



SYSTEM DEVELOPMENT CHARGES INFORMATION GUIDE

April 1, 2024

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ABOUT CITY OF NEWBERG SYSTEM DEVELOPMENT CHARGES (SDCs)

The Engineering Division administers/assigns System Development Charges (SDCs) for the following utilities:

- Transportation System Development Charge
- Water System Development Charge
- Wastewater System Development Charge
- Stormwater System Development Charge
- Non-Potable Water System Development Charge

***ALL SDC FEES BELOW ARE SUBJECT TO CHANGE – See City’s Current Fees for exact costs available at: [Permit Fees | Newberg Oregon](#) and in the [Master Fee Schedule | Newberg Oregon](#)** These rates below are current as of April 1, 2024 through March 31, 2025.

Permits issued on or after April 1, 2024 will be subject to the rates in effect at that time based on the new SDC models adopted by the City Council on 2/20/2024 with Ordinance No. 2024-2922.

[Posting Notice for Ordinance 2024.2922 | Newberg Oregon](#)

- Additional information regarding System Development Charges (SDCs) is available at:
[Systems Development Charges | Newberg Oregon](#)

- The new SDC Models with SDC Calculators are also available at:
[Systems Development Charges | Newberg Oregon](#)

***Transportation SDC** – Transportation SDC is based on the land use and the associated PM peak hour person trip rate.

- Transportation SDC = Unit x ITE Trip Rate x 1.68 x \$3,656.67.
 - *Per the new 2024 Transportation SDC Model, the TSDC cost multiplier (TSDC per PMPHPT) is \$3,656.67.*
 - ITE Trip Rate is based on the PM Peak Hour using the “Trip Generation Manual, 10th Edition” published by the Institute of Transportation Engineers.
 - ITE Trip Rate = PM Peak Hour Vehicle Trip End.
 - PMPHPT (PM Peak Hour Person Trip End) = ITE Trip Rate x 1.68 person trip ends per vehicle trip ends.
- Single Family¹ per dwelling unit \$6,266.08
- Multi Family, per dwelling unit \$4,115.95
- Commercial/Industrial See Transportation SDC Calculation Formula
 - Transportation SDC = Unit x ITE Vehicle Trip Rate x 1.68 x \$3,656.67.

¹Includes Accessory Dwelling Unit (ADU), Duplex, Triplex, Quadplex and Cottage Cluster per dwelling unit.

***Water SDC** – Water SDCs are based on the meter size.

• 3/4" Meter	\$7,846.12
• 1" Meter	\$13,338.40
• 1.25" Meter	\$19,615.30
• 2" Meter	\$41,584.43

***Wastewater SDC** – Wastewater SDCs are based on fixture units which are defined in the Uniform Plumbing Code.

• For the first 18 fixture units	\$6,039.00
• Per each fixture unit over 18	\$335.50

***Stormwater SDC** – Stormwater SDCs are based on net new impervious surface areas on the property.

- Single Family 1 EDU (Equivalent Dwelling Unit) = \$629.57
- Other Than Single Family (Impervious Area/2877 = #EDU) x \$629.57

***Non-Potable Water SDC** – Non-Potable Water SDCs are based on the meter size.

• 3/4" Meter	\$4,066.00
• 1" Meter	\$6,912.20
• 1.25" Meter	\$10,165.00
• 1.5" Meter	\$13,417.80
• 2" Meter	\$21,549.80

SYSTEM DEVELOPMENT CHARGES DEFINITIONS

Accessory Dwelling Unit (ADU): An interior, attached or detached residential [structure](#) that is used in connection with or that is accessory to a single-family dwelling. An Accessory Dwelling Unit may not exceed 50 percent of the size of the primary unit, up to a maximum of 1,000 square feet. See Newberg Municipal Code 15.05.030.

Dwelling Unit: a single unit of one or more habitable rooms providing complete independent facilities for occupants, including permanent provisions for living, sleeping, eating, cooking and sanitation. See Newberg Municipal Code 15.05.030.

Wastewater Development Fee: Revenues are used to maintain the City's Wastewater System. This fee is collected for any new connections to the City's Wastewater System and is determined by the number of fixture units i.e. sink, bathtub, etc. in the unit. Conversion factors for converting plumbing fixtures to fixture units are from the Uniform Plumbing Code (UPC).

Water Development Fee: Revenues are used to maintain the City's Water System. This fee is collected for each new connection to the City's water system and is determined by the size of the water meter. Standard single family meter size is $\frac{3}{4}$ ".

Storm System Development Fee: Revenues are used to maintain the City's Stormwater System. This fee is collected for each new development that connects to or otherwise uses the City Stormwater System and is determined by the square feet of impervious area. Impervious surface is the hard surface area which either prevents or retards entry of water into the soil mantle and/or causes water to run off the surface in greater quantities or at an increased rate of flow from that present under natural conditions. Impervious surface areas include, but are not limited to, rooftops, concrete or asphalt paving, walkways, patios, driveways, parking lots or storage areas and trafficked gravel or other surfaces which impede the natural infiltration or runoff of surface water.

