



## Transportation & Public Works Special Meeting Agenda

Monday, July 22, 2019  
3:00 PM to 5:30 PM  
SeaTac City Hall – Riverton Room

Councilmembers:  
Peter Kwon, Chair  
Rick Forschler  
Pam Fernald

A quorum of the Council may be present

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer;

TIME	TOPIC	PROCESS	WHO	TIME
1	Call to order		Chair	
2	Public Comment	Please raise your hand if you'd like to speak. Public comments are limited to 10 minutes total, 3 minutes per individual. Time may be reduced for each speaker in order to stay within the overall time limit.	Chair	5
3	Prior Minutes Approval	Approval of June 20 Minutes	Chair	5
4	King County Solid Waste Comprehensive Plan	Discussion/Recommendation	Mason Giem	20
4	Des Moines Memorial Drive & South 200 <sup>th</sup> St Intersection Project	Discussion/Recommendation	Colum Lang	20
5	South 221st Drainage Improvements & South 180th Street Drainage Repair	Discussion/Recommendation	Kamal Mahmoud	15
7	Agreement with City of Tukwila for Military Rd S frontage improvements	Discussion/Recommendation	Florendo Cabudol	15
8	International Boulevard Turn Back	Discussion	Will Appleton	20
9	Autonomous Vehicles	Discussion	Will Appleton	15

10	Public Works Project Update		Florendo Cabudol	5
	<u>Future Meeting Topics:</u> Sound Transit Parking Tax; Project Final Acceptances; Tukwila International Blvd. Reconfiguration; ROW Standards; Concurrency;			
8	Adjourn	Adjourn Meeting	Chair	



# Transportation & Public Works Committee Meeting Minutes

Approve Prior  
Meeting Minutes

Thursday, June 20, 2019

4:30 PM – 6:00 PM

SeaTac City Hall – Riverton Room

Members: Present: Absent: Commence: 4:32 PM  
Adjourn: 5:39 PM

Peter Kwon, Chair  
Rick Forschler  
Pam Fernald

Other Councilmembers in attendance: Joel Wachtel; Deputy Mayor Clyde Hill; Stanley Tombs;

Staff Coordinator: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer;

Other Staff Present: Kamal Mahmoud, Engineering Manager; Mark Johnsen, Sr. Asst. City Attorney

1. Public Comment	No public comment
2. Approve Prior Meetings' Minutes 3.	Minutes from the May 16 and June 6 T&PW Meetings were accepted to move to Regular Council for approval.
4. 6-Year Transportation Improvement Program 2020 – 2025	<p>Discussion/Recommendation</p> <p>Staff is asking for recommendation for approval of the Transportation Improvement Program (TIP) 2020-2025, which was presented in draft form.</p> <p>The draft TIP was presented at the Planning Commission on June 4th and on April 18th at T&amp;PW.</p> <p>Questions were raised on project ST-044 (priority #20), South 198th Street, International Blvd to 28th Ave South, as to why this project isn't higher on the priority list. CM Hill referenced development along the proposed project and whether that is factored into the project's priority. Staff responded that they're aware of the proposed development and the outcome of that development would drive the types of improvements. Awaiting that outcome before designing a new project there is prudent.</p> <p>A question was raised about pedestrian safety on International Blvd near the Light Rail Stations. Staff has applied for an Access System Fund</p>

	<p>grant from Sound Transit that will expand the scope of project ST-162 International Blvd Safety Improvements to incorporate measures that provide safer access to Light Rail stations.</p> <p>Questions were raised about safer pedestrian access near schools, for instance Madrona Elementary and Kent School Elementary (formerly Kent Mountain View Academy) at the south end of town. Kent's development of a new elementary will trigger frontage improvements and traffic impact improvements near that school. Also, the future connection of Veteran's Drive to I5/SR509, will change the environment on Military Road South at the south end of town. Staff is waiting to see what type of roadway improvements are appropriate at that time.</p> <p>A question was raised about mid-block crossings in relation to ST-834 Pedestrian Crossing Program. Staff responded that mid-block crossings will be evaluated on a case-by-case basis.</p> <p>Staff mentioned that projects are currently prioritized for the next six years, but the TIP is updated every year, and it is a dynamic document. New developments and changes can drive changes to the plan and project prioritization.</p> <p>A question was raised about South 216th Street Hairpin Turn. A recommendation was suggested for candlesticks along the centerline throughout the hairpin turn. Staff said that the suggested treatment would be considered for implementation.</p> <p>Bike lanes were mentioned. Staff stated that a bike route network is identified in the Transportation Master Plan and is considered when identifying where bike lanes are installed.</p> <p>Next steps: Public Hearing and action on the TIP at the June 25, 2019 Regular Council Meeting.</p> <p>The Committee approved the draft TIP as prepared.</p>
5. Adjourn	<u>Adjourn Meeting</u>

