



## Summary Minutes

**Board Meeting**  
**February 24, 2022**

### Call to order

The meeting was called to order at 1:32 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	
(P) Nancy Backus, City of Auburn Mayor	(-) 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
(P) Cassie Franklin, City of Everett Mayor	(P) Dave Somers, Snohomish County Executive
(P) Christine Frizzell, City of Lynnwood Mayor	(P) Dave Upthegrove, King County Councilmember
(P) Bruce Harrell, City of Seattle Mayor	(P) Peter von Reichbauer, King County Councilmember
(P) Debora Juarez, City of Seattle Council President	(P) Kristina Walker, City of Tacoma Councilmember
(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

Welcome to Boardmember Frizzell – Chair Keel welcomed Lynnwood Mayor Christine Frizzell to the Board.

Boardmember Frizzell advised that she was happy to join the Board to be a voice for both the City of Lynnwood and Snohomish County.

Revised Agenda – The Board was working from a revised agenda, with the addition of Motion No. M2022-16 to appoint an acting CEO.

**Chair Keel asked if there were any objections to reordering the agenda to take up the action first, immediately following the Consent Agenda.**

**There were no objections to the reordering of the agenda.**

Update on CEO Selection Committee – To date the search consultants have spent over 20 hours gathering stakeholder feedback to gain insight into objectives for the next CEO. Outreach will continue through March with a focus on leaders and organizations that service communities that Sound Transit also serves or interacts with, such as access and advocacy organizations. Recruitment launched on February 18, 2022, and is planned to close on March 27.

Annual TOD Report – At this month's Executive Committee, the committee received the annual transit-oriented development report, which included the many highlights from 2021 as well as a lookahead at

upcoming TOD projects in the next few years, primarily along ST2 transit projects. A copy of the presentation is included in Boardmembers' packets and is available on the agency's website.

Preview of upcoming Realignment Work – Finally, as an update for the entirety of the Board but especially the new members, Mr. Keel provided an update on realignment work. At the March 10 System Expansion Committee meeting, the Committee will receive two presentations, the first is on the agency's internal project management oversight and controls framework, the second presentation will be an overview of the agency's new Station Experience Design Guidelines. These guidelines will set agency standards on station components – which will help with cost containment, interactions with local jurisdictions, and importantly, provide consistency for passengers as they navigate Sound Transit's system.

Mr. Keel noted he was looking forward to these guidelines, as he was optimistic they would improve guidance for jurisdictions on when and how station attributes can be changed, and will help with cost containment.

Another active part of realignment implementation is two procurements for consultant support as directed in the resolution. Chair Keel is participating in the selection of these consultants along with Board members Backus and Balducci. The Independent Consultant selection process is underway, and Mr. Keel anticipated that notice to proceed would be issued within the next month.

The realignment action anticipated using the Independent Consultant to inform the inaugural Annual Program Review which is coming up in April. However, given the timeline it's taken to select the consultant, staff is moving forward on the development of the Annual Program Review, and the Independent Consultant will join the effort mid-stream.

The consultant will help the Board through the development and consideration of this year's Annual Program Review and importantly, help inform future years' Annual Program Review as well as the agency's cost saving efforts. The second procurement is for the ad-hoc Technical Advisory Group (or TAG). Per the resolution, this group will focus on schedule acceleration. Again, Mr. Keel will be working with Board members Balducci and Backus to select up to seven experts to serve on this group and expects that group to get started in the second quarter.

## **CEO Report**

CEO Peter Rogoff provided the report.

Federal Update – Congress is working to finalize negotiations for the current fiscal year before the 'continuing resolution' expires on March 11. Appropriations subcommittees are working on an "omnibus" bill with all 12 spending bills for the Congress to consider prior to March 11.

The President will deliver his State of the Union address on March 1, and Sound Transit anticipates the release of his budget request for fiscal year 2023, including the budget for the Federal Transit Administration (FTA), later in the month. The agency expects to see \$100 million dollars in the budget for both of the Full Funding Grant Agreement projects, Lynnwood and Federal Way Link Extensions.

Mr. Rogoff added that he would be visiting Washington DC for the American Public Transportation Associations' conference, and he would be meeting with members of the Puget Sound delegation as well as FTA officials.

