



Summary Minutes

Board Meeting
February 26, 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 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	(P) 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) John White, WSDOT Secretary Alternate	(P) Katie Wilson, City of Seattle Mayor
(P) 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

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

Welcoming Board member Parshall – Chair Somers welcomed Lynnwood Councilmember David Parshall to the Board.

Board Retreat March 18– Chair Somers announced that the Board would hold a retreat on Wednesday, March 18, 2026 at the Tacoma Art Museum, starting at 10 am. Staff will review initial scenarios developed from the building blocks that were presented at Committee meetings over the last month.

The retreat will be open for public observation, but there will not be a livestream.

CEO Report

CEO Constantine provided the report.

Seahawks parade numbers – CEO Constantine shared that the ridership from the Seahawks victory parade surpassed 225,000 boardings that day, exceeding the previous high-water mark by 40%.

Unplanned Disruptions – CEO Constantine reminded the Board that he had challenged staff to limit unplanned disruptions to under 10 hours a month. For January, the agency made it down to just 6 hours.

He acknowledged recent extended disruptions on the 2 Line due to a damaged pantograph and on the 1 Line due to copper theft and thanked staff and partners for their efforts to restore service.

Stride Groundbreaking – The Stride BRT program broke ground on the Renton Transit Center on the 4th and be breaking ground tomorrow in Kenmore along the SR 522 corridor.

2 Line ribbon-cutting date and time – Starting at 9 am on March 28th at Sam Smith Park the ribbon-cutting ceremony for the 2 Line Crosslake Connection will kick-off celebration for the completion of ST2 Link extensions.

Ron Endlich Retirement – CEO Constantine recognized Ron Endlich, who will be retiring from Sound Transit on March 2, 2026. Mr. Endlich is one of Sound Transit’s original 23 employees and has had major input on University Link, Northgate Link, and the West Seattle and Ballard Link Extensions.

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:

Amar Monga, Rane Munajm, Nicci Trovinger, Miranda, MC, James Senior, Katja May, Franklin W. Taylor, Linda Tang, Robin Beukers, Kris McClure-Coleman, Aliak Shcurko, Dana Macario, Naomi Bryant, Elizabeth W. Larson, City of Issaquah Mayor Mark Mullet and neighboring cities, and over 20 additional individuals

Simona LaMorticella

Paul R. Sweum

Karen Richardson

Joe A. Kunzler

Jeff Hilton

Bill Hirt

Brien Chow

Betty Lau

Marilyn Kennel, Martin Westerman, and John Niles

Marykate W. Ryan, on behalf of Historic South Downtown

Eason Wang, on behalf of Central Puget Sound Youth Transportation Alliance

Alvertis Brooks Jr., on behalf of Rainier Valley Community Development Fund

Before hearing verbal public comments, Chair Somers announced that earlier this month an individual had violated the Board’s public comment rules and was issued an exclusion from verbal Public Comment. He noted that the Board rules allow an individual to be excluded from providing verbal public comment for up to 180 days if a second violation occurs within a six-month timeframe. At the February 12, 2026 System Expansion Committee Meeting, Committee Chair Birney ruled Alex Tsimerman’s public comment out of order and excluded him from providing verbal public comment for a period of 180 days, from February 12, 2026 to August 11, 2026. Chair Somers explained that Mr. Tsimerman is still able to submit written public comment during his exclusion from verbal comment. Chair Somers stated that the Board rules allow the decision to be overruled by a majority vote of the Board members in attendance at the next regularly scheduled Board meeting.

Chair Somers asked if any Board members had an objection to the exclusion. There were no objections.

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

Paul Sweum
Kevin Nichols
Michelle Greengo
Anne Moore
Heather St. Clair
Daniel Mutschler
Betty Lau
Brien Chow
Alvertis Brooks Jr.
Dana McDonald
Robin Kelley
Lamir Magus
Michael Miller
John Richards
Antonie Pin
Krishna Adettiwar
Kerri
Peggy Forst
Kit Burns

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

Kelli Curtis
Ken Konigsmark
Kelly Richardson
Joe Kunzler

Consent Agenda

Voucher Certification: January 2026

Minutes of the January 22, 2026, Board of Directors Meeting

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

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

Business items

Resolution No. R2026-02: Authorizing the chief executive officer to acquire certain real property interests, contingent upon receipt of any necessary federal approvals, 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 Ballard Link Extension project.

