SoundTransit

Summary Minutes

Board Meeting
June 25, 2026

Call to order

The meeting was called to order at 1:33 p.m. by Chair Dave Somers and was available for viewing in person in the Sound Transit Board Room of Union Station, 401 South Jackson, Seattle, Washington and online.

The meeting was recorded and can be found at https://www.soundtransit.org/get-to-know-us/board-directors/meeting-videos.

Roll call of members

Chair	Vice Chairs
(P) Dave Somers, Snohomish County Executive	(A) Claudia Balducci, King County Councilmember (P) Ryan Mello, Pierce County Executive

Board members	
(P) Angela Birney, City of Redmond Mayor	(P) Ed Prince, City of Renton Councilmember
(P) Steffanie Fain, King County Councilmember	(P) Kim Roscoe, City of Fife Mayor
(P) Cassie Franklin, City of Everett Mayor	(P) Dan Strauss, City of Seattle Councilmember
(P) Hunter George, City of Fircrest Councilmember	(P) Peter von Reichbauer, King County Councilmember
(P) Thomas McLeod, City of Tukwila Mayor	(P) Kristina Walker, City of Tacoma Councilmember
(P) Julie Meredith, WSDOT Secretary	(P) Katie Wilson, City of Seattle Mayor
(A) Teresa Mosqueda, King County Councilmember	(P) Girmay Zahilay, King County Executive
(P) David Parshall, City of Lynnwood Councilmember	

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

Report of the Chair

World Cup Preparedness – Chair Somers highlighted the successful transit operations that contributed to Sound Transit's all-time daily ridership record on Friday's USA v. Australia match. He noted that the Agency has prepared for over a year to be ready to support the World Cup's influx of riders and thanked regional partners for their collaboration. He added that there are actions on today's agenda related to the West Seattle Link Extension that continue the agency's momentum coming out of the Enterprise Initiative to deliver the regional transportation vision.

Monthly Contract Report - The meeting packet included the monthly CEO contract report for May 2026, as well as the monthly Multiple Award Task Order Contract (MATOC) report.

Thank you, Lisa Bogardus – Chair Somers noted that the Consent Agenda includes an action to appoint Heather Kurtenbach as Labor Liaison. He first wanted to give thanks to outgoing Liaison Lisa Bogardus for her work not only representing the Labor community but also for her service and leadership on the Diversity Oversight Panel. He displayed a plaque for Ms. Bogardus, noting that it would be safely delivered to her.

Ms. Bogardus thanked Chair Somers for the kind words and stated her appreciation for her time as the Board's Labor Liaison and over 10-years of engagement with the agency wearing different hats.

Remembering Paul Roberts – Chair Somers added that he has recently learned that former Sound Transit Board member Paul Roberts had passed away. Since the 1980s, Mr. Roberts worked in the region to protect and preserve the environment.

CEO Report

CEO Constantine provided the report.

World Cup and Ridership – CEO Constantine, noting that the region was only half-way through with its six World Cup matches, reported that ridership trends have shown dramatically more boardings that ever. Prior to last week, the agency's record daily ridership was 225,000 for the Seahawks Super Bowl celebration. Last Thursday, on a non-match day, the agency recorded 236,000 boardings, which was then surpassed on Friday with 280,000 riders on Link light rail for the USA v. Australia FIFA match and the Mariners v. Red Sox game.

He added that these records were achieved without operational hiccups and without complaints received through agency feedback channels. He noted that crowd management strategies will be adapted to support future high-ridership events and thanked the Transit Operations team and partners at King County Rail.

Refunding Bonds to save taxpayer dollars – While the Finance team would give a more detailed presentation, CEO Constantine highlighted an action on today's Agenda that would save the region's taxpayers approximately $23 million by refunding certain 2016 bonds at current interest rates. In preparation, major credit rating agencies (Moody's and S&P) rated the new issue at AAA and Aa1. Strategic management of the debt portfolio will help position the agency to successfully deliver the ST3 program.

Thanking Lisa Bogardus and Terri Mestas – CEO Constantine added his thanks and appreciation for Labor Liaison Bogardus. He also thanked Terri Mestas for her work as Chief Capital Delivery Officer, as she prepares to depart from the Agency next month. He noted many of her reforms that will benefit the agency for years to come, including the implementation of Multiple Award Task Order Contracting (MATOC), emphasis on partnering with historically underutilized businesses, and elevating the agency's standing with industry partnership as an Owner of Choice. He also thanked Ms. Mestas for the deep talent pool she recruited to the agency's capital delivery department who will take charge of delivering the next phase of transit investments.