State Update – In Olympia, two weeks remain in the legislative session, which ends on March 10. First, on the proposed transportation revenue package. The Senate passed their own transportation revenue bill early last week. The House advanced their own transportation package out of committee this past Tuesday, and it's likely to be up for a vote on the House floor early next week. Final negotiations between the House and Senate to reconcile differences will begin after that.

Both versions of the transportation package include three direct appropriations that would benefit Sound Transit, each in the amount of \$20 million for access to light rail stations. Mr. Rogoff thanked Chair Keel and Board Member Walker for testifying on behalf of the agency to thank the respective committee chairs for these appropriations and, importantly, to ask that they also consider making the agency eligible for state transit grants.

While both versions of the transportation packages provide significant increases in transit grant programs, Sound Transit is not eligible for those grants.

Last week, the House and Senate also published their respective supplemental transportation budget proposals. Sound Transit has advocated for removing punitive language in the budget related to fees paid to the Department of Licensing for collecting the Motor Vehicle Excise Tax (MVET), and language related to agency use of WSDOT right of way. Staff are working with both transportation chairs to seek complete elimination of both provisions in final negotiations.

Legislation that would allow Sound Transit to create “enhanced service zones” and a bill that would authorize Sound Transit to remove or tow vehicles impeding agency right-of-way are both still working their way through the legislative process. Both are scheduled to be heard this afternoon in the House Transportation Committee.

Concrete Strike Update – With each passing day of the ongoing concrete strike, now on day 83, there are growing impacts to Sound Transit projects and to the ability to meet taxpayers’ expectations for capital program delivery. The strike has touched all of the agency’s active construction projects in King County: Lynnwood Link Extension, East Link Extension, Downtown Redmond Extension and Federal Way Extension.

Since the strike began, the agency has missed delivery of more than 28,500 cubic yards of concrete. That’s equivalent to more than 2,800 truckloads, or for perspective, a line of concrete trucks stretching more than 19 miles in length. Within the next two weeks, advancing Sound Transit projects requires nearly 800 more deliveries that will be missed without resolution of the strike.

Because of the delay in work caused by the lack of concrete, Sound Transit contractors have had to lay off 266 workers so far. More than another 140 workers are expected to be laid off in the coming weeks, if the strike isn’t settled. That’s 400 jobs gone from just from agency projects alone. Multiply that across the region and it is easy to see the enormity of the impact the strike is having.

Unfortunately, there are no talks scheduled between the parties at this time. Sound Transit continues to emphasize the critical importance of reaching a negotiated resolution to this strike rapidly. Staff will continue to do everything possible to encourage resolution of this matter so that projects and the region can move forward.

NE 85th Street RFQ Advertised – In January, the Board approved a funding agreement with WSDOT for a design-build contract for the NE 85th Street Stride station. The project was advertised on Tuesday as a two-step procurement beginning with a request for qualifications. This will establish a short list of the most highly qualified design-builders this spring, who will then respond to a request for proposals throughout the summer.

The best value proposal will be selected later this year, then construction is expected to begin in early 2023.

External Engagement Highlights – Mr. Rogoff reminded the Board that earlier in the day they received a report on the month’s External Engagement highlights.

Civil Rights, Equity, and Inclusion Annual Report – Sound Transit is committed to creating a more equitable and inclusive Sound Transit for all. This work would not be possible without the Office of Civil

Rights, Equity & Inclusion (CREI) and staff are thrilled to share with the Board CREI's 2021 Annual Report.

This document highlights CREI's work in 2021 centered around employees & culture, building capacity and institutional change. There is also a preview of what's to come in 2022 and continuing commitment to transforming Sound Transit's culture and operationalizing equity. Mr. Rogoff encouraged the Board to take a look at the great work that is happening within CREI and the agency.

Procurement & Contracts Annual Report – Also included in the Board's materials was this year's Procurement & Contracts Program Annual Report to the Board. The report reviews a complex and dynamic 2021 with accomplishments, challenges and opportunities covering procurement and contracts as well as agency agreements.