Brad Owen, Capital Delivery Executive Director, provided the staff presentation on this and the following item. He was joined by Wells Lawson, Real Property Deputy Executive Director, and Hughey Newsome, Chief Financial Officer.

Board member Strauss asked if staff could remind the Board on the time for possible property policy updates discussed during the System Expansion Committee meeting. Mr. Lawson responded that he is tasked with returning within 6 months with details on a Vacant Property policy. He added that internal

work is already underway and intends to receive Board member feedback before rolling out the updates for Board consideration.

Resolution No. R2026-02 was moved by Board member Birney and seconded by Vice Chair Mello.

Board member Birney reported that the System Expansion Committee considered this and the following action at its meeting earlier this month and unanimously forwarded both Resolutions to the Board with do-pass recommendations. The questions and conversations at the Committee focused on Sound Transit standard use of condemnation authority when authorizing property acquisition and the plans for ensuring maintenance of early acquired property.

Chair Somers called for a roll call vote on Resolution No. R2026-02.

<u>Ayes</u>	<u>Nays</u>
Claudia Balducci	David Parshall
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
Teresa Mosqueda	Girmay Zahilay
	Dave Somers

It was carried by the unanimous vote of all the Board members present that Resolution No. R2026-02 be approved as presented.

Resolution No. R2026-03: Authorizing the chief executive officer 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 West Seattle Link Extension project.

Chair Somers noted that information on this action was included in the previous presentation.

Resolution No. R2026-03 was moved by Board member Birney and seconded by Vice Chair Mello.

Chair Somers called for a roll call vote on Resolution No. R2026-03.

<u>Ayes</u>	<u>Nays</u>
Claudia Balducci	Ed Prince
Angela Birney	Kim Roscoe
Steffanie Fain	David Strauss
Hunter George	Kristina Walker
Thomas McLeod	Katie Wilson
Ryan Mello	Girmay Zahilay
Teresa Mosqueda	Dave Somers

It was carried by the unanimous vote of all the Board members present that Resolution No. R2026-03 be approved as presented.

Motion No. M2026-06: Adopting the 2026-2030 Sustainability Plan, directing the CEO to implement the commitments contained in the plan, and pledging specific goals for the agency to strengthen its decarbonization efforts.

Meg Cederoth, Deputy Chief Planning Officer, and Amy Shatzkin, Sustainability Director provided the staff presentation.

Board member Fain asked if the proposed investments all are intended to be covered by the listed Sustainability Funds. Ms. Shatzkin responded that work is still underway on quantifying the financial costs related to the Zero Emissions transition, so that is not yet incorporated into the Long-Range Financial Plan. Board member Fain asked if the Sustainability Plan goals are included in the Agency's Enterprise Initiative work or if today's action effectively locks in the Sustainability Plan while the Enterprise Initiative focuses on other areas. Ms. Cederoth responded that the Enterprise Initiative and Sustainability Plan are largely separate. She added that some decisions from the Enterprise Initiative may have implications for the Sustainability Plan goals. Board member Fain asked if the Board will have a decision point when the analysis on the Zero Emission Transmission planning work is complete. Ms. Shatzkin responded that there will likely be a few different actions that Board would need to consider to advance the needs of both the Sounder and ST Express fleets.

Board member George asked if the figures on slide 16 of the presentation are expenditures or savings. Ms. Shatzkin answered that the figures are lifetime savings under the projects, ranging from five to 15 years. Board member George also asked if solar installations have already been added or are planned as future investments. Ms. Shatzkin answered that there are solar panel installations on some of the agency's larger pieces of infrastructure, but analysis has shown that it is more cost-effective for the agency to purchase green energy or negotiate special rates with utility providers.

Chair Somers noted that the Executive Committee considered the action earlier this month and unanimously forwarded the Motion to the Board with a do-pass recommendation. He thanked Vice Chair Mello for presiding over the meeting.