Chair Somers added his thanks to Ms. Mestas and wished her the best in her next endeavors.

Ms. Mestas expressed her gratitude for the opportunity to support and lead the agency's expansion program over the last two years. She wished the agency the best on its continued success.

Public Comment

Chair Somers 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:

Unnamed Commenter
Lynn Haney
Martin Westerman
David Hsaio
Brien Chow
Unnamed Commenter
Paula Goode

Kim
T.K. Finn
Vanessa Carr
Donna Popich
Candace Shattuck
Margaret Fredrick
Marilyn Kennel
Jan Roberts
Martin Westerman
T.A. Scidmore
Seattle Chinatown International District Preservation and Development Authority
Betty Lau

The following people provided in-person verbal public comment to the Board:

Lynn Haney
Sam Jain
Betty Lau
Brien Chow
Jason Weill
Carl Aslund
Ra-tah
Janna Kawoosa
Greg Cannon
Jonatan Gonzalez
Frank Lemos

The following people provided virtual verbal public comment to the Board:

David Hsaio
Joe Kunzler

Consent Agenda

Voucher Certification: May 2026

Minutes of the May 28, 2026, Board of Directors Meeting

Motion No. M2026-20: Appointing Heather Kurtenbach as the Labor Liaison to the Sound Transit Board of Directors for the remainder of the unexpired labor liaison term beginning July 1, 2026, and expiring December 31, 2027.

Motion No. M2026-21: Authorizing the chief executive officer to execute a contract modification to the Program Management Support Services contract with Connect Seattle Partners, a Mott MacDonald/WSP Joint Venture, to extend the term of the Phase 2 work for one year in the amount of $44,346,891, with a 10 percent contingency of $4,434,689, totaling $48,781,580, for a new total authorized contract amount not to exceed $131,991,296, contingent upon adoption of Resolution No. R2026-14.

Motion No. M2026-22: Authorizing the chief executive officer to execute a contract modification with Jacobs Engineering Group, Inc. to exercise an option for Phase 2 Civil Engineering Design Services for the West Seattle Link Extension in the amount of $238,740,159, with a 20 percent contingency of $47,748,032, totaling $286,488,191, for a total authorized amount not to exceed $341,359,256, contingent upon adoption of Resolution No. R2026-14.

The consent agenda was moved by Vice Chair Mello and seconded by Board member McLeod.

It was carried by a unanimous vote of all Board members present that the Consent Agenda be approved as presented.

Business items

<u>Resolution No. R2026-14: (1) Amending the Adopted 2026 Budget to advance the West Seattle Link Extension project through the completion of the Preliminary Engineering phase into the Final Design phase by a) increasing the authorized project allocation by $406,872,063 from $331,740,863 to $738,612,926 and b) increasing the adopted 2026 annual project budget by $51,654,900 from $135,243,175 to $186,898,075; and (2) amending the Adopted 2026 Budget to advance the Ballard Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by $16,397,708 from $814,019,999 to $830,417,707 and b) increasing the adopted 2026 annual project budget by $6,000,000 from $192,448,359 to $198,448,359.</u>

Brad Owen, Capital Delivery Executive Director, and Ryan Fisher, Finance Executive Director, provided the staff presentation.

Board member Zahilay asked what the action funds for the Ballard Link Extension project. Mr. Owen responded that the funding will support consultant contracts that provide constructability, scheduling, and cost-savings resources. He added that the teams are the same that support the recent work on the West Seattle Link Extension, now getting ready to pivot to Ballard Link Extension, including work on the entire alignment. Board member Zahilay inquired into whether this work would've already been planned if the System Plan update had not occurred. Mr. Owen confirmed that is correct and the plan for near-term work on the Ballard Link Extension has not changed. Board member Zahilay asked when the agency would start to see the impacts of the Ballard Link Extension's unaffordability, noting that he believes work can continue for 4-5 years on the same path. Mr. Owen confirmed that the project is currently operating with an assumed 4-5 years of float on the northern half of the alignment (Seattle Center to Market Street). If cost-savings or additional revenue make the project affordable, construction could begin on the northern portion 4-5 years after the southern portion and result in a fully constructed Ballard Link Extension with a single opening day. Board member Zahilay asked how today's action interfaces with the Board's direction to advertise a Request for Information (RFI) to identify strategies that reduce cost or speed delivery through innovative technologies. Mr. Owen answered that the consultant teams would support the RFI by putting it together and working with Sound Transit staff to evaluate the responses.