The amount of impervious area per equivalent dwelling unit (EDU) is defined in the new 2024 Stormwater SDC Model that assumes 2,877 square feet as an average amount of impervious area per single family residence. An equivalent dwelling unit (EDU) is equal to 2,877 square feet of impervious area.

Transportation System Development Fee: Revenues are used for future expansion of the City's Streets. This fee is collected for each new development that connects to the City's current street system and is determined by a methodology utilizing a PM peak hour person trip-end (PMPHPT) basis for calculating future trip growth. The transportation charge is calculated based on the "land use", "units", and trips during pm peak hours both in a vehicle and as a pedestrian. Land use references the type of development, from a hotel to a golf course to a library to a single-family home, and so on. Units are determined by the land use – municipalities can calculate units based on square footage size, the amount of acreage, or on the number of rooms.

The City of Newberg uses the Institute of Transportation Engineers Trip Generation Manual (ITE) to determine trip rates for peak hours. Therefore, different types of development are charged different

rates per square foot, or other Unit, as defined in the ITE. The ITE typically provides PM peak hour vehicle trip-ends for the various types of land use categories, or ITE Code designations.

The conversion of PM peak hour vehicle trip-ends (PMPHVT) to PM peak hour person trip-end (PMPHPT) is: $\text{PMPHVT} \times 1.68 \text{ PMPHPT/PMPHVT} = \text{PMPHPT}$. The TSDC cost multiplier (TSDC per PMPHPT) is \$3,656.67 per the new 2024 Transportation SDC Model.

The formula used to calculate the fee is: $\text{Transportation SDC Fee} = \text{UNIT} \times \text{ITE PMPH Vehicle Trip Rate} \times 1.68 \times \$3,656.67$.

INCENTIVE PROGRAMS TO ENCOURAGE DEVELOPMENT

Refer to Ordinance 2024-2922 Attachment B

Pending amendments to Newberg Municipal Code (NMC) Section 13.05

13.05.040 (C)

For residential developments where dwelling units, as defined by the Oregon Residential Specialty Code, have an area of one thousand square feet or less, except for multifamily housing as defined in ORS 456.515(8), the city will, at the election of the developer, modify the system development charge owed by applying a factor of twenty percent to the system development charge computed for the development. For multi-parcel developments, a factor of twenty percent may be applied only to those parcels whose only above grade improvements are single-family houses with dwelling units that are 1000 square feet or less. Developers that claim this system development charge modifier cannot claim any other waiver or discount for system development charges.

13.05.120 (D)

No transportation system development charges shall be charged for applications that only request a change in use for improvements existing at the time of application submission.

13.05.120 (E)

Development of child care facilities as defined by ORS 329A.250(5) and certified per ORS 329A.300 are exempt from all system development charges established under this Chapter.

13.05.125 (B)

Partial waivers of twenty-five percent for each category of system development charge shall be applied to developments starting or expanding enterprises that provide family wage jobs as further described in this subsection. No developer may claim any other waiver, modifier, or discount for system development charges in addition to the partial waiver described in this subsection. No partial waiver shall be applied unless the city council affirmatively finds that:

1. The enterprise will create at least twenty family wage jobs.
2. The developer will also be the employer of each individual receiving a family wage job.
3. The family-wage jobs will not pay less than one hundred and fifty percent of the applicable minimum wage rate provided under ORS 653.025(1).
4. The enterprise has been reviewed and endorsed by the Strategic Economic Development Corporation of the Mid-Willamette Valley, Oregon or another outside Oregon economic development agency.
5. The duration of each family wage job is permanent in nature and will likely last three or more years.
6. A staff report by the city's community development department supports the award of a partial waiver.

SUMMARY OF AMENDMENTS TO NEWBERG MUNICIPAL CODE SECTION 13.05

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

- Section 13.05.120 – Formerly Exemptions and waivers. Broken out into Section 13.05.120 - Exemptions and 13.05.125 – Waivers
- Section 13.05.040 – Part C changed
 - **Original:** For properties located outside the city limits, a factor of two shall be multiplied times the system development charge computed for the development if it were located within the city limits. [Ord. 2823 § 1, 3-19-18; Ord. 2306, 6-18-91. Code 2001 § 50.04.]
 - **New:** For residential developments where dwelling units, as defined by the Oregon Residential Specialty Code, are one thousand square feet or less, except for multifamily housing as defined in ORS 456.515(8), the city will, at the election of the developer, modify the system development charge owed by applying a factor of twenty percent to the system development charge computed for the development. For multi-parcel developments, a factor of twenty percent may be applied only to those parcels whose only above grade improvements are single-family houses with dwelling units that are 1000 square feet or less. Developers that claim this system development charge modifier cannot claim any other waiver or discount for system development charges.
- Section 13.05.090 – Part A changed
 - **Original:** The system development charge is due and payable at the earliest of the following: 1. At the time a request for an insulation inspection is made on single-family residences and duplexes. To allow timely processing of payment, payment must be made not less than 48 hours prior to a request for inspection and no insulation inspection shall be scheduled without proof of payment; 2. A development permit not requiring the issuance of a building permit; 3. Issuance of a permit to connect to the water system; or 4. Issuance of a permit to connect to the wastewater system.
 - **New:** The system development charge is due and payable at the earliest of the following: 1. At the time a request for an insulation inspection is made on single-family residences and duplexes. To allow timely processing of payment, payment must be made not less than 48 hours prior to a request for inspection and no insulation inspection shall be scheduled without proof of payment; 2. Issuance of a building permit for all other habitable structures (a development permit); 3. Issuance of a development permit that does not require the issuance of a building permit; 4. Issuance of a permit to connect to the water system; or 5. Issuance of a permit to connect to the wastewater system.
- Section 13.05.120 – Broke out Waivers into Section 13.05.125 and added Parts D, E.