It was moved by Vice Chair Mello, seconded by Board member Birney, and carried by the unanimous vote of all the Board members present that Motion No. M2026-06 be approved as presented.

Motion No. M2026-08: Directing the chief executive officer to identify the investments in the Sound Transit 3 plan that increase access and analyze alternative and creative opportunities to deliver these benefits, including a review of potential public and public-private partnership opportunities, and report back to the Board in Q2 in furtherance of the ongoing work on the enterprise initiative.

Board member Prince noted that he had brought forward a motion related to parking and access improvements during the 2021 realignment process, and feels that additional direction requesting staff to continue analysis on alternative and create opportunities to deliver these benefits, including a review of potential public-private partnerships, and report back in Q2 2026 would be supportive of the current Enterprise Initiative work.

Chair Balducci spoke in favor of the motion, noting that it's important to provide access to potential riders that don't live in the immediate walkshed or have sufficient local transit connections so that they can take advantage of the regional system that Sound Transit is planning, building, and operating. She also pointed out that the Annual Program Review should be including information on creative solutions around last mile connections and is hoping those will also be helpful in analyzing the Enterprise Initiative work.

Board member Fain asked if the report requested would be directed to a specific committee. Chair Somers noted that it may come back through the Executive Committee. CEO Constantine noted that the Office of Planning and Development, now under the leadership of Marshall Foster, will pick-up this work and carry it forward. He added that staff will report back to the appropriate Committee as directed by the chair.

It was moved by Board member Prince, seconded by Vice Chair Balducci, and carried by the unanimous vote of all the Board members present that Motion No. M2026-08 be approved as presented.

Reports to the Board

2026 World Cup update

Juan Higuera, Executive Strategic Advisor, and Magdalyn Horcath, Project Manager, began the presentation. Mr. Higuera noted that today's presentation is informational and will provide overviews of the regional context of the FIFA 2026 World Cup activities and Sound Transit's final draft plans for the occasion. He added that Sound Transit is partnering with other regional agencies and service providers to provide mobility and safety/security services for fans and visitors, under the coordination of the Local Organizing Committee (LOC). Mr. Higuera showed a graphic supplied by the LOC projecting expected daily crowd demands, as well as identifying other major events, such as Mariners games.

Mr. Higuera reminded the Board that Seattle will be hosting six games at Lumen Field – four during the group stage and two in the knock-out rounds. The knock-out games have the potential for overtime, which is important to remember when planning for service needs. He also highlighted that all the games in Seattle will be on weekdays. In addition to Seattle FIFA Fan celebrations spread through Seattle, the LOC also has statewide FIFA Fan Zones across the region and state.

Ms. Horvath explained the expected operation plans across the different modes of service offered by Sound Transit. In short, the agency will increase service across all modes on every match day. As the Crosslake Connection is planned to open on March 28, 2026, the 1 and 2 Lines will run 8-min headways until 1 am, resulting in a combined 4-minute headways from International District-Chinatown station to Lynnwood City Center station. Sounder will run special event trains, subject to ongoing coordination with Amtrak and BNSF. The T-Line will run on 12-min headways on gamedays and see expanded service for even matches. ST Express will add post-game service on game-days, with coordination ongoing with partners. And overnight ST Express pilot with service between SeaTac airport and Downtown Seattle is planned to begin in March. Additionally, a temporary Charter bus support to support rail contingency will be in place, thanks to partnerships with Transportation Network Companies.

Additional investments in facilities and vertical conveyance staff will be in place and staff ambassadors will complement station agents across the system. Throne Labs, innovative bathrooms, are planned at three different locations across the system. Open payment through ORCA has recently launched and the multi-day pass is expected to be launched in time as well. Passenger communications campaigns are being launched and developed, including accessible and multi-lingual strategies.

Increased staff and security contractor training, as well as tabletop exercises with our partner agencies, are being rolled out prior to the events. During the World Cup, security staff will be increased systemwide, the emergency operations center will be activate at various levels, crowd monitoring and metering control will be deployed, and additional fare engagement staff will be deployed at platforms and on trains.

