demand, communication with jurisdictions around delayed parking facilities, and Citizen Oversight Panel membership and diversity. Chair Keel thanked the panel for their work in completing the 2021 annual report.

Public Comment

Chair Keel announced that the Board was accepting public comment via email and verbally through the virtual meeting platform.

The following people provided written public comment to the Board:

Matthew Renner
Joyce Hengesbach

The following people provided verbal public comment to the Board:

Betty Lau
Frank Irigon
Martin Westerman
Joe Kunzler
Fran Keown

Consent Agenda

Voucher Certification: February 2022

Minutes of the February 24, 2022 Board Meeting

Motion No. M2022-21: Authorizing the chief executive officer to execute funding agreement with Bonneville Power Administration to perform work related to relocation and replacement of four transmissions structures in support of the Tacoma Dome Link Extension project in the amount of \$385,450 with a ten percent contingency of \$38,545 for a total authorized agreement amount not to exceed \$423,995.

Motion No. M2022-24: Authorizing the chief executive officer to: 1) execute a Project Administration Agreement with the Northwest Seaport Alliance for the West Seattle and Ballard Link Extensions Project; and 2) execute task orders that are consistent with the agreement and do not exceed a combined total of \$5,000,000.

Motion No. M2022-25: Authorizing the chief executive officer to: 1) execute a Project Administration Agreement with the Port of Seattle for the West Seattle and Ballard Link Extensions Project; and 2)

execute task orders that are consistent with the agreement and do not exceed a combined total of \$5,000,000.

It was moved by Boardmember Dammeier, seconded by Boardmember McDermott, and approved by a voice vote of the 13 Boardmembers present to approve the Consent Agenda as presented.

Business items

Resolution No. R2022-05: Renaming the Citizen Oversight Panel to the Community Oversight Panel, establishing the responsibilities and parameters for the panel and superseding Motion Nos. 18 and M2002-87 and the selection process established by the Board in 1996.

Kathy Albert, Chief Strategic Business Officer, provided the staff report. Ms. Albert provided an update on the work undertaken to improve panel recruitment to improve diversity on the panel. Twenty-five organizations were added to the industry outreach list for candidates. The Citizen Oversight Panel (COP) was created when Sound Transit was formed by the state legislature, and the last update to the terms and structure of the panel was made in 2002.

The staff proposal presented today shortens the COP term to three years and changes the meeting times to the evening to broaden the accessibility for individuals considering application. The proposal also changes the name of the Citizen Oversight Panel to Community Oversight Panel to increase the focus on community engagement and social justice.

Ms. Albert continued to comment on the updates to the outreach process and the recruitment cycle that will take place following the proposed changes to increase the diversity on the panel.

It was moved by Boardmember Walker and seconded by Boardmember Prince that Resolution No. R2022-05 be approved as presented.

Boardmember Walker supported the change to require a virtual meeting option and holding meetings in the evening.

Boardmember Prince supported the changes, believing that they would allow a wider range of voices to participate in the panel.

Chair Keel noted that the panel plans to move its meeting times to once a month in the evenings and applauded the panel’s willingness to look for a time that would allow greater participation.

CEO Rogoff reminded the Board that the agency would benefit from Boardmembers directly joining in the outreach efforts.

Chair Keel called for a roll call vote.

Ayes

David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Christine Frizzell
Joe McDermott
Ed Prince

Nays

Kim Roscoe
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Kent Keel

It was carried by the vote of 13 Boardmembers present that Resolution No. R2022-05 be approved as presented.

Resolution No. R2022-06: Transferring \$8,000,000 from the Agency Administration and Preliminary Engineering phases to the Construction phase of the Adopted 2022 Budget for the Parking Management Program while maintaining the overall authorized project allocation of \$13,692,287.

Boardmember Walker advised that the Rider Experience and Operations Committee forwarded this action with a do-pass recommendation. This action would approve the reallocation of funds between phases of the project to support relevant costs associated with the vendor contract being sought in Motion No. M2022-18 for Advanced Parking Management.

Motion No. M2022-18 would authorize a contract amount to provide parking management vendor services, replacing an expiring contract with our previous parking management vendor.