- Part D: No transportation system development charges shall be charged for applications that only request a change in use for improvements existing at the time of application submission.
- Part E: Development of child care facilities as defined by ORS 329A.250(5) and certified per ORS 329A.300 are exempt from all system development charges established under this Chapter.
- Section 13.05.125 – Added new detail to Waivers section (Formerly part D and E of Exemptions and Waivers)
 - A. Up to two low or moderate income single-family residential projects for certified nonprofit entities per calendar year will be granted a waiver for wastewater and water system development charges by the city manager on a first come, first served basis.
 - B. Partial waivers of twenty-five percent for each category of system development charge shall be applied to developments starting or expanding enterprises that provide family wage jobs as further described in this subsection. No developer may claim any other waiver, modifier, or discount for system development charges in addition to the partial waiver described in this subsection. No partial waiver shall be applied unless the city council affirmatively finds that: 1. The enterprise will create at least twenty family wage jobs. 2. The developer will also be the employer of each individual receiving a family wage job. 3. The family-wage jobs will not pay less than one hundred and fifty percent of the applicable minimum wage rate provided under ORS 653.025(1). 4. The enterprise has been reviewed and endorsed by the Strategic Economic Development Corporation of the Mid-Willamette Valley, Oregon or another outside Oregon economic development agency. 5. The duration of each family wage job is permanent in nature and will likely last three or more years. 6. A staff report by the city’s community development department supports the award of a partial waiver.
 - C. Except as provided in subsection (D) of this section, no waiver of system development charges shall be made. [Ord. 2823 § 1, 3-19-18; Ord. 2306, 6-18-91. Code 2001 § 50.12.]
- Section 13.05.130 – Part A, Line 2
 - **Original:** “services were established on or after June 18, 1991.”
 - **New:** “services were established on or before June 18, 1991.”
- Section 13.05.130 – Part B, Point 5
 - **Original:** The applicant shall have the burden of demonstrating that a particular improvement qualifies for credit under this subsection. The request for credit shall be filed in writing no later than 60 days after acceptance of the improvement by the city.
 - **New:** The credit shall be given only after the city approves the cost of the eligible portion of the improvement, including the cost basis of said amount. The applicant shall have the burden of demonstrating that a particular improvement qualifies for credit under this subsection. The request for credit shall be filed in writing no later than 60 days after acceptance of the improvement by the city. The city’s

determination of the cost of a qualified public improvement shall be final, subject to any applicable appeal processes.

- Section 13.05.130 – Part C
 - **Original:** Credit shall not be transferable from one development to another.
 - **New:** Credit shall not be transferable from one development to another except within the same use district or subdistrict that is part of a Council-approved master plan or within a planned unit development authorized by NMC 15.240.
- Section 13.05.130 – Part D
 - Change of term “type” to “category”.
- Section 13.05.030 – Part G
 - Change of Credit use time limit from “five” years to “ten” years.
- Section 13.05.130 – Addition of Part H
 - “The city may require the developer to identify the credits the developer believes are applicable to the development during the applicable permitting process. The city will not be bound to approve any credits identified under this section. The city will not issue planning approval until potential credits have been approved by the city engineer.”
- Repealed Section 13.05.135

NEW SDC FEES AND CALCULATORS FROM SDC MODELS

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

These images provide a preview of what these calculators look like. Actual calculators can be found at: [Systems Development Charges | Newberg Oregon](#)