Mr. Higuera explained that FIFA will establish a perimeter around Lumen Field, directing all fans toward the north entrance of the stadium. As multiple stations (Stadium, International District-Chinatown, and Pioneer Square) will need to leveraged to move crowds on gamedays, it will be recommended that fans from the South use Stadium station, those from the North use Pioneer Square station, and those from the East and Passengers with Disabilities use International District station. King County Metro will also be running a circulator shuttle between the stadium and Seattle Center.

Plans are expected to be finalized by the end of Q1 and coordination with the LOC and regional partners will continue. Communications will ramp-up and the next update to the Board is anticipated in April.

Vice Chair Mello asked if there has been communications with other jurisdictions who have hosted similar events to address potential challenges. Mr. Higuera responded that staff have attended multiple conferences over the past two years, with a specific focus on large events. Vice Chair Mello inquired into the work to provide multi-lingual support, both for wayfinding and more complex ideas, such as payment

systems. Mr. Higuera responded that there is deep coordination with the Port of Seattle regarding the use of SeaTac airport station. He also highlighted the importance of icon-based communications, due to the short time to communicate concepts when traveling through crowds. Elements of the communication plan are expected to be translated, based on the data of who is buying tickets for Seattle-hosted games.

Vice Chair Mello asked about the support for international visitors for payment systems. Mr. Higuera responded that the open payment system recently launched will help to avoid major queues at ticket vending machines as individuals can just tap their card on the ORCA reader as they enter the station. The multi-day pass is expected to be launched in time for the World Cup and peak travel season in Seattle, and would cover three days of rides, with the aim of reducing the number of interactions required to utilize the system. The pilot will run for three months, and the joint ORCA Board will evaluate the results in the fall to decide if multi-day passes are a long-term tool to implement.

Board member Wilson asked what crowd management and metering control equipment will look like. Mr. Higuera noted that five stations are planned to be included in this effort – Westlake, SeaTac, Pioneer Square, Stadium, and International District-Chinatown – which will see stanchions, additional security staff, and additional signage to direct riders to queue to the right platforms for their destinations. Board member Wilson also asked if the current spread of strategies is tailored to expectations or a general toolbox to be prepared to deploy. Mr. Higuera noted that a lesson learned from last year’s Club World Cup was that staff prepared for worst-case scenarios and were then able to scale back as the tournament approaches and true ticket numbers were known.

Board member Birney noted that it was unfortunate that more couldn’t been done with the local tech companies regarding translation services. She recommended plans to communicate local transit information with accommodations throughout the region, such as hotels or Airbnb’s.

Board member Mosqueda noted that in her work on the King County Council and previously at the City of Seattle, she is aware of a public-private partnership aimed at providing a gig-work platform to compete against temporary staffing companies. She asked what the employment needs will be for reaching the level of security and facility staff needed to provide the enhanced services during the event, suggesting the newly launched platform may be beneficial to Sound Transit and other partners. Mr. Higuera committed to returning with the expected number, but noted that current contracts are expected to have sufficient capacity to meet Sound Transit’s needs. He acknowledged that other regional partners may also dip into the same contracting pools so further coordination as the event nears will be critical.

Board member Fain highlighted a joint meeting of the King County Council’s Transportation, Economy, and Environment & Regional Transit Committees on April 21 at 9:30 am to cover the transit needs and plans for the World Cup. She invited listeners to attend.

Noting earlier comments from Board members about personal experience playing soccer and other sports, Board member Wilson had actually committed to organizing an elected official soccer match in June and July. She shared that King County Council Baron had already volunteered Board member Mosqueda and invited others to join.

2026 World Cup update

Alex Krieg, Enterprise Planning Deputy Executive Director, and Hughey Newsome, Chief Financial Officer, began the presentation and noted that today’s report would provide an update on the finance workstream and a summary of February’s committee presentation on the building blocks from other work workstreams.

Mr. Krieg reminded the Board of the rationale and purpose of scenario development that highlight policy trade-offs as the Board seeks to address the ST3 affordability challenges. He also provided a timeline for the scenario development process which began in late 2025 and will culminate in presenting plausible, affordable scenarios for the Board to review at the March retreat.