## **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:

Joe Kunzler  
Robert Spitzer

The following people provided verbal public comment to the Board:

Rob Spitzer  
Greg Thompson  
Betty Lau  
Joe Thompson, Mercy Housing Northwest  
Jazmin Cervantes  
Kevin Bolton  
Robert Walley  
Cameron Lecksiwilai  
Lauri Hooks  
Demetrus Dugar  
Joe Kunzler  
Conrad Cipoletti, West Seattle SkyLink

## **Consent Agenda**

Voucher Certification: January 2022

Minutes of the January 27, 2022 Board Meeting

Motion No. M2022-07: 1) Approving the key business terms of a Joint Development Agreement and Purchase and Sale Agreement with Mercy Housing Northwest for the sale of surplus property adjacent to Angle Lake Station for the creation of affordable housing; and (2) delegating to the chief executive officer the authority to execute and subsequently amend as necessary the Joint Development Agreement and Purchase and Sale Agreement and related covenants, conditions, and easements for the TOD project, all subject to the Board-approved key business terms.

Motion No. M2022-08: (1) Approving the key business terms of a Purchase and Sale Proposal with South 200th Street Station, LLC for the sale of surplus property south of Angle Lake Station for the price of \$1,950,000; and (2) delegating to the chief executive officer the authority to execute and subsequently amend as necessary, the Purchase and Sale Agreement and related documents, all subject to the Board-approved key business terms.

Motion No. M2022-15: Approving Sound Transit's annual 2021 Public Transportation Agency Safety Plan submittal to Washington State Department of Transportation's State Safety Oversight Office.

Motion No. M2022-12: Authorizing the chief executive officer to exercise a contract option with HDR Engineering, Inc. to provide project development services for the Operations and Maintenance Facility South within the Tacoma Dome Link Extension project in the amount of \$30,180,256 with a ten percent contingency of \$3,018,026, totaling \$33,198,282, for a new total authorized contract amount not to exceed \$84,870,550.

**It was moved by Boardmember McDermott, seconded by Boardmember Backus, and approved by the unanimous consent of the 16 Boardmembers present to approve the Consent Agenda as presented.**

## **Business items**

Motion No. M2022-16: 1) Appointing Brooke Belman as the acting chief executive officer (CEO) starting when current CEO Peter M. Rogoff departs and ending when the new Board-appointed CEO begins duties and 2) establishing a temporary base salary increase for Ms. Belman effective February 28, 2022 and extending for the three months following the start date of a new CEO.

Chair Keel reported that he is bringing forward this motion to appoint Brooke Belman interim CEO while the Board continues its search for the next agency CEO. The motion would appoint Brooke as acting CEO starting with CEO Rogoff's departure and extending until the next Board-appointed CEO begins working at Sound Transit.

The motion also establishes acting pay for Brooke for the period when she is serving as acting CEO and the periods before and after to cover transition and onboarding activities. This motion is being brought forward now to ensure sufficient transition time as Peter's transition contract expires at the end of May.

Brooke has more than 17 years' experience at Sound Transit in a wide variety of increasingly important roles. She is very well known and well respected throughout the agency and will serve as a very steady and reassuring leader of the staff as we prepare to bring a new CEO on board.

Brooke has served as Sound Transit's Chief of Staff for the past two years. In that role, she has been a continuing participant and advisor on the most urgent issues facing the agency. A common thread through Brooke's work at Sound Transit has been her success working closely both within the agency and outside to build strong relationships and support for Sound Transit's work to plan, build and operate a world-class regional transit system. Brooke is also an outstanding collaborator who has built innovative partnerships and has negotiated several of the agency's more interesting agreements.

**It was moved by Boardmember Constantine and seconded by Boardmember Somers that Motion No. M2022-16 be approved as presented.**

Vice Chair Constantine supported this action and stated that the appointment would keep Sound Transit's projects moving forward while the Board takes a full and exhaustive search for the next CEO.

**Chair Keel called for a roll call vote.**

### **Ayes**

Nancy Backus  
David Baker  
Claudia Balducci  
Dow Constantine  
Bruce Dammeier  
Cassie Franklin  
Christine Frizzell  
Bruce Harrell

### **Nays**

Debora Juarez  
Joe McDermott  
Ed Prince  
Kim Roscoe  
Dave Somers  
Pete von Reichbauer  
Kristina Walker  
Kent Keel

**It was carried by the vote of 16 Boardmembers present that Motion No. M2022-16 be approved as presented.**

Ms. Belman appreciated the Boards' confidence in her. She stated that she was humbled and honored to be selected for this position. She looked forward to working with the Board in the coming months.

Resolution No. R2022-04: Authorizing the chief executive officer to acquire or lease 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 Downtown Redmond Link Extension.