Approve Prior  
Meeting Minutes



# MEMORANDUM

To: Transportation and Public Works Committee  
Through: William Appleton, Public Works Director  
From: Mason Giem  
Date: 7-15-2019  
Subject: King County Solid Waste Comprehensive Plan

---

## **Purpose:**

To make an approval recommendation to full council for passage of the 2019 King County Comprehensive Solid Waste Plan.

## **Background:**

This Comprehensive Solid Waste Management Plan (Plan) sets strategies for managing solid waste in King County over the next six to 20 years. Required by the Revised Code of Washington (RCW) 70.95, this Plan will guide actions by King County, all cities in King County except Seattle and Milton, and private companies that provide curbside collection and processing of recyclable materials.

This Plan addresses the many public and private components of the regional solid waste system, including:

- The King County Solid Waste Division's (division's) operation of the Cedar Hills regional landfill, ten transfer facilities, nine closed landfills, and many programs to prevent and recycle waste;
- City efforts to promote recycling and provide for curbside pick-up of materials, either as a direct city service or through contracts with private haulers; and
- Private companies' collection of materials at the curbside and operation of processing facilities that convert recyclable and organic materials into marketable products.

Partnerships among system participants are key to the successful implementation of this Plan. In 2018, the final city signed the Amended and Restated Interlocal Agreement, securing participation of all 37 partner cities through 2040. This milestone reaffirms the county's responsibility to provide disposal through 2040, allows costs and risks to be shared across the large regional customer base, and strengthens opportunities to work together to achieve environmental goals.

This Plan benefitted from extensive public input including nearly two years of collaboration between the division and its two advisory committees. The input helped the Plan address time-critical service choices facing the regional system:

- **Recycling.** Waste prevention and recycling are long-standing priorities. Much progress has been made through expanded recycling options and services, customer education, and other means. However the region's recycling percentage still hovers in the low 50s and stronger markets for recyclables are needed in light of factors such as China's recent import restrictions on recyclable materials. This Plan offers a variety of waste prevention and recycling approaches that allow system participants to tailor approaches to their jurisdiction's needs while working together to harmonize approaches to achieve better results for the region.
- **Transfer.** This Plan recommends the continued modernization of the transfer system. Station upgrades are completed or underway in all urban areas (except for Northeast King County) to improve services and meet future needs. This Plan recommends that the 1960s era Houghton station in Kirkland be replaced with a modern station so that equitable levels of service are available throughout the urban area including the fast-growing Northeast part of King County.
- **Disposal.** The Cedar Hills Regional Landfill has provided cost-effective, environmentally responsible waste disposal for more than 50 years. Built capacity at the landfill will be exhausted in 2028 however, leaving only ten years to put the next disposal method in place. To meet disposal needs, this Plan recommends further development of Cedar Hills to maximize disposal capacity. To account for technological advances, this Plan does not specify the next disposal method after ultimate closure of Cedar Hills. Evaluation of future disposal methods will begin before the next plan update.

Although many challenges lie ahead for the regional solid waste system, working together under this Plan, system participants can achieve more through collective effort that continues the region's commitment to customer-oriented environmentally responsible solid waste services.