The requested contract amount includes parking management vendor services for monthly permit management for the initial five-year term and up to ten one-year options to extend. The requested amount also includes an option for just over \$20 million for CleverCiti, a real time parking information management system that would provide passengers with parking capacity and availability information at parking facilities throughout the system.

The contract allows flexibility to add additional parking facilities to the management program as they become eligible. Facilities would be added when parking demand meets the approved utilization threshold 90 percent, or for new stations that are on target to hit 90 percent within the first year.

The contract also includes an option for management of daily paid parking if approved by the Board later this year. Staff would request a contract modification to add money to the contract at that time.

It was moved by Boardmember Walker and seconded by Boardmember Baker that Resolution No. R2022-06 be approved as presented.

Chair Keel advised that this was a topic in the Board's awareness for several months. This was the first step in moving forward.

Chair Keel called for a roll call vote.

Ayes

David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Christine Frizzell
Joe McDermott
Ed Prince

Nays

Kim Roscoe
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Kent Keel

It was carried by the vote of 13 Boardmembers present that Resolution No. R2022-06 be approved as presented.

Motion No. M2022-18: Authorizing the chief executive officer to execute a five-year contract with 10 one-year options to extend with Passport Labs, Inc., to provide parking management vendor services, in the amount of \$30,814,438 with a 5 percent contingency of \$1,540,722, for a total authorized contract amount not to exceed \$32,355,160, plus applicable taxes, contingent upon Board approval of the budget phase transfer through Resolution No. R2022-06.

It was moved by Boardmember Walker and seconded by Boardmember Baker that Motion No. M2022-18 be approved as presented.

Boardmember Walker advised that the Rider Experience and Operations Committee forwarded this action with a do-pass recommendation, and that information was provided during the prior presentation.

Chair Keel asked for more information about the company in relation to the parking program. Alex Krieg, Director of Access and Integration, advised that this contract would take over for an existing contract which was expiring. The new vendor would allow the agency to restart monthly permits and would also allow implementation of daily fees, parking space monitoring and communication as optional tasks which were not approved within the action.

Boardmember Walker noted that the Committee was impressed with the flexibility the contract offered given the agency's future plans.

Chair Keel called for a roll call vote.

Ayes

David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Christine Frizzell
Joe McDermott
Ed Prince

Nays

Kim Roscoe
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Kent Keel

It was carried by the vote of 13 Boardmembers present that Motion No. M2022-18 be approved as presented.

Motion No. M2022-22: Authorizing the chief executive officer to increase the contract contingency for the Lynnwood Link Extension project with PGH Wong Engineering, Inc. to provide construction management services for the construction phase in the amount of \$19,934,226, for a new total authorized contract amount not to exceed \$104,755,361, all within the previously-approved baseline budget of \$2,771,622,000 for the Lynnwood Link Extension.

It was moved by Boardmember Balducci and seconded by Boardmember Frizzell that Motion No. M2022-22 be approved as presented.

Boardmember Balducci advised that the System Expansion Committee forwarded this action with a do pass recommendation. This action would increase the contract contingency with PGH Wong Engineering, Inc. the contractor that currently provides construction management support to the Lynnwood Link Extension project in managing the two Heavy Civil General Contractor/Construction Manager (GC/CM) contracts.

The proposed action would authorize additional contracting capacity to support ongoing construction management services including support for testing, commissioning, and integration activities through the planned Revenue Service date for the Lynnwood Link Extension.

Additional capacity is needed to cover time impacts caused by COVID, concrete supply disruptions and weather delays, additional inspections to meet permit requirements, additional schedule management personnel, and schedule changes made in the pre-construction phase that led to reorganizing staffing into two teams to cover the different construction contracts.

The contract contingency increase is within the previously approved baseline budget for the Lynnwood Link Extension.

Boardmember Frizzell noted that the project was within the approved budget and this action was a reallocation of resources.

WSDOT Secretary Alternate Meredith asked if there was an assessment on project schedule impacts. Ron Lewis, Executive Director of Design, Engineering and Construction Management, advised that staff was assessing impacts of the concrete strike on all projects and the Portfolio Services Office would

present an annual project review in the following month. Because the strike impacts continue, there was still much uncertainty.

Boardmember Balducci noted that some staff report functions that have been included historically can require more context.

Chair Keel called for a roll call vote.