Board member Fain asked if Mr. Owen could re-explain what the contract contingencies, approved as part of the actions on the Consent Agenda, would be used for. Mr. Owen noted that the contract approved in Motion No. M2026-22 has a 20% contingency to be prepared to address effects that come from cost-savings opportunities identified through the last year of work. He noted that staff believe getting approval in advance would save time and allow work to keep moving on Final Design as the cost-savings measures are incorporated.

Board member Birney reported that the System Expansion Committee considered this action and unanimously forwarded the Resolution to the Board with a do-pass recommendation.

Board member Meredith asked about the expected length of these contracts. Mr. Owen responded that the requested Program Management Support Service contract extension (Motion No. M2026-11) is expected to last for roughly 12 months for West Seattle Link Extension and through the end of the environmental phase for Ballard Link Extension, which is less-defined at the moment. The Design contract extension (Motion No. M2026-22) is expected to last 22 months. He added that some of the work under other agreements that expect to be funded through this Budget Amendment have durations of up to 3 years.

Resolution No. R2026-14 was moved by Board member Birney and seconded by Board member Roscoe.

Chair Somers called for a roll call vote on Resolution No. R2026-14.

Ayes		**Nays**
Angela Birney	Ed Prince	
Steffanie Fain	Kim Roscoe	
Cassie Franklin	Dan Strauss	
Hunter George	Peter von Reichbauer	
Thomas McLeod	Kristina Walker	
Ryan Mello	Katie Wilson	
Julie Meredith	Girmay Zahilay	
David Parshall	Dave Somers	

It was carried by the unanimous vote of 16 Board members present that Resolution No. R2026-14 be approved as presented.

Resolution No. R2026-15: Transferring $17,503,000 from six System Expansion projects to the Environmental Mitigation Monitoring Expense Project to continue non-capitalizable monitoring and maintenance activities of ecological restoration and mitigation sites associated with system expansion projects now in revenue service.

Board member Birney introduced the item and reported that the System Expansion considered this action and unanimously forwarded the Resolution to the Board with a do-pass recommendation.

Resolution No. R2026-15 was moved by Board member Birney and seconded by Board member Roscoe.

Board member Roscoe reiterated that the Committee forwarded the item with a do-pass recommendation.

Chair Somers called for a roll call vote on Resolution No. R2026-15.

Ayes		**Nays**
Angela Birney	Ed Prince	
Steffanie Fain	Kim Roscoe	
Cassie Franklin	Dan Strauss	
Hunter George	Peter von Reichbauer	
Thomas McLeod	Kristina Walker	
Ryan Mello	Katie Wilson	
Julie Meredith	Girmay Zahilay	
	Dave Somers	

It was carried by the unanimous vote of 15 Board members present that Resolution No. R2026-15 be approved as presented.

Resolution No. R2026-16: Authorizing the refunding of the callable portion of the Agency's 2016S-1 Parity Bonds by authorizing the issuance of sales tax and motor vehicle excise tax refunding bonds of one or more series to refund all or a portion of certain outstanding bonds of the authority, approving parameters for the terms of the bonds, delegating authority to the designated authority representative to approve the terms of and bond purchase contract for the bonds, and approving other matters related thereto.

Jeff Clark, Controller Executive Director, provided the staff presentation. He was joined by Ryan Fisher, Finance Executive Director.

Resolution No. R2026-16 was moved by Board member McLeod and seconded by Vice Chair Mello

Board member Fain asked if there were any risks with moving forward with the planned transactions. Mr. Clark responded that if interest rates rise due to market changes there could be a reduction in the amount expected to be saved over the life of the bonds.

Chair Somers called for a roll call vote on Resolution No. R2026-16.