## **Karen Spencer**

---

**From:** Mason J. Giem  
**Sent:** Tuesday, July 16, 2019 8:22 AM  
**To:** Karen Spencer  
**Cc:** Will Appleton  
**Subject:** Please forward to T&PW committee

Dear T&PW Committee Members,

At the T&PW meeting on Monday, July 22<sup>nd</sup> City Staff will be asking you to take make a recommendation to full council to approve the adoption of the 2019 King County Solid Waste Comprehensive Plan. We previously had a presentation by King County Staff about the plan and wanted to be sure that you had time to review the plan before taking action. If you haven't reviewed it yet, this is the link to the 2019 King County Solid Waste Comprehensive Plan <https://www.kingcounty.gov/depts/dnrp/solid-waste/about/planning/comp-plan.aspx>

Please let me know if you have any questions about the plan that we may be able to submit to King County staff ahead of the next meeting. This will ensure they can provide the best answers.

Sincerely,

Mason Giem  
City of SeaTac  
Public Works Programs Coordinator  
[mgiem@seatacwa.gov](mailto:mgiem@seatacwa.gov)  
206-973-4763



# MEMORANDUM

To: Transportation and Public Works Committee

Through: William Appleton, Public Works Director

From: Colum Lang, Civil Engineer II

Date: 7/22/19

Subject: DMMD & S. 200<sup>th</sup> St Intersection Project - Property Acquisition Budget Amendment

---

**Purpose:**

To seek recommendation from the Committee to proceed with an upcoming budget amendment ordinance to fund unanticipated and higher than expected property acquisition costs for Council review and action.

**Background:**

The Des Moines Memorial Drive South and South 200th Street Intersection Project (ST-065) will construct intersection improvements consisting of a new traffic signal system, turn lanes, curbs, gutters, sidewalk, bike lanes, storm drainage, utility undergrounding, street lighting, and paving. Negotiations are ongoing to acquire the necessary property rights on three properties needed for this project. However, additional funding in the amount of \$497,000 is necessary to fund unanticipated and higher than expected property acquisition costs as well as associated relocation costs identified during project design.

Specifically, to accommodate projected increases in traffic volume and prevent associated delays, a west bound right turn lane was added to the project and resulted in additional right-of-way being needed. This necessitated that the City acquire one entire parcel located at 1140 South 200th Street because it will be unfit for occupancy due to septic system impacts. Reconstruction of the septic system is not possible given the remaining lot size, and sanitary sewer service is not available in this area. The estimated cost of this acquisition, including relocation costs, is \$396,000. There are three other parcels that are directly affected by this right-turn pocket (albeit the acquisition cost was much lower), and there are some additional acquisition modifications identified as a result of design refinement.

Since two of the remaining acquisitions will exceed the City Manager's signing authority of \$50,000, this proposed Ordinance authorizes the City Manager to execute any documents needed to finalize these acquisitions, so long as this occurs within the revised estimated land acquisition budget established for this project. The proposed Ordinance also increases expenditure in the Transportation CIP Fund (#307) by \$497,000 to pay for the increased acquisition costs.

Land Acquisition Costs	\$588,000.00
10% Contingency	\$59,000.00
<b>Total</b>	<b>\$647,000.00</b>
Current Budget Allocated for Property Acquisition	\$150,000.00
<b>Additional Budget Needed for property Acquisition</b>	<b>\$497,000.00</b>



**Actions:**

Seek Committee recommendation to bring the budget amendment Ordinance for full Council review and action at the July 23, 2019 Regular Council Meeting.

**Topics for discussion at upcoming meetings (for Committee to be aware of):**

- Professional services contract amendment with Gray and Osborn to finalize design
- Utility construction and cost sharing agreements
- Budget amendment for anticipated cost increases in construction and construction management services. The City has selected Gray and Osborn to provide construction management and administration services.



# MEMORANDUM

To: Transportation and Public Works Committee  
From: Lauren E. Kirk, Civil Engineer  
Date: July 22, 2019  
Subject: South 221st Street Drainage Improvements

