



# NEWBERG URBAN RENEWAL AGENCY

**Newberg Urban Renewal Agency**

**Citizens Advisory Committee**

**March 25th; 5pm**

**Newberg City Hall**

**Permitting Center Conference Room 414 E First Street**

**Online: <https://us06web.zoom.us/j/89536547180>**

**Or Telephone: +1 669 444 9171**

**Webinar Id: 895 3654 7180**

**1. CALL TO ORDER**

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

**4. PUBLIC COMMENT**

**5. CONTINUED BUSINESS**

5.1. Refresher on Capitol Improvement Process and Finance Options for River street.

5.2. Discussion of the River Street Phases

5.3. Options for River Street: North to South or South to North

**6. AGENCY BUSINESS**

**7. ADJOURNMENT**

**ADA STATEMENT**

*Contact the City Recorder's Office for physical or language accommodations at least 2 business days before the meeting. Call (503) 537-1283 or email [cityrecorder@newbergoregon.gov](mailto:cityrecorder@newbergoregon.gov). For TTY services please dial 711*

## **Decision Point on River Street**

When the CAC last convened, it reviewed the NURA plan and decided not to re-organize the possible work plan, but instead to hold fast to its original intention. It was also decided that River Street would be the first focus, partly due to the possible economic advantages for the former Mill site, but also due to widespread acceptance that River is the worst street in Newberg.

This feeling about River Street was confirmed by the worst streets survey in June of 2024. It is anticipated that when the lidar scan of the entire city (just completed) is added to our GIS (mapping) model that the River Street will be confirmed once again with an exceptionally poor road condition index (RCI).

## **What Has Happened Since the Last CAC Meeting**

Since the group last convened, there has been a considerable amount of financial work to prepare for our next steps. Critically these three things have occurred:

- The city has done the hard lifting to shift to two-year budget cycles to make capital improvement projects more effective.
- The Finance team lead by brilliant Kady Strode has determined a mechanism by which NURA could secure funds early, so as to start on River in BY 2025 – 2027.
- The city has determined that it can afford to spend \$6M from transportation system development charges (currently in reserve).

Let's look at this fiscal package for a moment.

## **Funding River Street Projects**

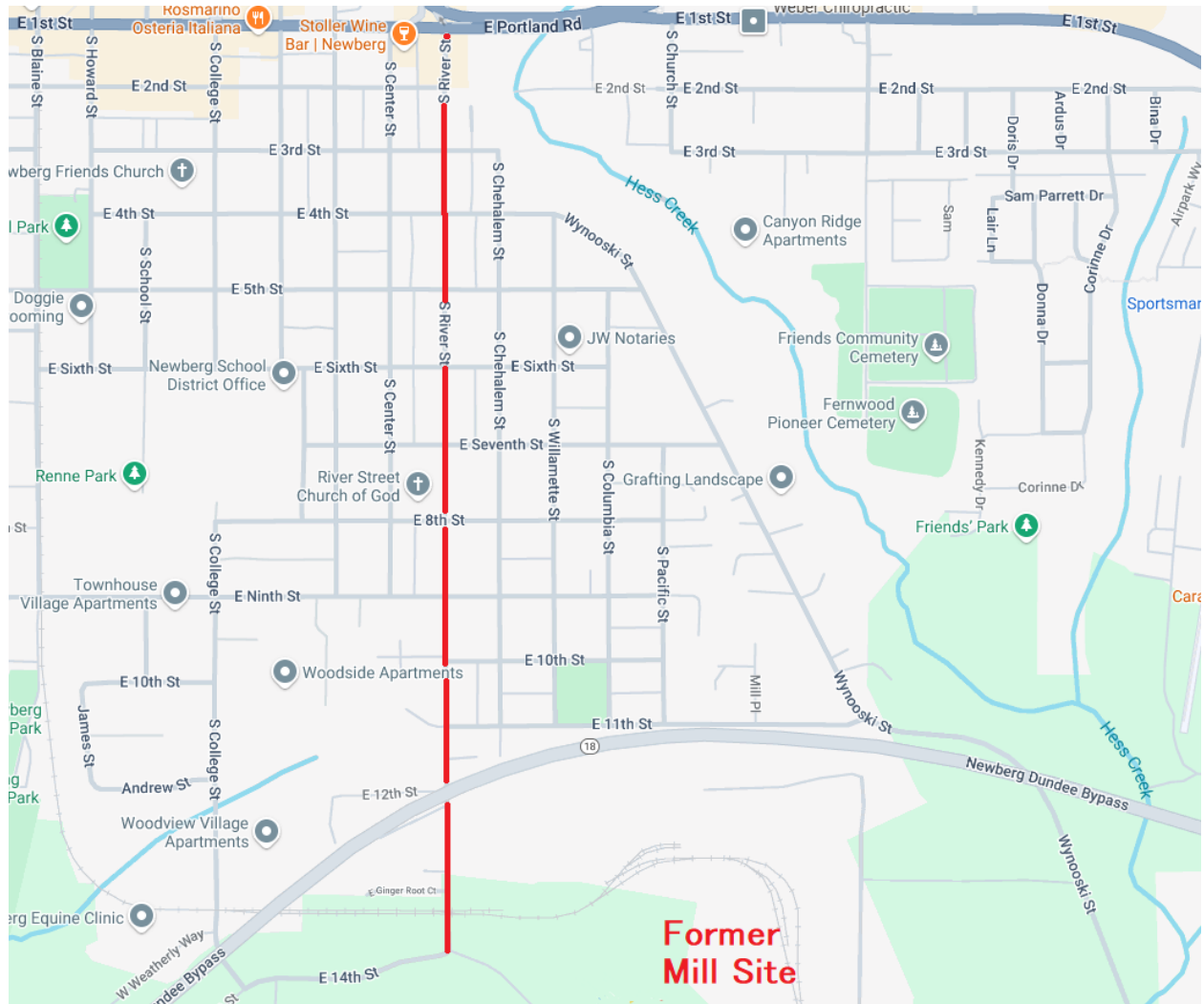
As of the December ledger reconciliation, the City of Newberg had approximately \$7.5M on deposit for roads related projects. Our engineers estimate that the projects directly related to River Street will be approximately 50% SDC eligible. The Finance Director, after discussions with bond council, believes that the current flow of NURA tax increment funds could service a debt of approximately \$6.3M.

