



## Summary Minutes

### System Expansion Committee Meeting November 9, 2023

#### Call to order

The meeting was called to order at 1:40 p.m. by Committee Chair Balducci.

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

#### Roll call of members

Chair	Vice Chair
(P) Claudia Balducci, King County Councilmember	(A) Kim Roscoe, Fife Mayor

Board Members	
(P) Nancy Backus, Auburn Mayor	(P) Kent Keel, University Place Councilmember
(P) David Baker, Kenmore Councilmember	(P) Joe McDermott, King County Councilmember
(P) Cassie Franklin, Everett Mayor	(P) Dave Somers, Snohomish County Executive
(P) Bruce Harrell, Seattle Mayor	

Alejandro Monzon, Board Relations Specialist, announced that a quorum of the System Expansion Committee was present at roll call.

#### Report of the Chair

##### Monthly Contract Report and Agency Progress Report

The meeting packet included the monthly contract report and the September agency progress report, as well as a link to the Project Performance Tracker.

#### CEO Report

CEO Julie Timm provided the report.

##### System Activation

CEO Timm reported on the status of several capital projects as they advance toward opening and revenue service. She noted that she was joined by Board members Constantine and Balducci, as well as Redmond Mayor Angela Birney to celebrate the opening of the Redmond Technology Station garage on October 30<sup>th</sup>. She added that staff are working with jurisdictional partners to open two pedestrian and bike overpasses that will further enhance connectivity on the 2 Line opens.

For the East Link Starter Line, CEO Timm announced that pre-revenue service began the week before, and collaborative work with King County Metro continues. At this final phase, trains are running on the tracks as teams test the system for operating conditions. After a first run on November 3<sup>rd</sup>, several concerns were addressed the same day and, since then, trains have been running more smoothly and the agency is on schedule to complete the train operator certification. Additionally, ambassadors have been stationed near the at-grade alignment at Bel-Red station to make pedestrians aware of the change

to the environment with the running trains. This is part of the 2 Line safety campaign, which will continue with community outreach and digital/in-person safety marketing.

CEO Timm provided a foreword to an action later on the Agenda regarding tile work along the East Link Starter Line. She reported that as work began to replace the tile at South Bellevue Station, additional defects were identified that need to be addressed, which will require additional funds to complete. Moreover, during the effort to survey all other stations in construction to confirm all platforms are installed to the agency's quality and safety standards, it was determined that the tile type installed at Spring District Station did not include the appropriate finish for outdoor use. She noted the action before the committee today includes enough contingency to address the issue at Spring District Station, as well as other potential issues the team may need to address prior to revenue service.

CEO Timm reported that system integration testing began this month for the Lynnwood Link Extension. This means that construction is substantially complete, and the team can begin to test the systems to ensure they meet service needs. This testing helps to identify issues that needed resolving prior to pre-revenue service. She noted that Sound Transit continues to work with Community Transit and King County Metro to increase transit service in the corridor through added bus service as well as opportunities for more Link capacity on the 1 Line.

## **Public comment**

Chair Balducci announced that public comment would be accepted via email to [meetingcomments@soundtransit.org](mailto:meetingcomments@soundtransit.org) and would also be accepted verbally.

### Written public comments:

Uptown Alliance  
Seattle Center Foundation and the Downtown Seattle Association  
Stephen Fesler  
Joe Kunzler

### In-person Verbal Public Comments:

Pearl Leung  
Steve van Til  
Sabrina Villanueva  
Ashley-Nichole Holland  
Betty Lau  
Brien Chow  
Matthew Curry  
Reza Marashi  
Lars Erickson  
Neha Nariya  
Sugu Venkatachalam

### Virtual Verbal Public Comments:

Matthew Sutherland  
Stephanie Schoo

## **Project Performance Tracker Update**

Moises Gutierrez, Chief System Quality Officer, shared that the information for the most recent update to the online Project Performance Tracker is from the end of September 2023 and was updated on November 3, 2023.

Beginning with Projects in Planning, Mr. Gutierrez noted there was one project with a status change to note. The Everett Link Extension's Budget risk has shifted from green to yellow due to adjustments in line with the current preferred segments identified by the Board for the Draft Environmental Impact, in which some segments do not yet have a preferred alternative. The end-to-end estimate, combining the Board's preferred alternatives with staff's assessment of likely choices, is higher than the previously carried representative project. The total variance is now an increase of \$257 million (4.3%) over the finance plan. A yellow status indicates when a project's variance to the finance plan is between 0.1% and 5% over the plan.