---

## **Purpose:**

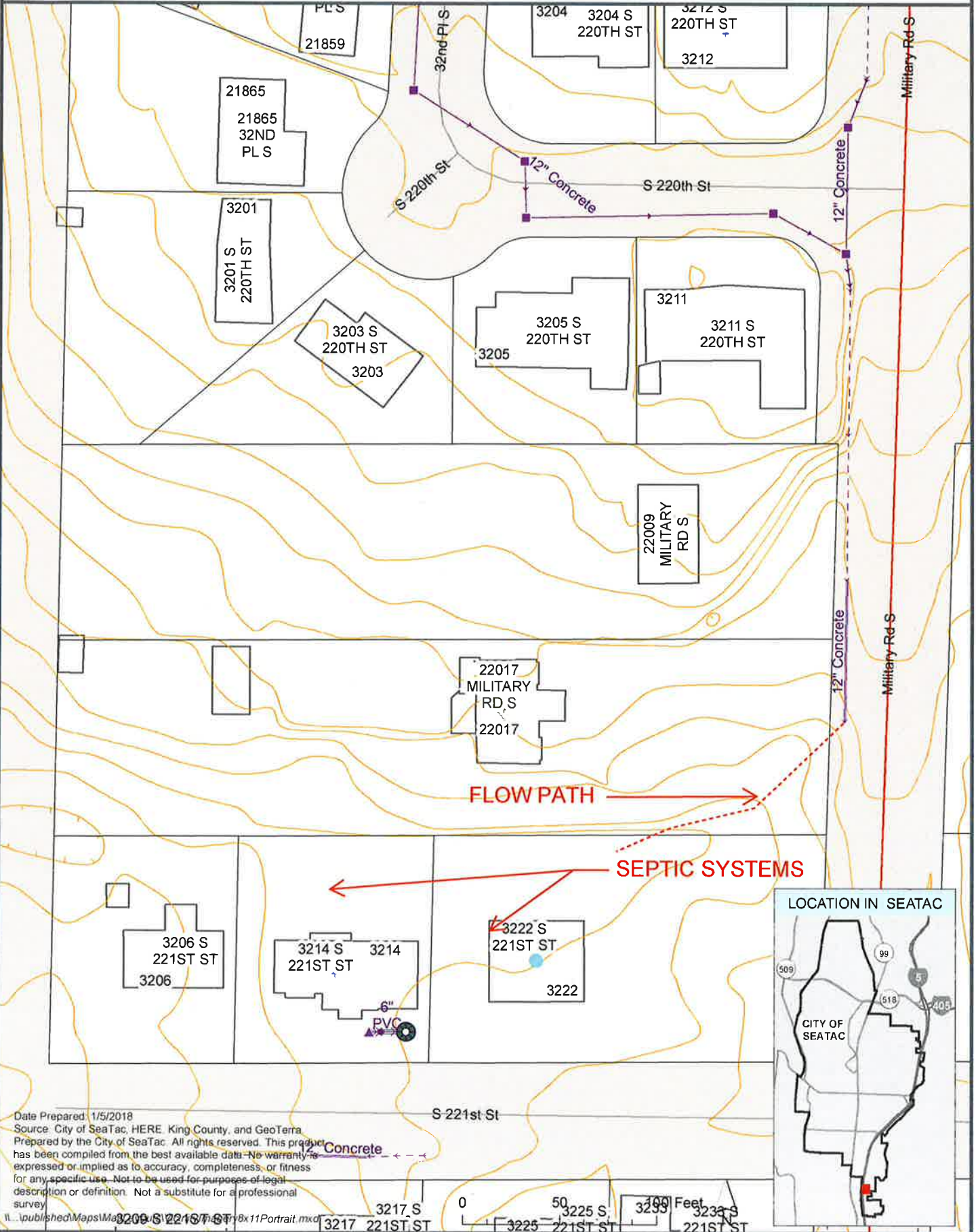
This project will construct a drainage conveyance system to address a localized flooding issue affecting residents along South 221st Street. The proposed drainage system fix will route flows around private properties to the natural discharge location. The design will be coordinated and forward compatible with the WSDOT SR-509 project.

A consultant selection process was conducted and three consultants were solicited from the Municipal Research and Services Center (MRSC) consultant roster and interviewed (per Resolution 07-020). A selection committee comprised of three staff members scored the interviews and selected PACE Engineers, Inc. as the most highly qualified firm to design the project.

## **Background:**

Under current conditions, runoff from Military Road South flows across private properties causing flooding and impacting septic systems before flowing downstream to the I-5 right-of-way.