Ayes		**Nays**
Angela Birney	David Parshall	
Steffanie Fain	Ed Prince	
Cassie Franklin	Kim Roscoe	
Hunter George	Dan Strauss	
Thomas McLeod	Peter von Reichbauer	
Ryan Mello	Katie Wilson	
Julie Meredith	Girmay Zahilay	
	Dave Somers	

It was carried by the unanimous vote of 15 Board members present that Resolution No. R2026-16 be approved as presented.

Resolution No. R2026-13: Ratifying and confirming the authority granted in Resolution No. R2024-26 to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Operations and Maintenance Facility South project.

Wells Lawson, Real Estate Deputy Executive Director, Eza Agoes, Operations and Maintenance Facility South Executive Project Director, and Jonathan Nichols, Senior Legal Counsel, provided the staff presentation.

Board member Fain thanked staff for their responsive to the concerns raised at the System Expansion Committee meeting and for moving forward on tailoring the required Notice Letters to be more understandable for each impacted property owners.

Board member Birney reported that the System Expansion considered this action and unanimously forwarded the Resolution to the Board without recommendation, given requests for information from Committee members. She also thanked staff for their efforts to respond to those requests.

Board member Roscoe thanked staff for meeting with her between the System Expansion Committee meeting and the Board member to discuss the issues raised and how they would be addressed before the Board. She noted that an idea she raised at the System Expansion Committee meeting to work with the City of Federal Way to see if the sidewalk improvements could run through a local park was not possible as the green space is on the opposite side of the parcels being discussed. She also noted that not every parcel on the block is included in this action as those properties have been acquired under the authority granted by the previous Board action. She thanked Sound Transit for asking if the city would waive the code requirements and acknowledged that the temporary construction easement affecting one of the properties would remove some vegetation that exists in the public right-of-way. She hoped that today's presentation was helpful to the property owners who commented again today and stated her support for the action.

Chair Somers stated his thanks, noting that property acquisitions are some of the most sensitive decisions the agency makes.

It was moved by Board member Birney, seconded by Board member Roscoe, and carried by the unanimous vote of all the Board members present that Resolution No. R2026-13 be approved as presented.

Reports to the Board

Presentation on Fare Gates Retrofit Study

Brian de Place, Security and Fare Engagement Executive Director, began the presentation and introduced Gavin Schaefer, Ballard Link Extension Design Director and Fare Gates Report project manager. Mr. de Place explained that the Board directed staff to conduct a fare gate retrofit study and report back in Q2 2026. The study was included in the Board's meeting materials, and the Executive Committee received a presentation earlier this month. He noted that several of the questions raised in the Committee's discussion will be touched on and more follow-up is planned.

Mr. de Place explained the history of Sound Transit's fare compliance program, noting that when the initial Link segment opened, the system was intentionally set to be a barrier-free/open system with a fare enforcement approach carried out by contracted security. After a decade, an internal study found inequitable impacts on riders and the agency began a redesign of fare compliance to shift toward a fare engagement/education model. The agency took actions to remove the "barrier-free" requirement, install fare-paid zones within currently existing infrastructure, and began to explore fare gate implementation. Last month's vote to update the ST3 System Plan also directed staff to recommend whether, how, and when to implement fare gates on Link. Mr. de Place added that fare gates are a way to use the station environment to ensure fare compliance, avoiding the disparate impacts from the fare enforcement approach while also boosting fare revenue without directly raising fares.

Similar to other North American transit agencies, Sound Transit has struggled to recover back to pre-pandemic levels of fare compliance, even as ridership has significantly increased and the system has expanded. As shared at the Ridership Experience and Operations Committee in May, the agency was able to deploy a critical mass of fare ambassadors by 2023, and the compliance rate began to trend upward in 2024 and 2025 while still below pre-pandemic rates even while accounting for free youth ridership implemented in 2022.

Mr. de Place explained that other North American transit systems have implemented fare gates and seen a number of both direct and indirect benefits, such as better fare recovery, increased perceptions of safety, and lower maintenance costs. Importantly, fare gates also limit compliance-related actions that could put transit staff at risk. Additionally, constructing stations with fare gates assumed is significantly more cost-effective than retrofitting stations.