The concept that emerged (after much brainstorming) was that the city of Newberg would take on general obligation debt for this amount, but NURA would service the debt via an intergovernmental agreement. To put it another way the city would secure the funds, but NURA would pay for them.

This would mean that River projects to a value of \$12.6M could be initiated while still leaving a reserve of over \$1.2M in transportation SDCs. The total cost of this debt might be in the region of \$4 - \$4.5M in interest.

## The Decision that is Before Us Tonight

Examining the course of River Street side by side with the NURA plan there are three projects clusters that could be tackled. In order to reduce mobilization costs it is rational to either do these North to South or South to North:



For cost efficiency reasons, staff need to determine if we should do the projects North to South or South to North. A last point on this; \$12.6M sounds like a great deal of money and it is, but with today's costs we think it very unlikely that we will be able to achieve all three of the projects listed below at this funding level.

True costs will not emerge until after design dollars have been spent. The design work would be SDC funded so as to push off the debt financing to the last possible moment, this would allow a little more time for tax increment funds to collect.

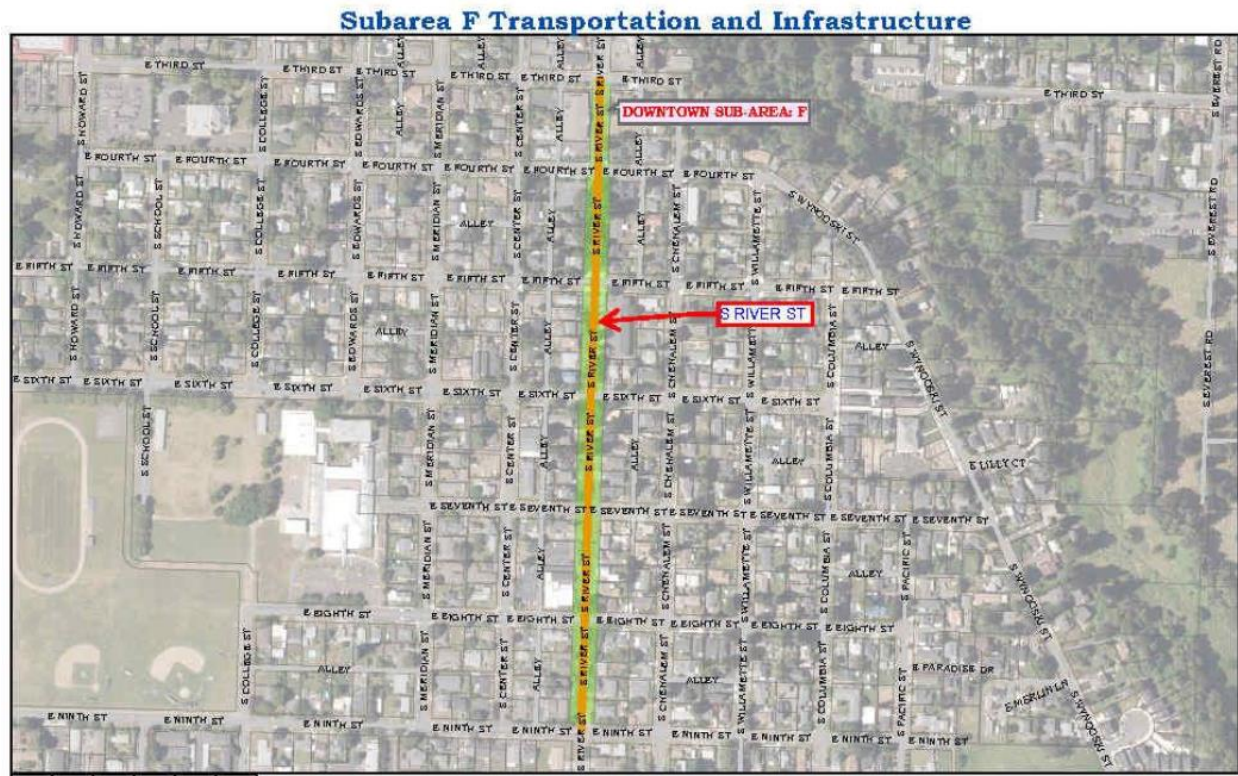
## **F. Sub-Area F Downtown**

### **1. Public Transportation and Infrastructure**

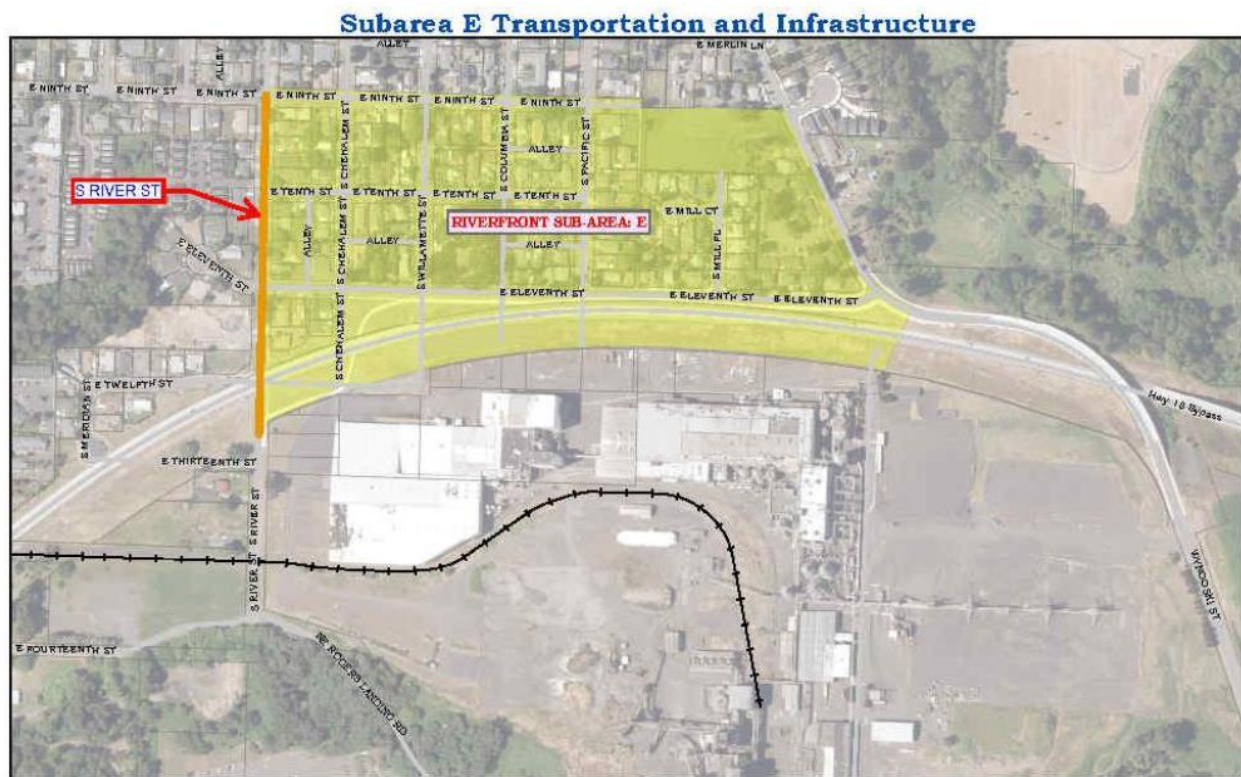
a) S River Street improvements - E Third Street to E Ninth Street. Includes street, curb, sidewalk, wastewater and stormwater.

S River Street is a two-lane street which has intermittent sidewalks, curbs and planting strips. It does not meet city standards for new streets. The road surface is ruined in many areas. This area is generally served with public, water and wastewater infrastructure. It has been determined in the Wastewater Master Plan that the public wastewater main along this collector roadway is undersized.