# 3222 S.221 ST CW#3745





# MEMORANDUM

To: Transportation and Public Works Committee  
From: Lauren E. Kirk, Civil Engineer  
Date: July 22, 2019  
Subject: South 180th Street Flood Reduction Analysis and Design

---

## **Purpose:**

The purpose of this project is to study and conduct preliminary engineering design to address a longstanding flooding issue on South 180th Street near the Hunt Club apartment complex. Preliminary engineering will include maintenance records research, identifying improvements, topographic survey, hydrologic and hydraulic modeling and a feasibility analysis for proposed capital improvements. A consultant selection process was conducted and three consultants were solicited from the Municipal Research and Services Center (MRSC) consultant roster and interviewed (per Resolution 07-020). A selection committee comprised of three staff members scored the interviews and selected Otak, Inc. as the most highly qualified firm to perform the work.

## **Background:**

Flooding is caused by a ditch on private property with inadequate capacity to convey flows resulting in flooding of the cul-de-sac of South 180th Street several times a year. The downstream apartment complexes and the nearby church have deployed sand bags to prevent flooding during the rainy season. Minor adjustments have yielded no lasting effects. Adjacent properties include Hunt Club Apartments, Pine Ridge Apartments, and Emmanuel Reformed Baptist Church. The flooding threatens a historically underserved community.

# HUNT CLUB- BOW LAKE AOI





# MEMORANDUM

To: Transportation and Public Works Committee

From: Florendo Cabudol, City Engineer

Date: 7/16/19

Subject: Agreement with City of Tukwila regarding frontage improvements along Military Road South

---

## **Purpose:**

To seek committee recommendation to bring agreement for Military Road South frontage improvements related to the Tukwila Justice Center for Council review and action at the July 23, 2019 Regular Council Meeting.

## **Background:**

This agreement memorializes the City of Tukwila's payment of a fee in lieu of building frontage improvements along Military Road South as part of their Tukwila Justice Center project. Both parties agree that the payment of \$238,553 is fair mitigation for direct impacts of building the Tukwila Justice Center. The funds from this payment will be applied to the construction budget for the Military Road South and South 152nd Street project (ST-125).

**AGREEMENT BETWEEN THE CITY OF SEATAC AND THE  
CITY OF TUKWILA FOR FEE IN LIEU OF MITIGATION RELATED TO  
CONSTRUCTING FRONTAGE IMPROVEMENTS IN MILITARY ROAD SOUTH  
RIGHT-OF-WAY FOR THE DEVELOPMENT OF THE TUKWILA JUSTICE CENTER**

This Agreement is between the City of SeaTac (“SEATAC”) in King County, a municipal corporation, organized under the laws of the State of Washington, and the City of Tukwila (“TUKWILA”) in King County, a municipal corporation, organized under the laws of the State of Washington, for fee in lieu of mitigation of constructing frontage improvements in Military Road South right-of-way for the development of the Tukwila Justice Center project.

**RECITALS**

**WHEREAS**, TUKWILA owns or is in the process of acquiring the 15000 block of Tukwila International Boulevard, located in the City of Tukwila, County of King, State of Washington, for the purposed of constructing the Tukwila Justice Center; and

**WHEREAS**, four of these parcels owned by TUKWILA, identified as King County Parcel Numbers 004100-0514, 004100-0516, 004100-0480, and 004100-0494 abut Military Road South, which is in the public right-of-way located in the SEATAC (“Abutting Property”); and

**WHEREAS**, TUKWILA is making certain improvements in association with the development of the Tukwila Justice Center on the above-referenced property (“Proposed Development”); and

**WHEREAS**, in connection with the Proposed Development and as a condition, TUKWILA is constructing certain frontage improvements, including curb, gutter, sidewalk, landscaping, street lighting, and surface water management infrastructure along Military Road South (“Frontage Improvements”) at TUKWILA’s cost; and

**WHEREAS**, the construction of the Frontage Improvements is required to mitigate a direct impact that has been identified as a consequence of the Proposed Development; and

**WHEREAS**, pursuant to RCW 82.02.020, TUKWILA desires to enter into a voluntary agreement with SEATAC, in which TUKWILA will make a one-time payment to SEATAC in lieu of constructing improvements needed to mitigate the direct impact of the Proposed Development (“Mitigation Payment”); and

**WHEREAS**, SEATAC and TUKWILA agree that a one-time payment made by TUKWILA to SEATAC will be used to mitigate the Proposed Development’s direct impacts on Military Road South; and