Boardmember Balducci advised that the System Expansion Committee forwarded this action with a do-pass recommendation. The action related to a single parcel in Redmond Washington for a temporary construction easement to relocate a Puget Sound Energy natural gas pipe.

**It was moved by Boardmember Balducci and seconded by Boardmember Franklin that Resolution No. R2022-04 be approved as presented.**

Boardmember Dammeier thanked Boardmember Balducci for answering his questions in advance

**Chair Keel called for a roll call vote.**

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Debora Juarez
David Baker	Joe McDermott
Claudia Balducci	Ed Prince
Dow Constantine	Kim Roscoe
Bruce Dammeier	Dave Somers
Cassie Franklin	Pete von Reichbauer
Christine Frizzell	Kristina Walker
Bruce Harrell	Kent Keel

**It was carried by the vote of 16 Boardmembers present that Resolution No. R2022-04 be approved as presented.**

Resolution No. R2022-01: Authorizing the chief executive officer to acquire or lease 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 Federal Way Link Extension.

**It was moved by Boardmember Balducci and seconded by Boardmember Backus that Resolution No. R2022-01 be approved as presented.**

Boardmember Balducci advised that the System Expansion Committee forwarded this action with a do-pass recommendation. The action authorized acquisition of a temporary construction easement for grade work along the alignment. Faith Roland, Director of Real Property, advised that there were no displacements associated with this action, as the two parcels in question were owned by Seattle Public Utilities.

**Chair Keel called for a roll call vote.**

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Debora Juarez
David Baker	Joe McDermott
Claudia Balducci	Ed Prince

Dow Constantine	Kim Roscoe
Bruce Dammeier	Dave Somers
Cassie Franklin	Pete von Reichbauer
Christine Frizzell	Kristina Walker
Bruce Harrell	Kent Keel

**It was carried by the vote of 16 Boardmembers present that Resolution No. R2022-01 be approved as presented.**

Resolution No. R2022-03: Amending the Adopted 2022 Budget for the Hilltop Tacoma Link Extension to provide funding required to complete the extension to meet the forecast revenue service date by a) increasing the authorized project allocation by \$30,000,000 from \$252,746,000 to \$282,746,000, and b) increasing the adopted 2022 annual project budget by \$30,000,000 from \$36,475,000 to \$66,475,000, partially offset by \$20,700,000 in secure American Rescue Plan federal grant funds.

**It was moved by Boardmember Balducci and seconded by Boardmember Roscoe that Resolution No. R2022-03 be approved as presented.**

Boardmember Balducci advised that this action and the following two actions would be related to the Hilltop Tacoma Link Extension. The System Expansion Committee forwarded this action with a do pass recommendation. She introduced madeleine Greathouse, Hilltop Tacoma Link Extension Project Director, to give a presentation on the reasons for the requested budget amendment.

Ms. Greathouse reviewed the Hilltop Tacoma Link Extension project, noting that the project was approximately 76 percent complete. She discussed the project budget. Trends indicated that the baseline budget was insufficient, and more funds would be required.

The impacts were related to delay to construction and completion of the light rail vehicles. Extended duration of both of these factors led to increased administration and professional services costs.

Ms. Greathouse reviewed four categories for which the project staff performed deep lessons-learned work which included design, construction, third party roles and responsibilities and vehicle delivery. She then reviewed the progress of the project in spite of its setbacks and the work which needed to be completed. She outlined the key issues and challenges remaining in the project.

She briefly reviewed the three actions in front of the Board for consideration and the budget impact for all actions.

Boardmember Walker thanked Ms. Greathouse and the rest of the project staff for keeping the Board informed about the project and the city of Tacoma.