**Figure 9 – Sub-Area F Transportation and Infrastructure**







## **B. Sub-Area B Riverfront:**

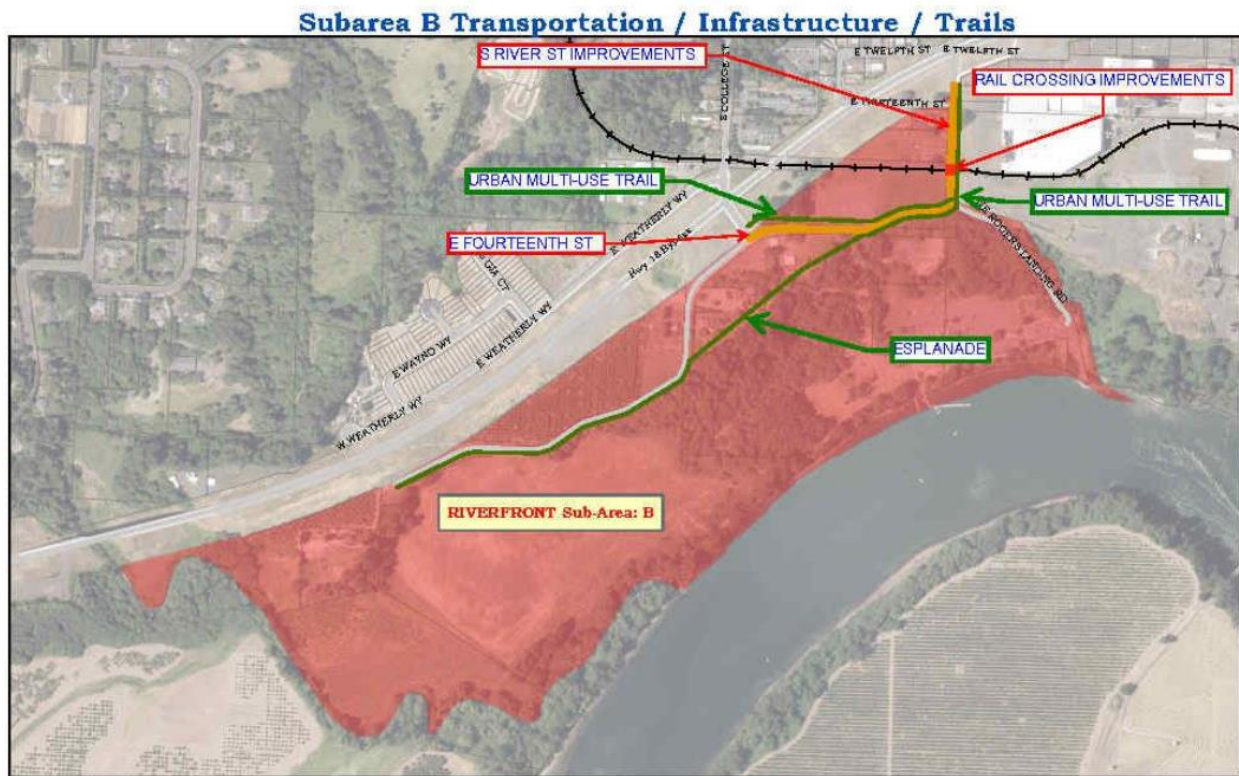
### **1. Public Transportation and Infrastructure**

a) S River Street Improvements – Bypass to Rogers Landing Road. Includes street, curb, sidewalk, storm, water, wastewater to meet City of Newberg standards. South of E Thirteenth is currently a county road.

b) Rail crossing improvements No. 40A-000.40 at S River Street to meet ODOT Rail requirements for future development.

c) E Fourteenth Street - S College Street to S River Street. Includes street, curb, sidewalk, storm, water. This is currently a county road. Improvements to existing road to meet City of Newberg standards.

**Figure 5 – Sub-Area B Transportation and Infrastructure**



### SWOT Analysis on this Decision

	North to South	South to North
<b>Strengths</b>	Immediacy, the residents will see their tax dollars in action more quickly.	We tackle the hardest engineering challenges first (rail crossing etc.)
<b>Weaknesses</b>	Impact on traffic to Rogers Landing.  More public facing therefore more complaints.	We may end up building some things that a mill site developer does not want = waste of tax payer money.  Impact on traffic to Rogers Landing.
<b>Opportunities</b>	It is more likely to get through two projects with the money in hand.  More opportunity to build to suit the Mill Site needs.	Might be able to attract County money into the mix – not likely?
<b>Threats</b>	The last most complex section may have increased in cost more considerably over time.	Dealing with Yamhill County will cause considerable delay and need new IGAs to be developed. May get nothing done at all in the first BY.

### Decision Points

Q1 should the city choose the **North or South** OR the **South to North** approach?

Q2 should the city test this with a public engagement survey?

Q3 should the city test this with a town hall in person event / survey?