For Projects in Construction, Mr. Gutierrez noted that there were no status changes to report this month.

In concluding, Mr. Gutierrez highlighted that the capital program continues to experience cost headwinds, consistent with the presentation given by AGC last month. Mostly acutely impacting projects in planning, Mr. Gutierrez noted that he expects to see status change in the coming months for the following projects: Boeing Access Road and Graham Street Infill Stations, North Maintenance of Way, Series 3 Light Rail Vehicles, and Ballard Link Extension.

Chair Balducci inquired into whether projects with red or yellow indicators on reaching the next milestone and green indicators for project delivery means that assumed float is being used. Mr. Gutierrez responded that is the case, based on what is known at this time. Chair Balducci also asked about the red indicators to final delivery for the East Link and Downtown Redmond Link Extensions, and whether that is mostly due to the issues along the I-90 bridge corridor. Mr. Gutierrez responded that is the main driver and noted that the indicators for projects in construction are compared against the Board-adopted revenue service dates.

Board member Franklin asked if there was more specific information as to what is driving the estimated cost increase to the Everett Link Extension. Mr. Gutierrez responded that this is the updated end-to-end summation of each segment's costs, in line with Board-identified preferred alternatives and staff's best assumptions. Deputy CEO Brooke Belman concurred with Mr. Gutierrez and stressed that staff expect this number to change and be in flux as more information is obtained.

## **Business items**

### **For Committee Final Action**

Minutes: October 12, 2023 System Expansion Committee meeting

**It was moved by Board member McDermott, seconded by Board member Baker, and carried by unanimous voice vote that the minutes of the October 12, 2023, System Expansion Committee meeting be approved as presented.**

Motion No. M2023-98: Authorizing the chief executive officer to execute a 5-year contract with Applied Ecology LLC to provide On-Call Critical Area Landscape Maintenance Services for Sound Transit capital projects for an authorized contract amount not to exceed \$2,043,250, plus applicable taxes.

Marti Louthier, Ecosystem Manager, gave the staff presentation for this and the following actions.

Chair Balducci inquired into how many bids were received for the contracts. Ms. Louthier responded that four firms had submitted bids and elaborated that the two selected were offered the desired standard of responsiveness.

**It was moved by Board member McDermott, seconded by Board member Baker, and carried by the unanimous vote of all committee members present that Motion No. M2023-98 be approved as presented.**

Motion No. M2023-99: Authorizing the chief executive officer to execute a 5-year contract with Westgro Corporation to provide On-Call Critical Area Landscape Maintenance Services for Sound Transit capital projects for an authorized contract amount not to exceed \$2,043,250, plus applicable taxes.

Chair Balducci noted this action was covered in the previous staff presentation.

**It was moved by Board member McDermott, seconded by Board member Baker, and carried by the unanimous vote of all committee members present that Motion No. M2023-99 be approved as presented.**

Motion No. M2023-100: Authorizing the chief executive officer to execute Task Order 4 with City of Seattle under the Project Administration Agreement for certain staffing services related to project development for the West Seattle and Ballard Link Extensions Projects in the amount of \$4,531,855, with a 10 percent contingency of \$453,185, totaling \$4,985,040, for a total authorized agreement amount not to exceed \$8,652,692.

Kate Lichtenstein, Light Rail Development Manager, gave the staff presentation for this action.

Chair Balducci asked about the numbering for the individual Task Order. Ms. Lichtenstein noted that Task Order 2 expired at the end of 2022 and Task Order 3 was with Seattle City Light, specifically related to utility services. She added that Task Order 4 covers the work since the expiration of Task Order 2.

Board member Harrell thanked Sound Transit staff for the great collaboration with the City of Seattle. He also listed several examples of the work the City is delivering on through this Agreement and Task Orders.

**It was moved by Board member Harrell, seconded by Board member Baker, and carried by the unanimous vote of all committee members present that Motion No. M2023-100 be approved as presented.**

Motion No. M2023-101: Authorizing the chief executive officer to execute a contract with Kimley-Horn & Associates, Inc. to provide Project Development Services for the South Graham St. Infill Station and South Boeing Access Road Infill Station projects in the amount of \$6,129,133, with a 10 percent contingency of \$612,913, for a total authorized contract amount not to exceed \$6,742,046.

