

PORT OF NEWPORT
MINUTES
November 22, 2010
SPECIAL WORK SESSION

I. CALL TO ORDER

Commission President Ginny Goblirsch called the special work session of the Port of Newport Board of Commissioners to order on Monday, November 22, 2010, at 12:05 p.m., in the Port of Newport Conference Room, 600 SE Bay Blvd., Newport, OR, the same being within the boundaries of the Port District.

The purpose of the meeting was to discuss the City of Newport's South Beach Transportation Improvements and an Intergovernmental Agreement (IGA) between Newport Urban Renewal Agency and the Port.

Commissioners Present: Ginny Goblirsch, President; JoAnn Barton, Vice-President; David Jincks, Secretary; Don Mathews, Treasurer.

Commissioner Excused: Dean Fleck, Assistant Secretary-Treasurer.

Port of Newport Management and Staff: Don Mann, General Manager; Patti Britton, Finance Director; Pete Dale, Project Manager; Patty Benjamin, Administrative Assistant.

Others: Lee Fries, CM/GC Selection Committee and Newport resident; Mark McConnell and Patricia Patrick-Joling, Newport City Council; Derek Tokos, City of Newport; Rafael Gaeta, David Evans & Associates, by speaker phone.

II. SOUTH BEACH TRANSPORTATION IMPROVEMENT PROJECT

Don Mann introduced Derek Tokos, City of Newport, who would take questions from the commission on the scope, budget, and time line for the South Beach Transportation Improvement Project. Tokos explained that the scope of the project had been expanded to include underground utilities. The PUD had initially estimated \$200,000 for the underground utilities and the most recent estimate was \$481,000, but the underground utilities could still be accomplished through savings in other elements of the project. He said the City estimated the entire project at \$2.2 million initially, but Road & Driveway (Newport, OR) came in with a firm bid at \$1.92 million. Tokos added that the \$1.92 million included some "extras", including the underground utilities.

Tokos went on to say that, at the time he attended the last commission meeting, the City was in the final design process with David Evans & Associates and the illumination plan had been re-worked, resulting in cost savings. In answer to questions from Commissioners Goblirsch and Barton, Tokos explained that, in the event of a cost over-run, graveled shoulders, pavement overlay, and improvements to Abalone Street would be cut first, ahead of the underground utilities.

A brief discussion followed about the 6% grade going into the Port parking lot from Ferry Slip Road. Rafael Gaeta, David Evans & Associates, explained that the engineers had done a modeling profile of a motor home going up the grade, and with the grade rising only 6 feet every 100 feet it would not be too steep for pickup trucks, boat trailers, or RVs.

In answer to a question from Commission Chair Goblirsch, Tokos explained the decision process on constructing a traffic roundabout. He said the design team had considered a center turn lane but there was not enough right away; it would have eliminated the gravel shoulders on one side and "squeezed" the separated path on the other side; and would have cost over \$300,000. He said they also considered a looped road system but that would have required too much Port property, and a four-way stop was rejected because of traffic circulation issues. He said the traffic circle was felt to be the most effective in addressing the various needs. Tokos added that there was no "elegant solution" to congestion issues during peak traffic for special events, such as fishery openers and the Seafood & Wine Festival, and traffic management would be required. Gaeta commented that more vehicles could move through a roundabout during peak traffic times than through a four-way stop. Commissioner Jincks said that part of the Port's concern was that there were three dead ends leading out of the roundabout and that didn't really lead to traffic flow. In answer to a question from Commission President Goblirsch, Tokos said the design team had worked on three different circulation diagrams with Rogue Ales and the brewery was comfortable with the design. He added that the roundabout had been designed to accommodate dual tanker trucks. Commissioner Jincks said he was comfortable with the plan and understood that the Port would have to engage in traffic management of its own during peak traffic times; however, he felt the underground utilities should be prioritized up front, and Commissioner Barton agreed.

General Manager Don Mann led a discussion about the Transportation Improvement Project's budget; specifically, that it originally included a cash contribution of \$50,000 from the Port's NOAA MOC-P Homeport Project budget. However, the Joint Permit Application on the project had been delayed for ten days and, while the Port was making up those days, there is a cost associated with that delay and the Port's priority is to deliver the project on time, on budget, and on schedule. Commissioner Goblirsch mentioned that the Port will also incur unbudgeted costs in locating the City's under bay utilities. Tokos

allowed that the Transportation Improvement Project's budget would be okay without the Port's cash contribution, and after further discussion suggested that the donation of the right of way, which was appraised at \$138,000, plus the value of the frontage improvements, including sidewalks, curbs, and landscaping that would be made to the NOAA facility would be a significant monetary contribution to the project. The cost of the frontage improvements had yet to be determined. Mann suggested that it might be possible to leave a placeholder in the IGA for an additional monetary contribution from the Port after it is clear how the NOAA MOC-P Project's budget will be affected by the permit delay and any other unforeseen contingencies that might come up.

III. PUBLIC COMMENT

Newport resident Lee Fries said that, given the traffic flow, he really didn't see the necessity of having a roundabout on Marine Science Drive.

A letter had been distributed to the commissioners from South Beach Marina resident Barb Martin opposing the roundabout.

Commissioner Barton said she recognized that change was often difficult but felt the City was trying to build for the future versus the present, to accommodate growth and development. She said she was fine with that, as long as a placeholder is kept for the Port's contribution in case contingency funds are needed for the MOAA MOC-P Project. Commission President Goblirsch said she appreciated the City's efforts in having public meetings about the Transportation Improvement Project and she was more comfortable with it now; however, she suggested moving the underground utilities to the top of the list in the work scope.

Commission President Goblirsch said the IGA between the Port and Newport Urban Renewal Agency would be further addressed at the regular monthly meeting the following day.

IV. OTHER

There was no other business.

V. ADJOURNMENT

There being no further business to come before the Special Work Session of the Port Commission, the meeting was adjourned at 12:55 p.m.

ATTEST

Ginny Goblirsch, President

David Jincks, Secretary

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