TRANSPORTATION SDC CALCULATOR									
ITE Code	Land Use	Unit	P.M. Peak Hour Vehicle	Primary Trip Adjustments as a	Adjusted P.M. Peak Hour	Number of P.M. Peak Hour	Gross Square Footage	Number of Units	SDC Amount
110	General Light Industrial	1,000 SFGF	1.08	100%	1.08	1.81	0	xxxxxx	\$ -
140	Manufacturing	1,000 SFGF	0.75	100%	0.75	1.26	0	xxxxxx	\$ -
210	Single-Family Detached Housing	Dwelling ur	1.02	100%	1.02	1.71	xxxxxx	0	\$ -
220	Apartment	Dwelling ur	0.67	100%	0.67	1.13	xxxxxx	0	\$ -
492	Health/Fitness Club	1,000 SFGF	4.06	100%	4.06	6.82	0	xxxxxx	\$ -
530	High School	1,000 SFGF	2.12	59%	1.25	2.10	0	xxxxxx	\$ -
540	Junior/Community College	1,000 SFGF	2.64	100%	2.64	4.44	0	xxxxxx	\$ -
560	Church	1,000 SFGF	0.94	100%	0.94	1.58	0	xxxxxx	\$ -
710	General Office Building	1,000 SFGF	1.49	100%	1.49	2.50	0	xxxxxx	\$ -
820	Shopping Center	1,000 SFGL	3.71	50%	1.86	3.13	0	xxxxxx	\$ -
934	Fast-Food Restaurant with Drive-	1,000 SFGF	47.30	41%	19.37	32.54	0	xxxxxx	\$ -
937	Coffee/Donut Shop with Drive-Th	1,000 SFGF	36.16	41%	14.81	24.87	0	xxxxxx	\$ -
565	Day Care Center	1,000 SFGF	13.75	33%	4.54	7.62	0	xxxxxx	\$ -
931	Quality Restaurant	1,000 SFGF	9.02	43%	3.83	6.44	0	xxxxxx	\$ -
Inputs go into blue cells.									
Transportation SDC (TSDC) fees are based on the land use and the associated trip rate.									
The list above is only a portion of possible land use types with varying trip rates used to calculate the TSDC.									
Below is the calculation for land use types not included in the list above.									
Transportation SDC = Unit x ITE Trip Rate x 1.68 x the TSDC cost multiplier (TSDC per PMPHPT)									
Adjusted									
ITE Vehicle Trip Rate (1)									
Unit		PMPHVT		PMPHPT per PMPVT		TSDC/PMPHPT		TSDC Amount	
x		x		1.68	x	\$ 3,656.67	=	\$ -	
ITE Trip Rate is based on the PM Peak Hour using the "Trip Generation Manual, 10 th Edition" published by the Institute of Transportation Engineers.									
ITE Trip Rate = PM Peak Hour Vehicle Trip End.									
PMPHPT (PM Peak Hour Person Trip End) = ITE Trip Rate x 1.68 person trip ends per vehicle trip ends.									
(1) See Primary Trip Adjustments Tab for trip adjustments as a percentage of the total.									
Adjusted ITE Vehicle Trip Rate = ITE Vehicle Trip Rate x trip adjustment %.									

POTABLE WATER	
Meter Size	SDC
3/4"	\$ 7,846.12
1"	\$ 13,338.40
1 1/4"	\$ 19,615.30
1 1/2"	\$ 25,892.19
2"	\$ 41,584.43
3"	\$ 78,461.19
4"	\$ 131,030.19
6"	\$ 258,921.94
8"	\$ 415,844.32

NONPOTABLE WATER	
Meter Size	SDC
3/4"	\$ 4,066.00
1"	\$ 6,912.20
1 1/4"	\$ 10,165.00
1 1/2"	\$ 13,417.80
2"	\$ 21,549.80
3"	\$ 40,659.99
4"	\$ 67,902.19
6"	\$ 134,177.98
8"	\$ 215,497.97

WASTEWATER SDC CALCULATOR

Wastewater

Plumbing Fixture Type	Quantity	Fixture Units (1)	Plumbing Fixture Type to Fixture Units Conversion Factor (1)
Bar sink	0	0.0	1
Bathtub	0	0.0	1
Bathtub/shower combination	0	0.0	4
Bidet	0	0.0	1
Clothes washer	0	0.0	4
Dishwasher	0	0.0	1.5
Kitchen sink	0	0.0	1.5
Laundry sink	0	0.0	1.5
Lavatory	0	0.0	1
Shower	0	0.0	2
Water closet	0	0.0	2.5
Other	0	0.0	
Total	0	0.0	
Inputs go into blue cells.			
Total SDC		\$ 6,039.00	

(1) Conversion From Fixtures to Fixture Units is From the Uniform Plumbing Code

Minimum SDC for first 18 fixture units = \$ 6,039.00
SDC/FU \$ 335.50

The minimum SDC is divided by 18 to get the cost per fixture unit (FU).

[illegible]

SDC CAPITAL PROJECT LISTS

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

See below for the Capital Improvement Project Lists for:

- Stormwater
- Wastewater
- Water
- Transportation

These CIP lists provide a preview for reference within this document. Downloadable PDFs of each individual list can be found on our website at: [Systems Development Charges | Newberg Oregon](#)