Brian Macik, Senior Project Manager, gave the staff presentation for this action.

Board member McDermott stated his excitement in seeing work beginning on the South Boeing Access Road Infill Station.

Noting that the finance slide included only the project development phase, Chair Balducci inquired when the rest of the phases would be added to the projects' budgets. Don Billen, Executive Director of Planning, Environment, and Project Development, responded that the full budget is included in the reporting after Baselining, but there may be additions to other phases when needed through the annual budget process or through budget amendments.

**It was moved by Board member McDermott, seconded by Board member Baker, and carried by the unanimous vote of all committee members present that Motion No. M2023-101 be approved as presented.**

Motion No. M2023-102: Authorizing the chief executive officer to increase the contingency for the Follow-On Package 1 contract with Balfour Beatty Construction LLC dba Howard S. Wright for the East Link Extension project to perform additional follow-on and closeout work, including additional tile repair work in the amount of \$10,000,000 for a new total authorized contract amount not to exceed \$16,010,460.

Jon Lebo, East Link Executive Project Director, gave the staff presentation for this action.

Chair Balducci noted that the increase in the contract contingency is to address the need to complete the work to complete the project, while the agency will still pursue reimbursement avenues for the additional work needed.

**It was moved by Board member McDermott, seconded by Board member Baker, and carried by the unanimous vote of all committee members present that Motion No. M2023-102 be approved as presented.**

**For Recommendation to the Board**

Resolution No. R2023-35: (1) Amending the Light Rail Vehicle Fleet Expansion project baseline budget by increasing the allocated project baseline budget by \$96,156,000 from \$740,718,000 to \$836,874,000 to allow for the purchase of 10 additional light rail vehicles, additional spare parts, and to replenish contingency for the remainder of commissioning Sound Transit's existing 152 vehicle order, (2) revising the Project Completion Milestone from September 2024 to two distinct Completion Milestones -- Q4 2025 for Conditional Acceptance of the existing order of 152 light rail vehicles, and Q1 2028 for Conditional Acceptance of the additional 10 light rail vehicles, and (3) changing the project name from "Light Rail Vehicle Fleet Expansion" to "Series 2 Light Rail Vehicle Fleet Expansion."

Shankar Rajaram, Executive Project Director for Revenue Vehicles, gave the staff presentation for this action. He was joined by Matt Shelden, Deputy Executive Director of Planning and Integration, and Russ Arnold, Chief Service Delivery Officer.

Chair Balducci thanked the team for the informative presentation and the additional information provided to the Board in response to previous questions. She also noted that this action would set-up the acceleration of purchasing 10 Light Rail Vehicles (LRVs) from the ST3 Series to the ST2 Series and the Agency is not approving adding 10 more LRVs to the overall total at this time.

Chair Balducci asked about the rationale behind selecting 10 vehicles at this time. Mr. Shelden explained that the main constraint is storage, and that staff are confident that there will be space along the completed ST2 alignments to store these 10 additional vehicles until more Operations and Maintenance Facility space is ready in the early 2030s.

Chair Balducci asked about how the agency would ensure a good price for the additional 10 LRVs. Mr. Rajaram responded that it will require a skilled negotiation with the car-builder. She also inquired whether there could be alterations from the current Siemens design for the 10 LRVs to accommodate more passengers. Mr. Rajaram responded that could be part of the negotiations but would be difficult. She briefly noted that future retrofitting of the Series 2 cars as a potential way to maximize passenger space.

Additionally, Chair Balducci asked about the sole-source approach to the potential contract for the 10 additional LRVs and why that approach is preferred by staff. Mr. Rajaram explained that the Agency had exhausted all the previously built-in option for additional Siemens LRVs so a contract modification would be needed to take advantage of the already approved design with the manufacturer.

Board member Baker asked for how many Series 2 LRVs will be available at the end of the project. Mr. Rajaram stated that if this Budget Amendment and the later contract are approved, there will be 162 Series 2 LRVs in service. Boardmember Baker asked what the number of Series 3 vehicles will be. Mr. Rajaram stated if the current actions are adopted, it will be 236.

Board member Baker inquired into the expected lifetime of the cars. Mr. Rajaram responded that all vehicles are anticipated to be useful and safe for 30 years. Board member noted that there will be a time when cars need to be retired from service due to degradation. Mr. Rajaram also clarified that Sound Transit will not retire vehicles from service until they are beyond their useful and safe operating potential, and that some will need to be removed before the 30-year mark and other after, based on individual circumstances.