Mr. Krieg reviewed the four Enterprise Initiative workstreams and provided summaries of the building blocks within each workstream that will be leveraged to develop the scenarios for review. He explained that the Finance workstream includes the buildings blocks of updated financial planning assumptions, policy changes and exercising existing revenue authority, and seeking potential third-party funding activities.

Mr. Krieg reminded the Board that in August 2025, staff projected that \$34.5 billion in cost savings and/or new funding would be required to fully fund the ST3 program, which represented a 25% increase above the fall 2024 finance plan. Updated revenue projections, including an updated sales tax forecast, and financing improvements, composed of updated assumptions on borrowing rates, issuance costs, investment incomes, clean fuel standard revenue, and property tax under-collection, implemented since August 2025 have increased the agency's financial capacity by \$4 billion.

Mr. Krieg explained the key affordability metrics that define the agency's capability to finance the ST3 system program. Legal Debt Capacity is the agency's ability to use new debt and is constrained by state law not to exceed 1.5% of assessed value of real property in the Sound Transit Taxing District. Debt Service Coverage Ratio is the agency's ability to repay debt after paying annual operating costs. This is constrained by Board policy to 1.5x net revenues over annual debt service costs in any given year. The scenarios being delivered will meet these constraints. Mr. Krieg showed where, under current plans, the agency runs afoul of the two metrics from 2033 through 2043, with the financial enhancements already implemented blunting the beginning of that trend.

Mr. Krieg explained how each of the Enterprise Initiative workstreams have been developing opportunity registers to identify opportunities for saving costs, accelerating project delivery, and expanding financial capacity, while still achieving ST3 system plan objectives.

Mr. Newsome noted that there is no single financial opportunity that solves program affordability; a range of opportunities will need to be utilized to expand financial capacity in addition to pursuing cost-savings. He added that the finance workstream is focused on maximizing existing financial capacity without needing to consider new voter-approved funding sources, and some opportunities require outside action that will not be reflected in the anticipated Board action in Q2 2026. Some opportunities are more impactful to systemwide affordability while others have greater impacts for specific subareas. He also highlighted that federal grant assumption will change based on capital program changes.

Mr. Newsome explained that there are currently four categories of financial opportunities: financing enhancements, Board actions, additional revenue, and partnerships. Financing enhancement includes adjusting planning assumptions of revenues, debts, and reserves that can add financial capacity but also increase risk. He noted that the most impactful, lowest risk financing enhancement were already incorporated into the fall 2025 Long-Range Financial Plan update, and the agency regularly reviews financial planning assumptions to proactively increase financial capacity. He noted that a bill in the state legislature that would allow for longer bond terms would provide an enhanced tool to address the ST3 program's debt-related pinch points.

Board actions can modify and update policies within the Board's authority, also carrying varying levels of risk to long-term sustainability. Board actions related to incorporating cost savings in the capital program and adjusting service assumption through the Enterprise Initiative will increase agency financial capacity. Mr. Newsome also flagged the Board could modify the debt service coverage ratio, as the current benchmark is more conservative than peer agencies.

Additional revenues include considering new or increased revenues from existing or already-authorized sources like grants and fares. Scenarios being developed will reflect updated federal grant assumptions, including updated federal guidelines that increase competitiveness for some projects and the possible opportunity for FTA Core Capacity grants later in the program. Mr. Newsome also suggested the Board could raise the existing rental car tax rate to the allowed maximum of 2.172% from the current 0.8%.

Partnerships cover working with governmental and/or private partners to share costs. Mr. Newsome highlighted the potential for third-party contribution to individual capital projects, opportunities to creatively leverage local jurisdiction financing tools and debt capacity for specific plan investments, and public-private partnerships for more efficient program delivery and potential revenue streams.

Board member Birney asked for the impact of federal funding that has already benefited the agency as a comparison point during the retreat.

Board member Fain asked that difference between the current and maximum rental car tax rates be included in the materials for the retreat.