STORMWATER SDC CAPITAL PROJECT LIST - 2024

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

Project	\$ Cost Estimate	City Construction Factor	City \$ Eligible
S Center St. Improvements	\$ 2,415,715.00	30	\$ 724,714.50
Oxford St. Improvements - Section 1	\$ 177,193.00	0	\$ -
Oxford St. Improvements - Section 2	\$ 142,677.00	0	\$ -
Oxford St. Improvements - Section 3	\$ 58,622.00	0	\$ -
N Edwards St. Improvements	\$ 1,024,049.00	0	\$ -
E Third St. Improvements	\$ 647,954.00	0	\$ -
E North St. Improvements	\$ 650,305.00	0	\$ -
Wynooski St. Improvements	\$ 309,198.00	0	\$ -
N Springbrook Rd. Improvements - Section 1	\$ 94,466.00	25	\$ 23,616.50
N Springbrook Rd. Improvements - Section 2	\$ 1,104,077.00	25	\$ 276,019.25
S Blaine St. Improvements	\$ 325,711.00	0	\$ -
6th & Blaine St. Improvements	\$ 224,530.00	0	\$ -
Pinehurst Dr. Improvements	\$ 364,280.00	0	\$ -
Illinois St. Improvements	\$ 139,183.00	0	\$ -
Ditch & Pinehurst Dr. Improvements	\$ 283,916.00	0	\$ -
Crestview Dr. Improvements	\$ 131,819.00	5	\$ 6,590.95
2nd St. Crossing	\$ 41,056.00	0	\$ -
Libra St. Improvements	\$ 220,159.00	0	\$ -
Crater Ln. Improvements	\$ 12,274.00	0	\$ -
Partridge Ln. Improvements	\$ 80,980.00	0	\$ -
Charles St. Improvements	\$ 51,140.00	0	\$ -
Center St. Improvements	\$ 138,377.00	45	\$ 62,269.65
Mountainview Dr. Improvements	\$ 384,725.00	75	\$ 288,543.75
E 2nd St. @ River St. Improvements	\$ 121,007.00	0	\$ -
E 2nd St. @ Arduus St. Improvements	\$ 216,600.00	0	\$ -
Brutscher St. Improvements	\$ 72,666.00	0	\$ -
Stream Bank Protection Projects	\$ 190,000.00	0	\$ -
800 Block of NE Wynooski St.	\$ 300,000.00	0	\$ -
RR Ditch; N College – N Meridian	\$ 165,755.00	0	\$ -
OR240/RR Tracks/Franklin Street	\$ 109,273.00	0	\$ -
Stormwater Master Plan Update	\$ 350,000.00	50	\$ 175,000.00
Riverfront Additional piping**	TBD depending on layout	100	

TOTAL CIP SDC COSTS \$ 1,556,754.60

Reserves \$ 476,668

\$ 1,080,086.60

**This needs to be expanded out. Can use the Urban Renewal plan but that's probably not deep enough.

WASTEWATER SDC CAPITAL PROJECT LIST - 2024

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

Project	Cost Estimate	City Construction Factor	City \$ Eligible
WWTP Hydraulic Improvements	\$ 480,000	14.4%	\$ 69,000
Oxidation Ditch Expansion (re-priced 2023)	\$ 15,500,000	22.1%	\$ 3,425,682
Equalization Basin Rehabilitation	\$ 980,000	0.0%	\$ -
Chlorine Contact Expansion	\$ 2,938,000	14.1%	\$ 415,000
Secondary Clarifier #5	\$ 7,500,000	22.1%	\$ 1,658,000
Hess Creek Phase 1 - CIPP	\$ 1,351,000	2.0%	\$ 27,020
Hess Creek Phase 2 - Parallel Gravity Line	\$ 7,460,000	2.0%	\$ 146,978
Springbrook Road	\$ 5,314,000	19.7%	\$ 1,048,113
Pinehurst Court	\$ 318,000	0.0%	\$ -
Maintenance Yard Improvements	\$ 804,000	20.1%	\$ 161,345
Lift Station Improvements (short term)	\$ 118,000	1.0%	\$ 1,156
I/I Projects	\$ 2,700,000	50.0%	\$ 1,350,000
Hess Creek Phase 3 - Lift Station	\$ 2,539,000	2.0%	\$ 50,277
River Street	\$ 5,103,000	12.3%	\$ 629,567
HWY 240 Lift Station Upsize	\$ 642,000	19.2%	\$ 123,026
Main and Wyooski Streets	\$ 616,000	1.2%	\$ 7,512
Lift Station Improvements (long-term)	\$ 459,000	10.9%	\$ 50,184
I/I Projects	\$ 3,150,000	50.0%	\$ 1,575,000
Chehalem Drive Phase 1 - 20-year Infrastructure	\$ 2,217,000	100.0%	\$ 2,217,000
Riverfront Infrastructure	\$ 4,787,000	100.0%	\$ 4,787,000
Riverfront Industrial Infrastructure	\$ 1,154,000	100.0%	\$ 1,154,000
Providence Infrastructure	\$ 1,734,000	100.0%	\$ 1,734,000
Chehalem Drive Phase 2 - Buildout Infrastructure	\$ 990,000	0.0%	\$ -
I/I Projects	\$ 3,150,000	50.0%	\$ 1,575,000
Chehalem and Creekside LS Displacement/Future Trunkline	\$ 3,492,000	25.5%	\$ 889,000
Charles and Andrew LS Displacement	\$ 1,109,000	0.0%	\$ -
Dehydration Unit Burner Rebuild	\$ 65,000	0.0%	\$ -
Wastewater Master Plan (3)	\$ 300,000	50.0%	\$ 150,000
	\$ 76,970,000		
From the 2021 Wastewater Master Plan			
		TOTAL CIP SDC COSTS	\$ 23,243,861