Board member Baker asked about backward compatibility between the separate Series. Mr. Rajaram explained that it has to do with the technology available at the time a new Series is designed and manufactured. He noted that the cars are mechanically compatible, but the technology would need to be limited on later Series to fully operate with older vehicles.

CEO Timm affirmed Mr. Rajaram's earlier statement on keeping vehicles in service through their useful range, with the use of retrofits, updates, and rebuilds. She also noted that she would direct staff to see if there could be design modifications to the 10 additional cars from Siemens, in line with Chair Balducci's earlier question.

Board member Baker asked for clarification on the interoperability of the different Series LRVs. CEO Timm explained that while consists could not utilize vehicles from multiple Series, trains consisting of all vehicles will be running on all of the lines operated by Sound Transit.

Deputy CEO Russ Arnold noted that staff had taken preliminary looks at modifying the number seats. In addition to balancing issues that would need to be addressed, the modifications would likely result in fewer seats, leading to more passengers standing for longer periods of time.

Board member Keel thanked the staff for the informative presentation and highlighted the key distinction on the acceleration of the purchasing of previously planned for cars.

**It was moved by Board member Baker, seconded by Board member Backus, and carried by the unanimous vote of all committee members present that Resolution No. R2023-35 be forwarded to the Board with a do-pass recommendation.**

## **Reports to the Committee**

### Status of implementing the Technical Advisory Group recommendations

Moises Gutierrez, Chief System Quality Officer, provided the presentation and noted that the report would focus on updates of what has occurred over the last month.

For Recommendation 1, Mr. Gutierrez highlighted the Board's adoption of Resolution No. R2023-30 which raised the delegated authority limit of the CEO regarding most contracts and agreements, so that agenda space and meeting time can be utilized for policy-based discussions. He mentioned that there is still work underway regarding updates to Real Property agreements.

For Recommendation 2, Mr. Gutierrez reported that the recruitment materials for the Megaproject Executive team are out for both national and international recruitment. He noted that the official recruitment began on October 20<sup>th</sup> and is expected to extend into early December.

For Recommendation 3, agency staff, led by Deputy CEO Belman and Mr. Gutierrez, have been undergoing a Capital Focused Process Improvement Effort with regular working session since early October. After feedback from the TAG, effort has been focused first on improving contracting practices.

Board member asked for a clarification on the pie charts on the slides. Mr. Gutierrez noted the team would add more indicators to help provide more context.

Recommendation 4 is also being addressed through the previously mentioned Improvement Effort.

For Recommendation 5, the agency is 90% complete with updates to Standard Drawings and Specifications and outside groups have been tapped for feedback. Further, an internal working group has drafted an issue paper to assess gaps and propose improvements to existing betterments policy. Mr. Gutierrez noted that Board action could be requested in Q1 2024 to make policy updates where recommended.

For Recommendation 6, Federal Transit Administration Region 10 is evaluating Sound Transit's proposed schedule of NEPA milestones through 2027, with a focus on the upcoming 2024 milestones.

In terms of upcoming work, Mr. Gutierrez highlighted discussion with Board members on clarifying their involvement in the agency's ongoing coordination with the Congressional delegation.

Mr. Gutierrez summarized the continuing discussions with the Technical Advisory Group, the Board's Independent Consultant, and the Board about further guidance on implementation. He also noted that the TAG would be present at next month's meeting.

Chair Balducci stated her excitement to hear from the TAG next month and asked CEO Timm if there were any further comments she would like to add. CEO Timm reported that she is cautiously optimistic about the ongoing recruitment effort for the Megaproject team. She also noted that there is still work to be done regarding the delegation of authority, and discussion throughout 2024 may shape into updates that further extend the CEO's authority to act within approved budgets.

#### Presentation on the proposed 2024 Budget for System Expansion Projects

Ryan Fisher, Deputy Executive Director of Financial Planning and Budgeting, and Stephanie Ball, Director of Financial Planning and Budgeting, began the presentation to cover the System Expansion related portions of the Proposed 2024 Budget and Transit Improvement Plan (TIP). Mr. Fisher provided a brief overview of the budgets under the System Expansion Committee's authority to review, and a recap of the full Proposed Budget from the October Board meeting.