**WHEREAS**, SEATAC agrees that once payment has been made to SEATAC, and the payment has been utilized to mitigate impacts on Military Road South, TUKWILA will not be

responsible for constructing Frontage Improvements along Military Road South adjacent to the Abutting Property; and

**WHEREAS**, the parties desire to enter into this fee in lieu agreement so that SEATAC may apply the Mitigation Payment to SEATAC's Military Road South and South 152nd Street Capital Improvement Project that meets or exceeds the mitigation goals required of the Proposed Development,

NOW, THEREFORE, in consideration of the mutual covenants of the parties contained herein, the parties agree as follows:

**1. PAYMENT IN LIEU OF MITIGATION**

- 1.1. Pursuant to RCW 82.02.020 as a voluntary agreement, TUKWILA hereby agrees and covenants to make a one-time Mitigation Payment to SEATAC, in the sum of Two Hundred Thirty-Eight Thousand Five Hundred Fifty-Three and zero cents (\$238,553.00), in consideration of SEATAC agreeing that acceptance of the above-referenced Mitigation Payment is in lieu of TUKWILA constructing frontage improvements along Military Road South, adjacent to TUKWILA's Abutting Property, as a condition of the Proposed Development.
- 1.2. The Mitigation Payment shall be remitted no later than thirty (30) calendar days after the date of execution of this Agreement.

**2. FUTURE IMPROVEMENTS ALONG MILITARY ROAD SOUTH**

- 2.1. SEATAC agrees that the Mitigation Payment identified in this Agreement mitigates direct impacts of the Proposed Development, and that any frontage improvements later constructed in Military Road South, adjacent to TUKWILA's property, will not be borne by TUKWILA.

**3. USE OF MITIGATION PAYMENT BY THE CITY**

TUKWILA and SEATAC agree that the payment identified in Paragraph 1 above may be used by SEATAC for improvements on SEATAC's Military Road South and South 152nd Street Capital Improvement Project, and that such improvements will mitigate direct impacts that have been identified as a consequence of the Proposed Development.

**4. AGREEMENT APPURTENANT AND BINDING ON SUCCESSORS**

- 4.1. This Agreement and the covenants, conditions, and terms hereof shall be appurtenant to, and shall run with, the real property described in this Agreement, and shall be binding on the heirs, assigns, and successors in interest of TUKWILA.

**5. CHOICE OF LAW**

- 5.1. This Agreement shall be construed in accordance with the laws of the State of Washington. In the event of any litigation regarding construction or effect of this



Agreement, or the rights of the parties to this Agreement, it is agreed that venue shall be King County, Washington.

**6. COSTS TO PREVAILING PARTY**

**6.1.** In the event that either party initiates any action to enforce the terms and conditions of this Agreement, the prevailing party shall be entitled to reasonable costs and attorney's fees.

**7. ENTIRE INSTRUMENT**

**7.1.** This Agreement represents the entire understanding of the parties with respect to the matter set forth and herein and any prior or contemporaneous understandings are merged herein. This Agreement shall not be modified except by written Agreement executed by the parties hereto.

**8. ENFORCEMENT**

**8.1.** This Agreement is solely for the benefit of the parties hereto and gives no third-party right to any other entity or person. No joint venture is formed as a result of this Agreement.

**9. AMENDMENT**

**9.1.** This Agreement may not be amended except by a written instrument signed by both parties.

**10. COUNTERPARTS**

**10.1.** This Agreement may be executed in counterparts, each of which shall be deemed an original agreement, and all of which shall constitute one agreement. The execution of one counterpart by a party shall have the same force and effect as if that party had signed all other counterparts.

**11. INCORPORATION OF RECITALS**

**11.1.** The Recitals contained in this Agreement, and the Preamble paragraph preceding the Recitals, are hereby incorporated into this Agreement as if fully set forth herein.

**12. NO THIRD-PARTY BENEFICIARIES**

**12.1.** This Agreement is for the benefit of the Parties hereto only and is not intended to benefit any other person or entity, and no person or entity not a signatory to this Agreement shall have any third-party beneficiary or other right whatsoever under this Agreement. No other person or entity not a party to this Agreement may enforce the terms and provisions of this Agreement.