Reserves	\$	11,820,392
	\$	11,423,469

WATER SDC CAPITAL PROJECT LIST - 2024

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

Project	0-5 Years	5-10 Years	10-20 Years	Cost Estimate	City Construction Factor	City \$ Eligible
2 mgd redundant supply development	In design only	\$3,915,000		\$3,915,000	49.5%	\$1,937,925
Seismic resilience - add emergency conection and controls at existing WTP		\$600,000		\$600,000	49.6%	\$297,600
New Groundwater Treatment Plant (price increase 2023)		\$25,600,000		\$25,600,000	49.5%	\$12,672,000
Bell East Pump Station - Zone 3 constant pressure		\$2,605,000		\$2,605,000	97.0%	\$2,526,850
Bell West Pump Station - Zone 2 constant pressure; mains Bell West P.S. to Veritas School M-14, M-15	In design only	\$2,017,104		\$2,017,104	97.0%	\$1,956,591
Seismic resilience - N. Valley Reservoirs hydraulic control valves & site piping			\$1,050,000	\$1,050,000	0.00%	\$0
Seismic Upgrades to pipes				\$1,500,000	11.50%	\$172,500
Upsize existing mains; construct new distribution loops to improve fire flow capacity	M6 complete	\$2,085,000	\$569,000	\$2,654,000	50.0%	\$1,327,000
NE Zimri Drive Zone 3 distribution backbone within UGB	2024	\$413,000		\$413,000	50.0%	\$206,500
IBTER Fire Flow improvements for increased density						
Upsize existing 6-inch mains to 8-inch mains on S Main, S Lincoln, W 4th, W 5th Streets		\$624,000		\$624,000	45%	\$277,748
Upsize existing 4- and 6-inch mains to 12-inch mains on S Blaine Street			\$633,000	\$633,000	77%	\$484,249
Upsize existing 6-inch main to 8-inch main in S College Street north of E 9th Street			\$6,000	\$6,000	45%	\$2,671
Upsize existing 6-inch mains to 12-inch mains in E 9th Street, Charles Street, and S College Street			\$725,000	\$725,000	75%	\$544,237
Upsize existing 6-inch main to 8-inch main in S Meridian Street north of E 5th Street	16000			\$16,000	45%	\$7,122
Upsize existing 6-inch main to 12-inch main in S Meridian Street	329000			\$329,000	75%	\$246,971
Upsize existing 4- and 6-inch mains to 12-inch mains in E 7th Street, S Pacific Street, E 9th Street, and Paradise Drive		\$913,000		\$913,000	77%	\$704,069
Upsize existing 6-inch mains to 12-inch mains in S River Street			\$676,000	\$676,000	75%	\$507,454
Upsize existing 6-inch mains to 12-inch mains in E 5th Street		\$204,000		\$204,000	75%	\$153,137
Upsize existing 6-inch main to 8-inch main from E 11th Street to the Boston Square Apartments		\$58,000		\$58,000	45%	\$25,816
Upsize existing 6-inch main to 8-inch main in Vermillion Street				\$0	45%	\$0
New water mains to serve future development in Riverfront area			\$963,000	\$963,000	100%	\$963,000
Upsize existing 6-inch S College St main to 8-inch main to serve future Riverfront development			\$172,000	\$172,000	45%	\$76,559
Upsize existing 6-inch River and 11th St mains to 12-inch mains to serve future Riverfront development			\$330,000	\$330,000	75%	\$247,721
Seismic resilience - cast iron and concrete pipe replacement			\$500,000	\$500,000	19%	\$96,620
Chehalem Drive water system extension west and north to Columbia Drive			\$721,000	\$721,000	100%	\$721,000
N College Street - N Terrace Street - Bell West P.S. - Veritas School	Included w/Bell West			\$0	97%	\$0
College Street WL to Mountain View		\$568,000		\$568,000	10%	\$56,800

1.7 MG Bell Road Reservoir - Zone 3			\$2,886,000	\$2,886,000	97%	\$2,799,420
Zimri Dr. E transmission main to Bell Rd Reservoir			\$3,078,000	\$3,078,000	97%	\$2,985,660
Bell Rd W transmission main - N College Street to Zimri Dr.			\$2,678,000	\$2,678,000	97%	\$2,597,660
Water Management & Conservation Plan update			\$150,000	\$150,000	49.5%	\$74,250
Water System Master Plan update				\$300,000	49.5%	\$148,500
SDC Study		\$0		\$0	100%	\$0
AWIA Risk & Resilience Assessment		\$280,000		\$280,000	49.5%	\$138,600
Seismic resilience planning			\$200,000	\$200,000	49.5%	\$99,000
Public Works Maintenance Facility Master Plan	Complete	\$844,145		\$844,145	20%	\$168,829
Subtotal				\$58,208,249		\$35,224,056

Other					
North non-potable water line and Otis Springs pumping improvements		\$2,105,000	\$2,105,000	100%	\$2,105,000
Subtotal	\$0	\$2,105,000	\$2,105,000		\$2,105,000

			Existing Reserves		-
(1) % SDC Eligible indicates percent of project eligible to be funded by SDCs.					\$35,224,056.31
Interest for WIFIA Load (or similar loan)		\$	7,000,000	50%	\$ 3,465,000