Mr. Schaefer explained that the report evaluated all stations across the current system to understand the return on investment for a pilot project. The report considers ridership (both origin and destination impacts), operational considerations such as special events and intermodal transfers, station complexity and estimated implementation costs, and the effects on fare engagement operations. The study identified an initial set of stations for potential fare gates that maximize system benefit by balancing ridership against cost. First, stations were examined for ridership. Eighty-five percent of riders are focused around 10 stations, and terminus stations are major mode transfer hubs. Second, the design feasibility of putting in fare gates at those stations was assessed. At this point, weather protection and safety for riders was flagged as a common challenge for at-grade stations. Finally, ridership was compared to the cost to install fare gates at stations, keeping in mind key infrastructure considerations.

The study found that the Link system has grown to a point where fare gates make financial sense, when balancing ridership and cost considerations. The report recommended a pilot project that focuses on up to 14 stations and uses bi-directional fare gates, where riders would have to tap off the system. The recommended stations include the three termini stations (Lynnwood City Center, Downtown Redmond, and Federal Way Downton), key transfer stations (SeaTac Airport and Bellevue Downtown), and the remaining nine highest ridership stations (International District/Chinatown through, and including, Northgate). Other stations would see a diminished return on investment but would still offer a short payback period. He reiterated that incorporating fare gates into ST3 station designs would be more cost-effective than planning to retrofit later. Further development of the pilot project would include further equity, safety, and cost conversations.

On the financial considerations, the study found fare gates can improve revenue system-wide, incorporation of ST3 station designs can be included with little to no risk, and after consideration of capital and maintenance costs, there's a 2–3-year payback period, depending on which fare gate scenario is implemented. After the initial payback period, the agency would see $32 million or more of net annual revenue when compared to current compliance rates when checked against low ridership estimates. The total construction costs of the pilot are estimated to be approximately $79.3M - $88.2M. Next steps from the study would be to continue to refine design requirements, issue a design-build request for proposals, install the fare gates and necessary infrastructure, and utilize the existing fare ambassador program to provide fare gate assistance or station ambassadorships. The agency also expects further engagement with the Racial Equity Toolkit, fare media integration, youth fares, staffing strategies, and evaluation frameworks.

Mr. Schaefer demonstrated how a rider would interact with fare gates as they navigate the system. He noted that when exiting a fare-gated station, riders would need to tap off the system using the same fare media that the rider tapped-on the system with. Fares will only be charged on the way out if there is no tap-in recorded. For that reason, ticket vending machines (TVMs) will also be available within the fare paid zone. Mr. Schaefer flagged that free-exit options are also feasible, which can be further evaluated as part of the pilot design, but would result in a lower return on investment.

Mr. de Place explained that a number of critically important considerations, identified in the study, would require further analysis, should the Board authorize the implementation of the pilot project. He listed the staffing model (including fare ambassadors), community engagement (including ensuring ADA accessibility), supporting ORCA Lift and Reduced Fare enrollments as appropriate, appropriate fare media upgrades, and supporting youth fare media. Mr. de Place stated that fare ambassadors could be leveraged to conduct passenger service, which aligns with roughly a third of their current work.

Mr. Schaefer noted that systems around the country have accommodated ADA/accessibility concerns and noted that each set of fare gates will include at least one wide-access gate. Specifically, SeaTac station is envisioned to have all wide-access gates to support luggage-carrying riders. Other support systems include signage, tactile wayfinding, customer service staff, and assistance phones. In-depth collaboration with local accessibility expertise and incorporation of best practices from peer agencies will be included as design progresses.

Mr. de Place explained that all youth under 19 currently ride all ORCA transit systems for free. Additionally, while it is recommended that youth have a free youth ORCA card, there is no requirement on Sound Transit systems. Fare gates would present a change, and the youth ORCA cards would become a primary fare medium for youth riders. This would prompt additional engagement with other institutions to better facilitate distribution of those cards. Shifting to ORCA Lift, ORCA Lift cards will function the same as full fare ORCA cards with fare gates.

The study identified necessary smart upgrades to TVMs so that paper tickets can be compatible with the fare gate infrastructure. Mr. Schaefer explained that there are three mitigation options: fare gates are designed to read QR codes on printed tickets, TVMs print disposable smart card media, or make ORCA cards free from TVMs during the pilot program. Further analysis is required.

Leading up to pilot implementation, the agency would perform community outreach, consult with local institutions and technical experts on accessibility and inclusion opportunities and concerns, and incorporate feedback into the final design. He also listed several criteria that could be used to measure the pilot's effect.