Chair Keel thanked staff for sticking with the project and working through the issues identified in the presentation. He advised that this action would require a supermajority vote of the Board

Boardmember Uptegrove joined the meeting at this time

**Chair Keel called for a roll call vote.**

**Ayes**

Nancy Backus  
David Baker  
Claudia Balducci  
Dow Constantine  
Cassie Franklin  
Christine Frizzell  
Bruce Harrell  
Debora Juarez

**Nays**

Joe McDermott  
Ed Prince  
Kim Roscoe  
Dave Somers  
Dave Uptegrove  
Pete von Reichbauer  
Kristina Walker  
Kent Keel

**It was carried by the vote of 16 Boardmembers present that Resolution No. R2022-03 be approved as presented.**

Motion No. M2022-10: Authorizing the chief executive officer to execute contract modifications to specific contracts for the Hilltop Tacoma Extension with (a) Walsh Construction Co. II, LLC for civil and systems construction services for an additional \$3,000,000 in contract contingency for a new total authorized contract amount not to exceed \$150,011,050, (b) Jacobs Project Management Company for civil and systems construction management services in the amount of \$4,699,685, with a 10 percent contingency of \$469,969, totaling \$5,169,654, for a new total authorized contract amount not to exceed \$16,676,784; and (c) HDR Inc. for design services during construction in the amount of \$2,000,000, with a 10 percent contingency of \$200,000, totaling \$2,200,000, for a new total authorized contract amount not to exceed \$15,649,658, all contingent upon Board approval of a Budget Amendment through Resolution No. R2022-03.

Chair Keel advised the Board that it had already received a presentation on the action.

**It was moved by Boardmember Baker and seconded by Boardmember Balducci that Motion No. M2022-10 be approved as presented.**

Boardmember Balducci advised that the System Expansion Committee forwarded the motion with a do-pass recommendation.

**Chair Keel called for a roll call vote.**

**Ayes**

Nancy Backus  
David Baker  
Claudia Balducci  
Dow Constantine  
Bruce Dammeier  
Cassie Franklin  
Christine Frizzell  
Bruce Harrell

**Nays**

Debora Juarez  
Joe McDermott  
Kim Roscoe  
Dave Somers  
Dave Upthegrove  
Pete von Reichbauer  
Kristina Walker  
Kent Keel

**It was carried by the vote of 16 Boardmembers present that Motion No. M2022-10 be approved as presented.**

Motion No. M2022-11: Authorizing the chief executive officer to (1) increase the City Services Agreement authorized reimbursement amount to the City of Tacoma for construction support services for the Hilltop Tacoma Link Extension by \$1,430,000, with 10 percent contingency of \$143,000, for a total authorized cost reimbursable agreement amount not to exceed \$6,613,449; (2) accept in-kind from the City in an amount not to exceed \$5,172,651; and (3) execute work order 12 under the agreement.

Chair Keel advised that the Board had already been given a presentation on this action.

**It was moved by Boardmember Balducci and seconded by Boardmember Baker that Motion No. M2022-11 be approved as presented.**

Boardmember Balducci that the System Expansion Committee forwarded the motion with a do-pass recommendation.

**Chair Keel called for a roll call vote.**

**Ayes**

Nancy Backus  
David Baker  
Claudia Balducci  
Dow Constantine

**Nays**

Debora Juarez  
Joe McDermott  
Kim Roscoe  
Dave Somers



Bruce Dammeier	Dave Upthegrove
Cassie Franklin	Pete von Reichbauer
Christine Frizzell	Kristina Walker
Bruce Harrell	Kent Keel

**It was carried by the vote of 16 Boardmembers present that Motion No. M2022-11 be approved as presented.**

Boardmember Dammeier hoped that the Board was aware of the problematic nature of this project's progress.

## **Reports to the Board**

### Update on the current transit environment

Deputy CEO Kimberly Farley advised that the presentation would discuss ongoing operator shortages and a general shortage of key staff reducing the capacity to secure, maintain, and clean stations and vehicles. It would also cover passenger experience challenges related to security and safety. These problems are seen mostly in the early morning and late night, but the agency is focused on ensuring passenger safety. The agency was actively planning for impending ridership increases with large employers across the region returning to the workplace in the coming months.

Suraj Shetty, Executive Director of Operations, advised that operator shortages have been seen across each of Sound Transit's operating partners, but more notably at Pierce Transit and Community Transit. This resulted in ST Express service reductions. Rail service levels remained stable, but there was a concern in cleaning and maintenance staff availability.

Service changes taken to attempt to mitigate these shortages included moving ST Express Route 566 from Pierce Transit operation to King County Metro operation to retain service and reduce equity impacts, and accelerated trip restoration for service on Sounder South where the labor force is steadier.

Support staff shortages were also experienced. Insufficient staffing and underperformance by the security contractor led to inadequate coverage, higher response times, and inadequate follow-up. Shortage of cleaning and maintenance staff affected ability to respond to emerging cleanliness issues and the schedule of overnight cleaning.