TRANSPORTATION SDC CAPITAL PROJECT LIST - 2024

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

Project			Cost Estimate	City Construction Factor	City \$ Eligible
E01*	OR 240 Minor Arterial Improvement	Reconstruct OR 240 for approximately 0.36 miles between the west edge of the Urban Growth Boundary and Main Street to full, 3- lane minor arterial street standards.	\$ 2,160,000	42.01%	\$ 907,416
E03*	N Main Street (OR240) Arterial Improvement	Reconstruct to full minor arterial standards between Illinois and 1st to include three travel lanes, bike lanes, and sidewalks.	\$ 1,350,000	5.85%	\$ 78,975
E04*	Blaine St Extension	Construct new street between 9th St and River St to major collector standards.	\$ 1,682,200	100.00%	\$ 1,682,200
E05*	College St Arterial Improvement	Reconstruct to minor arterial street standards between 1st St and Bell Rd to include sidewalks and bicycle lanes on each side of College Street.	\$ 8,835,750	37.05%	\$ 3,273,645
E06*	Rogers Landing Rd Extension	Construct Rogers Landing Rd from Willamette River to UGB to major collector standards.	\$ 1,215,000	100.00%	\$ 1,215,000
E07*	Foothills Dr Extension	Construct Foothills Dr from Aldersgate to Villa Rd.	\$ 342,150	100.00%	\$ 342,150
E08*	Villa Rd Extension	Construct Villa Rd from Mountainview Dr to Aspen Way and construct to major collector standards with sidewalks and bike lanes.	\$ 2,835,000	100.00%	\$ 2,835,000
E11a*	Mountainview Dr Arterial Improvement	Safety Improvement: Reconstruct Mountainview Dr between Villa Rd and Alice Way to minor arterial standards. Include bike lanes and sidewalks on both sides.	\$ 1,023,000	35.79%	\$ 366,132
E11b*	Mountainview Dr Arterial Improvement	Reconstruct Mountainview Dr between Alice Way and Aspen Way to minor arterial standards. Include bike lanes and sidewalks on both sides.	\$ 1,404,000	37.24%	\$ 522,850
E15*	Hayes St Extension	Construct Hayes St from its eastern terminus at Deborah St to Springbrook St to minor collector street standards	\$ 540,000	100.00%	\$ 540,000
E18*	OR219 Arterial Improvement	Reconstruct OR219 to arterial standards between 1st Street and the UGB to include sidewalks and bicycle lanes on each side of OR219.	\$ 7,965,000	48.03%	\$ 3,825,590
S01*	Dayton Ave Collector Improvement	Restripe Dayton Avenue to major collector street standards between 5th Street and Newberg city limits to include bicycle lanes on each side of Dayton Avenue	\$ 13,500	34.01%	\$ 4,591
S02*	3rd St Collector Improvement	Reconstruct 3rd Street to minor collector street standards between OR 99W and Main Street to include sidewalks and on-street parking on each side of 3rd Street	\$ 110,250	34.67%	\$ 38,224
S03*	OR 99W Arterial Improvement	Reconstruct OR 99W to major arterial street standards between Harrison Street and 3rd Street to include sidewalks and bicycle lanes on each side of OR 99W.	\$ 1,741,600	100.00%	\$ 1,741,600
S08*	S Main St Collector Improvement	Restripe to major collector street standards between 1st St and 5th St to include bicycle lanes on each side.	\$ 27,000	31.68%	\$ 8,554
S09*	2nd St Collector Improvement	Reconstruct 2nd St to major collector street standards between Main St and River St to include sidewalks, bicycle lanes, and on-street parking on each side of 2nd Street	\$ 2,141,600	33.95%	\$ 727,073
S10*	Blaine St Collector Improvement	Reconstruct Blaine St to major collector street standards between Hancock St and 9th St to include sidewalks and bicycle lanes on each side of Blaine Street.	\$ 2,025,000	14.71%	\$ 297,878
S11*	Chehalem Dr Collector Improvement	Reconstruct Chehalem Dr between OR240 and North Valley Rd to major collector street standards to include bicycle lanes and sidewalks on both sides of the street. Yamhill County and City of Newberg jurisdictions.	\$ 4,428,000	50.05%	\$ 2,216,214
S12*	N Main St Collector Improvement	Reconstruct to full major collector street standards between Illinois St and Mountainview Dr to include sidewalks and bicycle lanes on each side of Main St.	\$ 1,350,000	63.96%	\$ 863,460
S13*	Illinois St Collector Improvement	Reconstruct Illinois St between Main St and College St to major collector street standards to include on-street parking, bicycle lanes, and sidewalks on each side of the street.	\$ 945,000	69.20%	\$ 653,940
S14*	Columbia Dr Collector Improvement	Reconstruct Columbia Dr between Chehalem Dr and College St to minor collector street standards to include a travel lane in each direction, and sidewalks and on-street parking on both sides of the street.	\$ 1,512,000	83.95%	\$ 1,269,324
S17*	Foothills Dr Collector Improvement	Reconstruct to major collector street standards between Main St and Aldersgate Dr to include sidewalks and bicycle lanes on each side.	\$ 3,240,000	33.95%	\$ 1,099,980
S18*	Crestview Dr Collector Improvement	Reconstruct Crestview Dr to minor collector street standards between College St and Villa Rd to include sidewalks and on-street parking. (Other Crestview Dr projects E14, S40)	\$ 1,620,000	61.96%	\$ 1,003,752
S20*	Vermillion St Collector Improvement	Reconstruct Vermillion St between Meridian St and College St to major collector standards to provide bicycle lanes and sidewalks on each side of the street.	\$ 405,000	43.12%	\$ 174,636