Mr. de Place walked through the current schedule assumed for a pilot project and noted that at years 1, 3, and 5 of the pilot project there would be touchpoints with the Board on the performance of the pilot and recommendations on whether to maintain, expand, adjust, or end the pilot. The target for launching the pilot is 2029-2030. Mr. de Place also laid out immediate next steps should the Board wish to move forward with a pilot program.

Board member Roscoe asked if damage from vandalism is included in the maintenance costs assumed in the payback periods. Mr. Schaefer responded that the report used industry metrics that record those instances and incorporated those assumptions into the payback period.

Board member George asked why Stadium station is not included in the initial recommended set of stations. Mr. Schaefer responded that Memorial Coliseum served by Expo Park USC in Los Angeles, which was kept as an open station, is analogous to the Link Stadium station. Specifically, Stadium is a single entrance station, has a track crossing which makes queuing potentially dangerous, and has narrow access because of its center platform, as well as being at-grade. University of Washington station is planned as the main event station in the pilot as it has multiple entrances and a large plaza.

Board member Wilson requested additional details on what strategies will be deployed related to youth fare and ORCA Lift enrollments before voting on the pilot project. Mr. de Place responded that work has already begun on those concepts after the Executive Committee's briefing. He observed that there are roughly 100,000 riders on some reduced fare program but added that there are others who can be reached. He flagged that many of those engaged by fare ambassadors who did not pay a fare do not provide any identification so there is no opportunity to follow up on whether a subsidized fare program is appropriate for them. Mr. de Place also noted that there are three interrelated opportunities: working with the agency's enrollment partners, leveraging fare ambassadors differently, and integrating these services into existing vulnerable population work. Board member Wilson raised a concern about those without ORCA cards shifting to King County Metro and whether there are interagency discussions to address that. Mr. de Place responded that King County Metro and Community Transit are more engaged in putting youth ORCA cards into riders' hands, so there is an opportunity for Sound Transit to more effectively act in that space.

Board member Zahilay asked if any peer agencies saw negative impacts from installing fare gates. Mr. Schaefer noted that after the question was raised at the Executive Committee, the team conducted a literature review and found no adverse effects. He noted that the effects could be very diffuse and hard to quantify, so there's no data indicating adverse effects, but it is possible. Mr. de Place noted that the team met with BART after the Executive Committee meeting, and they recommended building-in an active and adaptive management strategy to respond to knock-on effects.

Vice Chair Mello echoed the sentiments from Board member Wilson and sees this as an opportunity to leverage ORCA Lift and Youth Fares. He noted that a physical ORCA card is no longer needed, as one can be directly added to virtual wallets. He suggested making the ORCA Lift enrollment process less cumbersome by seeing if qualifying for other financial assistance programs couldn't support ORCA Lift enrollment.

Board member Fain asked for more information on how the annual expected revenue and the 95-98% compliance rate resulting from fare gate implementation were developed, given the pilot only covers 14 stations. Mr. Schaefer noted that the compliance rate is a financial model based on industry knowledge. He also noted that the bi-directional gates allow for greater fare capture as riders starting at a non-gated station would still need to tap-off when exiting at a gated station, which is tied to the data point earlier that 85% of riders are using 10% of the stations. He also clarified that the 95-98% compliance rate is limited to the pilot stations. Board member Fain, noting that she understands why the 14 stations were chosen, inquired into why the others were not selected for the pilot. She added that an additional follow-up conversation could be appropriate if the details are long. She raised that some of the stations selected, such as Downtown Redmond, have lower returns on investments. Mr. Schaefer noted that in-depth details on each station is best communicated offline but flagged that Downtown Redmond was included as a terminus station.

Board member Walker asked what impacts can be expected for riders as the fare gates are installed and whether the gates would be put in concurrently or staggered over time. Mr. de Place responded that some of those details are still to be determined through additional design work but noted that internal discussions are already taking place to potentially leverage existing planned closures.

Executive Session – None

Other business – None

Next meeting

The next Board meeting would be held on July 23, 2026, from 1:30 p.m. to 4:00 p.m. in the Ruth Fisher Board Room and as a virtual meeting via Zoom.

Adjourn

The meeting adjourned at 3:34 p.m.

ATTEST:

______________________________ ______________________________

Dave Somers
Board Chair

Kathryn Flores
Board Administrator

APPROVED on ___________, AJM.