

**MINUTES**  
**CITY OF GIG HARBOR**  
**PUBLIC WORKS COMMITTEE**  
**Tuesday, June 15, 2021**  
**3:00 p.m. – 4:00 p.m.**

Due to public health concerns, this meeting was held remotely.

**CALL TO ORDER / ROLL CALL**

Public Works Committee Chair Jim Franich called the meeting to order at 3:01 p.m.

Public Works Committee Members Present (remotely): Jeni Woock, Bob Himes, and Jim Franich

Staff Present (remotely): City Administrator Bob Larson, City Engineer Trent Ward, Senior Engineer Aaron Hulst, and Executive Assistant Maureen Whitaker (scribe)

**APPROVAL OF MINUTES:** May 11, 2021

**MOTION:** Move to approve the May 11, 2021 Public Works Committee Minutes.

Himes / Woock – Motion passed unanimously.

**OLD BUSINESS:**

1. Six-Year Transportation Improvement Program (TIP) 2022 – 2027 Update and Project Costs

Discussion

[Six-Year TIP Memo](#)

[2022-2021 TIP Comparison](#)

[2022 TIP Map](#)

[2021 Final TIP Map](#)

Senior Engineer Aaron Hulst introduced the revised 2022 TIP Map based on the feedback and inaccuracies that were presented with the project numbers at the May 11, 2021 Public Works Committee meeting. Mr. Hulst also presented a 2022-2021 TIP Comparison that clearly defined the changes between the two years. Mr. Hulst also presented a graph from the Federal Highway Administration National Highway Construction Cost Index (NHCCI) as one of the methods used to determine TIP and Traffic Impact Fees (TIF) project costs. There was a lengthy discussion on one of the methods used to determine project costs using the (NHCCI). Councilmember Franich asked what the numbers represent, and Mr. Hulst expressed that he would need to get back to the Committee on this. Councilmember Franich stated that he was very skeptical of this index and said that it was hard for him to believe that costs have gone down in quarters 3 and 4 of 2020 as shown on the graph. City Engineer Trent Ward stated that he has noted that costs are not coming in as high as he thought and gave the example of the Stinson/Rosedale Intersection Improvements and the 38<sup>th</sup> Avenue Improvements projects. Councilmember Franich asked what is the NHCCI tracking? Mr. Ward said that they are tracking all costs, labor, materials, and other public infrastructure projects. Councilmember Franich expressed that he thought the graph is patently false and if we are using faulty numbers, it is a problem. City Administrator Bob Larson explained that the vertical lines on the graph are relatively across the country and is more of a barometer and said the Councilmember Franich's statement was not accurate. Councilmember Himes stated that this graph is a trailing indicator, similar to the Consumer Price Index. Mr. Hulst stated that he was able to Google the definition of the NHCCI and said that the NHCCI is a quarterly price index intended to measure the average changes in the prices of highway construction costs over time and to concert current dollar

construction expenditures to real dollar expenditures. Councilmember Franich stated that the City may need to look into the possibility of changing the formula for Washington State. Mr. Ward stated that the Washington State Department of Transportation tracks similar costs for Washington State. He further stated that the City uses their records and also validates costs on a local basis.

Councilmember Franich asked if the City is using these numbers for TIF fees. Councilmember Himes stated that the TIF is in pretty good shape and said that the City has upped their game. He further stated that his assumption is the top three projects on the current 2021 TIP will be completed in 2022. He said that Vernhardson Street (Peacock Hill to City Limits) is #26 on the 2022 TIP Map is the last of the bypass loops. He explained that this will be the next choke point and has heard multiple times that motorists speed down the hill. He said that we should take a closer look at it and consider moving it up on priority. Councilmember Himes said that we haven't done a traffic study in 2017 and we should be considering doing another one soon. He added that we should be studying and confirming what we have done at the new Stinson/Rosedale Intersection and the Harborview/Stinson Intersection.

Councilmember Woock inquired about Hunt Street and why is the 38<sup>th</sup> Avenue Phase 2 project shown as #6 and the Hunt Street/38<sup>th</sup> Street Intersection shown as #15 not happening at the same time? Mr. Hulst stated that it is split out because of different grant criteria and said that the City has a better opportunity for TIB grants as well as different grant programs if the projects are not combined.

Councilmember Himes stated that it is more of an administrative thing. Mr. Ward stated that the challenge is grants are competitive and points are scored based on criteria. Councilmember Himes said that he would really like this to be the starting point of the 2022 Budget discussion with the full City Council. He added that it would be very helpful once we get the TIP adopted, it could then feed the TIF and Budget discussion and ought to be a major driver in the Budget for transportation-related items.

### **RECOMMENDATION**

The Public Works Committee recommended moving the TIP to full Council for adoption.

**NEW BUSINESS:** None

### **CIP REVIEW**

[Tier 1](#)

[Tier 2](#)

[Tier 3](#)

[Tier 4](#)

Mr. Ward briefly went over the CIP Tiers and provided the status of multiple projects that are currently under construction or recently awarded, out to bid, and discussed the projects that have shifted from Tier 4 to Tier 1.

Current Status:

Tier 1 – projects are on schedule

Tier 2 – all projects are on track

Tier 3 – no changes

Tier 4 – the Annual Pavement Maintenance project has been suspended to 2022.

### **PUBLIC COMMENT**

Thomas Wick commented (via email) on the Conditional Use Permit for the Courtyards at Skansie Park.

**ANNOUNCEMENT OF UPCOMING MEETING:** ~~July 13, 2021~~ Cancelled

## ADJOURN

**MOTION:** Move to adjourn at 4:03 p.m.

Himes / Woock – Motion passed unanimously.