Two additional security contractors were added to help fill shifts, increase coverage, and reduce response times, with a plan to bring the Security Operations Center in-house in 2022. Staff was reviewing the ability to add vehicle cleaning during revenue hours and implementing remote controlled access to restrooms via an intercom. Staff was also looking into ways to retain fare ambassadors.

There is an inverse relationship to ridership numbers and hazardous activities. With increased ridership anticipated in the coming months, incidents were anticipated to decrease. However, a notable increase of these incidents has been seen between 2019 and 2021.

Full staffing in security officers and maintenance staff will make a large impact. Procurement of a specialized contractor using case workers and mental health professionals to better understand the needs of unhoused individuals or those experiencing mental health crises would take place in 2022, and the agency would strive to continue centering compassion while ensuring the transit environment is physically and psychologically safe for all people and meets the standards for passenger experience.

Ms. Farley advised that this was a problem experienced across the country, and that the agency looked forward to more riders, since more riders led to fewer security incidents.

CEO Rogoff noted that these issues are largely caused by the regional and national economic strife and issues with recruitment and retention of workers in these times. In response to the many public

comments from unionized security officers, he noted that the primary security contractor was not providing the necessary staffing the agency needed. This led to a competitive procurement process to fill that need. It was not the agency's intent to replace union jobs with non-union jobs.

Boardmember Roscoe asked how this topic related to the many public comments received from security officers. CEO Rogoff advised that a competitive procurement for security officers was undertaken because the existing vendor was not providing the shifts needed. The vendor chosen to fill the need was a non-union business. Mr. Rogoff expressed that the agency is continuing to work on how to address this problem moving forward, but that immediate needs caused the acquisition of additional resources.

Boardmember Walker asked whether Sounder increased service was an attempt to mitigate the operator shortages. Mr. Shetty advised that was the case. Boardmember Walker asked if there was a way to increase Sounder South frequency. Mr. Shetty advised that staff was looking into that possibility.

Boardmember Dammeier asked which services were experiencing sanitation and security issues the most. Mr. Shetty and Ms. Farley advised that the 1 Line was experiencing the highest number of incidents. Boardmember Dammeier stated that the system needed to be safe, sanitary, and reliable in order to bring ridership back. He advised that he was considering a re-examination fare enforcement, as long as it could be done in a non-discriminatory way. CEO Rogoff advised that the average passenger on an average day would have a safe and clean trip. Staff was daylighting acute problems that were on the rise to ensure that they were addressed. Mr. Shetty added that the staff and operators who remained were struggling even more with the added workload.

Boardmember Backus noted that these were the same problems the South Sound was experiencing. The Board needed to find a way to hold everybody more accountable.

Boardmember Balducci advised that it was important to paint a complete picture that honored the experiences of riders and operators, but that was not unduly negative. She had plenty of personal and anecdotal evidence to show that the service is running reliably and offering a positive and welcoming experience a vast majority of the time, as Ms. Balducci has continued to utilize Link and transit service throughout the pandemic. Ms. Balducci stressed that the Board should go experience the system first hand and while she acknowledged real and prevalent security issues, it was important not to paint an unrealistic image of how service is operating.

Chair Keel agreed with many of the Boardmember comments. A chicken-or-the-egg problem existed, with the need to not overly focus on problems that are not as pervasive as it may appear, but also a need to hold people accountable for their actions and not let issues grow to be focused on.

Boardmember McDermott noted that the problems facing Sound Transit were not unique to the agency. Since fare enforcement was discussed in some comments, he wanted to add his view that he did not believe in free transit, and people who did not pay their fares should have consequences. He did not believe that the consequences should be unfair, as they have been in the past.

## **Other business**

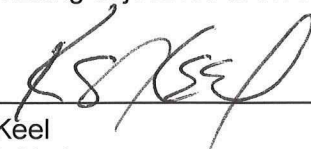
None.

## **Next meeting**

The next regular Board meeting would be held on Thursday, March 24, 2022, 1:30 to 4:00 p.m. as a virtual meeting via WebEx.

**Adjourn**

The meeting adjourned at 3:50 p.m.

  
\_\_\_\_\_  
Kent Keel  
Board Chair

ATTEST:

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator

APPROVED on March 24, 2022, AM.