Board member Mosqueda asked if there is anything the Board can do now to support the agency's effort to see SB 6148 passed by the State Legislature. CEO Constantine answered that Chair Somers and Vice Chair Mello had both testified before the House Committee in favor of the bill. He asked for Board members to leverage their connections with legislators. Vice Chair Mello noted that not only reaching out to local legislators but also recommending reaching out to Transportation Committee Chair Fey could be beneficial. Chair Somers also stressed that it's imperative to include the "why now" in any communications as the Board can't leverage tools it doesn't have during the Enterprise Initiative discussions. Board member Mosqueda asked if a letter could be written for Board members to sign-onto and delivered to the legislature. Board member Strauss asked if formal board action would be needed to authorize the letter. He noted his support joining the letter and wanted to confirm if there were any Open Public Meeting Act requirements. Chair Somers responded that the Board had already adopted this as a priority under the Legislative Agenda so it should not need formal additional action. Board member Birney noted that she had just met with Rep. Fey earlier today and hopes that he will be supportive of the bill. She expressed her support to sign-onto the letter.

CEO Constantine noted that he will direct Government and Community Relations staff to draft and circulate the letter to Board members. He also observed that agency lawyers in the room are not signaling any concern.

Mr. Krieg recapped the opportunities registers that were reviewed by the Committees through February. The Policy opportunity register, reviewed by the Executive Committee, includes many policy opportunities that will have a positive effect, but none solve the problem alone. Additionally, some require both Sound Transit and other entities to act.

The Transit Operations opportunity register, reviewed by the Rider Experience & Operations Committee, included opportunities that don't fall into the scale of the "levers" detailed for the Capital Delivery cost-savings opportunities. Mr. Krieg noted that transit operations are tied to capital program size and schedule, so changes to the ST3 system plan will see changes to the costs to operate the system over time. He also highlighted that some opportunities require upfront capital costs to achieve longer lifecycle cost savings.

The Capital Delivery opportunity register, reviewed by the System Expansion Committee, includes real cost savings across all projects in active development and more cost-saving opportunities can be identified as projects move through their design phase. Mr. Krieg noted that larger changes to the plan, such as station deferral, can unlock additional savings, and that the scale of cost growth on the capital program will require consideration of phasing projects and potential project deferrals.

Chair Somers noted that there have been similar cost escalations, affecting all agencies, from 2000-2020 and from 2020-2026.

Board member Mosqueda asked if the graphic on slide 9 was in response to an early request to show the long-term benefits vs. short-term costs of some of the opportunities. Mr. Krieg responded that this is not in response to that request, and that the information will likely be best shown in the context of specific Transit Operation opportunities.

Executive Session

Chair Somers advised that the Board was going into executive session. He introduced Desmond Brown, Sound Transit General Counsel, who explained that the Board was allowed to enter executive session under RCW 42.30.110(1)(i) and (1)(a)(ii) to discuss the legal risks of a proposed action when public discussion would have an adverse legal consequence, and also to discuss agency security issues which if made public would increase the risk to the agency's security.

Chair Somers explained that the Board would be in executive session for 20 minutes. The executive session began at 3:54 p.m. and was scheduled to end at 4:14 p.m.

The executive session was further extended by 10 minutes, with the Board scheduled to return at 4:24 p.m.

The executive session was further extended by 10 minutes, with the Board scheduled to return at 4:34 p.m.

The executive session was further extended by 10 minutes, with the Board scheduled to return at 4:44 p.m.

The executive session was further extended by 5 minutes, with the Board scheduled to return at 4:49 p.m.

The executive session ended at 4:49 p.m. At 4:49 p.m., Chair Somers called the meeting back to order.

Other business – None

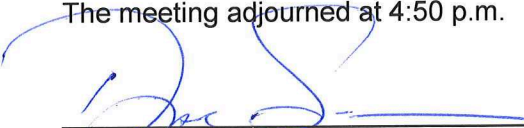
Next meeting

The Board will hold a retreat on March 18, 2026, from 10:00 a.m. to 3:00 p.m. in the Tacoma Art Museum at 1701 Pacific Avenue in Tacoma, Washington.

The next Board meeting would be held on March 26, 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 4:50 p.m.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on March 26, 2026, AJM.