<u>Ayes</u>	<u>Nays</u>
David Baker	Kim Roscoe
Claudia Balducci	Dave Somers
Dow Constantine	Dave Upthegrove
Bruce Dammeier	Pete von Reichbauer
Christine Frizzell	Kristina Walker
Joe McDermott	Kent Keel
Ed Prince	

It was carried by the vote of 13 Boardmembers present that Motion No. M2022-22 be approved as presented.

Motion No. M2022-23: Authorizing the chief executive officer to increase the contract contingency for the Lynnwood Link Extension project with HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., for civil design services during construction in the amount of \$13,374,239, for a new total authorized contract amount not to exceed \$154,243,967, all within the previously-approved baseline budget of \$2,771,622,000 for the Lynnwood Link Extension.

It was moved by Boardmember Balducci and seconded by Boardmember Frizzell that Motion No. M2022-23 be approved as presented.

Boardmember Balducci advised that the System Expansion Committee forwarded the motion with a do-pass recommendation. The action would authorize additional contracting capacity for HNTB Jacobs Trusted Design Partners to provide Design Services During Construction, or DSDC services, through completion of the Lynnwood Link Extension civil construction contracts.

Additional contracting capacity is necessary to accommodate jurisdictional requirements for Engineer of Record review and approval of additional documents to demonstrate compliance with permit conditions.

Additional capacity is also required within this agreement to support additional construction packages, the acquisition of municipal construction and utility permits, and entry rights needed for construction and operations, and sustainability support to pursue Leadership in Energy and Environmental Design (or LEED) certification for the Lynnwood City Center Station, consistent with Agency sustainability objectives.

The contract contingency increase is within the previously approved baseline budget for the Lynnwood Link Extension.

Boardmember Dammeier noted that it was important not to lose sight the amount of investment the communities were providing for these projects.

Chair Keel called for a roll call vote.

<u>Ayes</u>	<u>Nays</u>
David Baker	Kim Roscoe
Claudia Balducci	Dave Somers
Dow Constantine	Dave Upthegrove
Bruce Dammeier	Pete von Reichbauer
Christine Frizzell	Kristina Walker

Joe McDermott
Ed Prince

Kent Keel

It was carried by the vote of 13 Boardmembers present that Motion No. M2022-23 be approved as presented.

Reports to the Board

Disadvantaged Business Enterprises (DBE): 2021 goal and attainment update

Jonté Robinson, Chief Diversity, Equity, and Inclusion Officer, provided the report. She reviewed the agency's Disadvantaged Business Enterprises requirement, as a recipient of federal funding. The agency took a wholistic approach to the program, which was intended to encourage, cultivate, and support equal opportunities for firms owned and controlled by socially and economically disadvantaged individuals.

The agency's 2021 DBE goal was 16.39 percent. The agency nearly doubled the goal, attaining a 30.53 percent rate. The agency exceeded its goal over the previous five years. She recognized the relentless work of the economic development team, procurement and contract staff, project directors, prime contractors, and the enterprises themselves.

Ms. Robinson reviewed the demographic breakdown of the agency's DBE participation by ethnicity and gender and noted the need to improve participation in Native American owned businesses. Ms. Robinson reviewed goal attainment through a project-by-project manner and outlined the agency's technical assistance program which assists in getting small businesses and individuals into the contracting pipeline for the agency.

Boardmember Walker congratulated the agency on achieving its goals and commended the ongoing overall work.

CEO Rogoff advised that he would love to report that the 30 percent attainment was sustainable, but it was likely not. That said, it was important to signal to the industry that it is achievable. He also highlighted the Hilltop Tacoma Link Extension project, which was not meeting its goals early on, has hit its targets through ongoing contract management.

Other business


Chair Keel asked the Board to think of and offer remembrance for the family of Pierce County Deputy Dominique 'Dom' Colada who lost his life recently in line of duty. Boardmember Dammeier thanked Chair Keel for that recognition and commented there would be a service for the family the following day.

Next meeting

The next regular Board meeting would be held on Thursday, April 28, 2022, 1:30 to 4:00 p.m. as a virtual meeting via WebEx.

Adjourn

The meeting adjourned at 3:16 p.m.



Kent Keel
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on May 26, 2022, AM.