Ms. Ball began by comparing the 2023 adopted budget, 2023 spending forecasts, and the 2024 proposed budget amounts. The proposed 2024 System Expansion projects budget is \$1.85 billion, and the modal portion is \$1.81 billion. The total proposed 2024 system expansion budget is a 9.6% decrease from 2023 adopted budget, largely due to lower annual expenditures on Link and Tacoma Link as projects enter or approach revenue service. This is partially offset by increased expenditures for the Stride BRT program and the Sumner, Kent, and Auburn Parking and Access Improvement project.

Broken out by mode, Link represents 79% of modal spending, Stride represents 15%, Sounder represents 5%, and Regional Express represents 1%. There is also \$6.6 million to close out the Hilltop Tacoma Link Extension under Tacoma Link.

Spending in 2024 for Link projects in planning is projected to be \$528.7 million, 79.3% more than the 2023 budget. Major drivers include Right-of-Way purchases for the West Seattle Link Extension and Operations and Maintenance Facility South, continuation of environmental review for several projects, progress in the Series 3 Light Rail Vehicle project, and continued construction of a temporary North Corridor Maintenance of Way facility set to open in 2024.

Spending in 2024 for Link project in construction is projected to be \$897.4 million, which is 36% less than the 2023 budget. This is mainly driven by projects ramping down in spending as they reach or approach revenue service. The outlier is the NE 130<sup>th</sup> infill station project, which is increasing budgeted expenditures as stations finishes continue. The budget amendment for the Series 2 Light Rail Vehicle project has not yet been incorporated, pending the decision of the full Board later this month.

Spending in 2024 for Sounder, Regional Express, and Stride projects in planning is projected to be 28.9 million, or 35% less than the 2023 budget. This is primarily driven by the environmental review for several sounder projects and improvements related to the RapidRide C and D project.

Spending in 2024 for Sounder, Regional Express, and Stride projects in construction is projected to be 354.3 million, or 31% more than the 2023 budget. This is primarily driven by the Sumner, Kent, and Auburn Sounder Parking and Access improvement project, as well as the I-405 BRT and BRT maintenance base projects.

Ms. Ball compared the annual spending trends by budget phase from 2021 to the 2024. From 2023, Agency Admin is budgeted to grow 9%, Preliminary Engineering by 107%, and third-party spending by 12%. Final Design spending is budgeted to decrease by 65% from 2023. 2024 spending for Right-of-

Way acquisitions is budgeted to increase 170%, Construction and Construction Management to decrease by 28%, Vehicles to decrease by 3%, and Startup expenses to increase by 8%.

The Transit Improvement Plan (TIP) contains all lifetime authorized allocation amounts for all of the agency's active projects. In total for all modal projects, the 2024 Proposed TIP is \$21.6 billion. Of this total, Link makes up 81%, Stride is 11%, Sounder is 5%, Regional Express is 2%, and Tacoma Link is 1%. The 2023 adopted TIP was 20.7 billion. The Stride program baseline added \$950 million and there is \$600 thousand for other new projects. There is also an increase of \$344 million for increases to authorized allocations for projects in planning. Lastly, there is a decrease to authorized allocations of \$374 million, which are reductions in in-service project budgets to account for expected surplus.

Ms. Ball briefly summarized the next steps in the budget approval process, noting the System Expansion Committee will be asked to forward its portions of the budget to the Finance and Audit Committee in December.

Chair Balducci asked where those interested could find a document with the full proposed 2024 Budget. Ms. Ball responded it can be found and accessed on the Sound Transit website.

#### Update on Ballard Link Extension – Denny and South Lake Union Stations

Cathal Ridge, Executive Corridor Director, and Don Billen, Executive Director of Planning, Environment, and Project Development, began the presentation by noting there has been interest in exploring a new potential alternative in the South Lake Union portion of the Ballard Link Extension and summarizing the previous Board actions which identified preferred alternatives for the project earlier this year.

Mr. Ridge compared the current Preferred alignment and station locations to the newly suggested concept, which would shift the Denny station out of Westlake Avenue right-of-way and push the South Lake Union station a few blocks further west along Harrison Street. The potential new alternative could provide opportunities to minimize the effects to Westlake Avenue, avoid utilizing at 7<sup>th</sup>/Harrison St., and still accommodate 2 stations in the South Lake Union area. Mr. Ridge summarized potential challenges with the potential alternative as potentially impacting transit integration, conflicting with substation and 5<sup>th</sup> Ave. garage, pushing the South Lake Union station deeper, introducing traffic and access impacts for 5<sup>th</sup> Avenue near Seattle Center, avoiding Climate Pledge Arena's foundations, and assessing track curves and operating speeds.

