Exhibit B-88: Kristen Wallace CV

// KRISTEN WALLACE

PRINCIPAL

EXPERTISE

State Environmental Policy Act (SEPA) documentation

National Environmental Policy Act (NEPA) environmental reports

Local agency coordination

Transportation and industrial noise analysis

Noise compliance assessment

Noise mitigation assessment

EDUCATION

BS, Mathematics and History, College of Idaho

MS, Aerospace Engineering, University of Cincinnati

CERTIFICATION & TRAINING

WSDOT-Qualified Lead Analyst for Preparation of Noise Studies

Traffic Noise Fundamentals Course

FTA Noise and Vibration Impact Assessment Training

CadnaA Noise Modeling

Federal Highway Administration Traffic Noise Model 2.5

Kristen Wallace has more than 28 years of experience managing and conducting environmental noise studies. These studies have included compliance determinations, impact assessments, noise monitoring programs, and investigations of mitigation measures for a variety of proposed developments and actions for private developers and government agencies. The results of these analyses have been included in documentation ranging from simple compliance assessment reports to monitoring and management plans, various state (e.g., SEPA, CEQA) and National Environmental Policy Act (NEPA) environmental impact statements/reports, and Environmental and Social Impact Assessments (ESIA) as required by International Finance Corporation (IFC) projects. Kristen is a member of the Institute of Noise Control Engineering (INCE), a recognized WSDOT Lead Noise Analyst, and has served as a recognized noise expert at State, County, and municipal-level hearings.

Project Experience Highlights

Various Data Centers, USA and Canada: Conducted noise analyses of numerous data center facilities located throughout the United States and Canada. These studies typically require identification of local noise regulations, consideration of noise from emergency power generators and cooling/ventilation equipment, and assessment of compliance with the noise limits and/or the potential for community noise complaints. The noise studies often consider investigation of potential noise mitigation for the generators and/or cooling equipment.

Terminal 5 Cargo Wharf Rehabilitation, Berth Deepening, and Improvements Project: Lead a noise impact assessment for proposed expanded operations of a container terminal and intermodal yard at the Port of Seattle Terminal 5. The study included source sound level measurements and noise modeling using the CadnaA model to consider several potential alternatives, each considering increased density of usage and increased throughput of TEUs. The results of the analysis were included in a SEPA Environmental Impact Statement (EIS).

Vancouver Energy Distribution Terminal: Analyzed potential noise impacts associated with a crude-by-rail-to-ship transloading facility proposed at the Port of Vancouver. The noise assessment considered on-site noise sources and train operations both on the project site and along the route between the railroad mainline and the facility. Completed the noise section for the Washington Energy Facility Site Evaluation Council (EFSEC) application and the environmental noise impact assessment to be used for the SEPA EIS for the project. Conducted extensive noise modeling using CadnaA of both on-site sources and on and off-site train activities to evaluate compliance with regulatory limits and the potential for noise impacts.

Brightwater Conveyance Project: Analyzed the noise impacts associated with construction and tunneling activities related to King County's Brightwater Conveyance Project proposed for portals in the City of Bothell, the City of Kenmore, and unincorporated Snohomish County. The analysis of each portal comprised sound level measurements, modeling sound levels using CadnaA, and assessing the potential for noise impacts from the proposed activities. Each effort involved coordination various consultants, the cities, and King and Snohomish counties.

North Bend Gravel Operation EIS Review and Supplemental Analysis: Asked by King County and URS to provide a third-party review of the noise analysis included in the DEIS and FEIS for the proposed North Bend Gravel Operation near North Bend, Washington. Subsequently conducted a supplemental noise analysis, which included additional sound level measurements, updated noise modeling of on-site noise sources, updated modeling

of off-site truck traffic, and completion of a new noise section for an addendum to the EIS. Subsequent to the publishing of the EIS Addendum, provided assistance to King County's prosecuting attorney in responding to a challenge to the County's approval of a grading permit for the operation.

Maury Island Gravel Mine: Conducted a noise analysis for the expansion of an existing sand and gravel pit on Maury Island, Washington. As part of the analysis, modeled future sound levels and suggested noise mitigation measures. The noise technical report was attached to an expanded SEPA checklist. Subsequently assisted in responding to public comments on the Maury Island Gravel Mine EIS, assessed the noise impacts of extending the length of the loading pier for a supplemental EIS, and provided testimony to the Shoreline Hearings Board regarding environmental noise issues.

Snoqualmie Hard Rock: Conducted the environmental noise analysis and oversaw the air quality analysis for the expansion of existing operations at the Glacier Northwest Snoqualmie Sand and Gravel Pit to include hard rock mining. The added drilling, blasting, and rock screening to the existing crushing, screening, batch processing, and hauling. The results of both the air quality and noise studies were included in an expanded SEPA checklist. Provided testimony on noise issues at the permit hearing. Subsequently developed and implemented a noise monitoring plan in response to a condition imposed on the permit.

Gold Mine Expansion: Conducted the noise and vibration analyses for a proposed expansion of an existing gold mine located in the state of Guerrero in Mexico. For the noise impact assessment, used baseline sound level data captured for the initial project to characterize the affected environment. Modeled the sound levels of the excavation activities and transport of materials at the nearest villages to the mine. The noise assessment was completed to assess compliance with the International Finance Corporation's performance standards for noise. The analysis included an assessment of potential ground-borne vibration impacts from blasting. Results of the analyses were included in a technical report provided to the client for use in ESIA documentation.

Sand Point/Magnuson Park Sports Fields Project: Evaluated the potential noise impacts from proposed athletic fields and related activities to neighbors of Sand Point/Magnuson Park for the project Final Environmental Impact Statement (FEIS). Provided testimony on noise issues at hearings for appeals regarding the adequacy of the FEIS.

First Hill Streetcar System Extension and Northerly Extension: Assessed the environmental noise implications of the extension of the SDOT streetcar system from the King Street Station area up First Hill to the new Sound Transit light rail station. Subsequently conducted a similar noise impact review under FTA policies for the extension of this streetcar line to the north of the Sound Transit light rail station. The assessment was documented in a technical memorandum.

Brush Prairie Asphalt Plant: Conducted the noise impact analysis of a proposed hot-mix asphalt batch plant for inclusion in the Environmental Impact Statement (EIS). Subsequently provided expert witness testimony on noise issues at a hearing on the appeal of the adequacy of the EIS.

Gateway Pacific Terminal: Conducted the environmental noise impact and mitigation analysis for a proposed multi-commodity export/import facility in northwest Washington. Used the CadnaA noise model to consider future project-related sound levels and identify potential impacts and mitigation measures. The evaluation extensively considered rail and locomotive noise, including the use of wayside warning horns in lieu of locomotive-mounted warning horns.