**13. SEVERABILITY**

**13.1.** The provisions of this Agreement are separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion or the invalidity of the remainder of this Agreement, or the validity of its application to other persons or circumstances, shall not affect the validity of the remainder of this Agreement, or the validity of its application to other persons or circumstances.

**14. HEADINGS**

**14.1.** The headings in this Agreement are inserted for reference only and shall not be construed to expand, limit, or otherwise modify the terms and conditions of this agreement.

IN WITNESS WHEREOF, the parties hereby enter into this Agreement as of the latest date written below.

**CITY OF SEATAC**

**CITY OF TUKWILA**

Name: Carl C. Cole  
Title: City Manager  
Date: \_\_\_\_\_

Name: David Cline  
Title: City Administrator  
Date: \_\_\_\_\_

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Name: Mary E. Mirante Bartolo  
Title: City Attorney

Name: Rachel Turpin  
Title: City Attorney



# MEMORANDUM

To: Transportation and Public Works Committee

From: William Appleton, Public Works Director

Date: 7-10-19

Subject: Partnering with King County Metro to bring Autonomous Vehicles to SeaTac

---

## **Purpose:**

To discuss participating in AV related grant opportunities with King County Metro Transit

## **Background:**

In 2018, following an autonomous vehicle related study by the CATES group, the City resolved: to be supportive of local and state laws advancing/facilitating the introduction and integration of this technology into the existing transportation network serving the greater Puget Sound region, including SeaTac. The City shall also be receptive to opportunities in cooperation with other jurisdictions to conduct pilot projects demonstrating innovative transportation excellence that are funded through grants from Federal, State and local governments, and from foundations and other private sector sources. Council authorization is required prior to the use of any City resources.

Additionally, the SeaTac City Council declared its interest in continuing to develop and maintain a municipal leadership role in support of the deployment of vehicles with automated driving capabilities on the City's public roadways in order to nurture, cultivate, and advance the beneficial impact of this technology application.

King County Metro Transit (Metro) provides transportation services that connect hundreds of thousands of riders to the people and places that matter most to them. In support of this mission, Metro has been investigating opportunities to begin integrating autonomous vehicle technology into their operations. Metro recognizes that fully autonomous vehicles are still years away, however there are grant opportunities that are being explored to fund pilot projects that would bring semi-autonomous vehicles to our streets sooner. As these opportunities are identified, Metro would like the City of SeaTac to partner with them to develop AV related projects that could be used to seek competitive grant funding.



# MEMORANDUM

To: Transportation and Public Works Committee  
From: William Appleton, Public Works Director  
Date: 7-15-19  
Subject: Turnback of International Boulevard

---

## **Purpose:**

To bring the committee up-to-date on the status of discussion with the Washington State Transportation Committee and Transportation Improvement Board Staff concerning the turn back of International Boulevard (IB) from the State to the City of SeaTac.

## **Background:**

Council referred the topic of assuming control of IB from the State to the Transportation and Public Works Committee for discussion. Assumption of IB from the State is being explored as part of the City's desire to:

- Create an improved sense of place and community
- Improve pedestrian safety along the corridor
- Allow the City to more quickly respond to changes to Tukwila International Boulevard
- Have greater control over how IB is used with respect to relieving pressure from I-5, SR 509, SR 518 and the Airport Expressway

Should the City elect to pursue full assumption of IB from the State, staff will need to clearly lay out the reasoning/justification supporting the action in hopes of making a strong enough case that both the Washington State Transportation Committee and the Washington State Department of Transportation (WSDOT) are supportive of the action and make a positive recommendation to the State Legislature regarding the matter. Due to impacts, the Port of Seattle will have a strong interest in this topic and will likely be involved, to the degree necessary, to insure that Airport interests are protected.

To date, staff have reached out to the Washington State Transportation Commission (WSTC) and begun working to understand the process and agencies involved in this effort. WSTC staff will set up a meeting between the City, WSDOT and WSTC to continue the conversation and better understand WSDOT's concerns. Turnback of IB to the City would require legislative action and ideally a positive recommendation from the WSTC. The 2020 legislative session is being targeted for having this topic addressed should Council desire to continue forward with this process.