Mr. Ridge summarized a potential schedule for Committee and Board action to authorize a feasibility study to analyze the new potential alternative. Should the Committee request it, staff could return with the necessary actions to direct a feasibility study in December. Should the Board authorize the study, staff would aim to return in May 2024 with the results. Mr. Ridge noted that the feasibility study alone would not impact the project schedule, but should the Board opt to add the alternative to Environmental Review in May, there could be between a 10-month and 2-year delay, depending on the status of the alternative as preferred or not. Adding the alternative to the Draft EIS would delay the project to 2040 or 2041.

Speaking to operating implications, it was noted that delays to the project and the construction of the second Downtown Tunnel would require all trains operating on the 1 and 2 lines to share operations through the current tunnel with constrained capacity. Additionally, trains from West Seattle would operate as a shuttle from SODO for a longer period of time.

Board member Harrell thanked staff for their work with the City and local partners. He highlighted that the potential alternative could retain two stations in the South Lake Union area while mitigating traffic impacts along Westlake Avenue. Noting that there are two potential paths regarding the alternative by either directly adding it to the DEIS or by conducting an initial feasibility study, Board member Harrell asked staff to recommend a path forward.



Don Billen responded that staff are recommending conducting a feasibility study before adding the alternative to the DEIS because it would mirror previous processes within the Ballard Link Extension project, the Board could act on more concrete information than what is available at this time, both in terms of construction and operability, and allow the preliminary engineering schedule to progress before adding a new preferred alternative.

Board member Harrell asked what engagement work would be conducted within the feasibility study. Mr. Ridge responded that January through March would be intensive technical work to allow for April to be focused on engagement and working through identified challenges, risks, and opportunities. Board member Harrell inquired into whether there was a role for the Board's Independent Consultant Dave Peters to be involved in reviewing the work. Mr. Ridge said the team would happily coordinate with him.

Board member McDermott asked for explanation on the potential delays listed in the presentation as public commenters stated this potential alternative could accelerate project delivery. Mr. Billen responded that he believes the public comments included assumptions about what would be uncovered in the environmental review process and stated that staff could neither confirm nor deny those statement at this time. Mr. Ridge added that the delays listed in the presentation also are narrowly related to the environmental review work for the project, not necessarily to the entire project timeline.

Board member Somers expressed agreement with Board member Harrell's comments and supported the idea of conducting a feasibility study.

Board member Keel asked about the difference in schedule impact between adding the alternative to the DEIS sooner rather than after the feasibility study is completed. Mr. Ridge noted that the work included in the feasibility study would have to be done if the alternative was directly added to the DEIS, but there would be less information supporting that decision at this time. Mr. Ridge clarified that conducting the feasibility study first allows the Board to have more information before committing to adding the alternative to the DEIS and accepting the delay in environmental review. Should the Board act to directly add the alternative, it would fully accept the delay in the environmental review, including the time needed to conduct the work that would be a part of the feasibility study.

Board member Somers also noted the elevated design work that happens on the Preferred Alternative, so a feasibility study would help inform the Board on how to add the potential alternative to the DEIS.

Chair Balducci added that her concern is making sure the Board is making the right decision on determining the alignment of the major capital projects, noting that the concept of "right" is subjective. She highlighted the complexities of construction major transit projects through dense urban areas and noted that providing the best service possible is a key consideration. She supported the feasibility study route.

Chair Balducci asked if the discussion today was enough for staff to being their work or whether a formal Board vote is necessary. Mr. Billen explained that staff would return to the System Expansion Committee in December with the necessary actions to direct the feasibility study, which would require a full Board vote to approve.

Chair Balducci recommended that the November Board CEO Report inform Board members about these actions coming in December.

**Executive session** - None.

**Other business** - None.

**Next meeting**

Thursday, December 14, 2023  
1:30 p.m. to 4:00 p.m.  
Ruth Fisher Board Room &  
Virtually via WebEx

**Adjourn**

The meeting adjourned at 4:16 p.m.

ATTEST:

\_\_\_\_\_  
Claudia Balducci  
System Expansion Committee Chair

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

APPROVED on \_\_\_\_\_, AJM.