S21*	Fulton St Collector Improvement	Reconstruct Fulton St between Meridian St and Villa Rd to major collector standards, providing bicycle lanes and sidewalks on each side of the street.	\$ 174,050	36.44%	\$ 63,424
S22*	River St Collector Improvements	Reconstruct to major collector street standards between 1st St and Rogers Landing Rd to include sidewalks and bicycle lanes on each side of River St.	\$ 3,105,000	35.06%	\$ 1,088,613
S23*	Rogers Landing Rd Collector Improvement	Reconstruct Rogers Landing Rd to major collector street standards between River St and the Willamette River to include sidewalks and bicycle lanes on each side of the street.	\$ 540,000	100.00%	\$ 540,000
S25*	Villa Rd Collector Improvement	Reconstruct Villa Rd to major collector street standards between OR 99W and Fulton St to include sidewalks and bicycle lanes on each side of Villa Rd.	\$ 1,080,000	25.89%	\$ 279,612
S26*	Villa Rd Collector Improvement	Reconstruct to major collector street standards between Fulton St and Crestview Dr to include sidewalks and bicycle lanes on each side of Villa Rd.	\$ 500,000	85.00%	\$ 425,000
S27*	Haworth Ave Collector Improvement	Reconstruct Haworth Ave to major collector street standards between Villa Rd and Springbrook St to include sidewalks and bicycle lanes on each side of Haworth St.	\$ 1,682,200	27.02%	\$ 454,530
S29*	Aspen Way Collector Improvement	Reconstruct Aspen Way to minor collector standards between Villa Rd and Mountainview Dr to include sidewalks and on-street parking on each side of Aspen Way	\$ 4,995,000	100.00%	\$ 4,995,000
S33*	Hayes St Collector Improvement	Reconstruct Hayes Street to minor collector street standards between Elliott Road and Deborah Street to include sidewalks and on-street parking on each side of Hayes Street	\$ 87,000	33.95%	\$ 29,537
S35*	Fernwood Rd Collector Improvement	Reconstruct Fernwood Rd between Springbrook Rd and Creek to major collector standards to include bicycle lanes and sidewalks on each side of the street	\$ 972,000	94.42%	\$ 917,762
S36*	OR 99W Arterial Improvement	Reconstruct OR 99W to major arterial street standards between Vittoria Way and Harmony Ln to include sidewalks and bicycle	\$ 270,000	28.40%	\$ 76,680
S37*	Wynooski St Collector Improvement	Reconstruct Wynooski Street to major collector street standards between River Street and Bypass to include sidewalks and bicycle lanes on each side of Wynooski Street	\$ 4,050,000	60.83%	\$ 2,463,615
S38*	Zimri Dr Collector Improvement - in UGB	Improve Zimri Dr within the UGB to major collector standards, providing bicycle lanes and sidewalks on each side of the street	\$ 2,160,000	100.00%	\$ 2,160,000
I02*	Foothills Dr/College St Intersection	Intersection control upgrade (roundabout or traffic signal) to address mobility needs	\$ 825,000	52.07%	\$ 429,578
I03*	Mountainview Dr/Villa Rd Intersection Improvement	Add traffic signal and left turn lanes on all approaches.	\$ 860,000	100.00%	\$ 860,000
I04*	Villa/Haworth Intersection Improvements	Add southbound left turn lane and northbound right turn lane on Villa to improve safety and operations. Monitor for control upgrade (roundabout or traffic signal)	\$ 320,000	28.28%	\$ 90,496
I05*	Villa/Fulton Intersection Improvements	Add SB right turn lane and NB left turn lane on Villa Rd. Monitor for control upgrade (roundabout or traffic signal)	\$ 345,000	26.11%	\$ 90,080
I07*	Mountainview Dr/Zimri Dr Intersection Improvements	Add SB left turn lane to Zimri Dr	\$ 135,000	100.00%	\$ 135,000
I08*	Springbrook Rd/Mountainview Dr Intersection	Traffic Signal.	\$ 270,000	100.00%	\$ 270,000
I09*	Springbrook Rd/Haworth Ave	Traffic Signal and left turn lanes on Haworth	\$ 400,000	30.22%	\$ 120,880
I10*	Springbrook Rd/Hayes St Intersection Improvement	Traffic Signal. Add 4th leg on west side of Springbrook.	\$ 270,000	38.72%	\$ 104,544
I13*	Everest Rd/1st St Intersection Improvements	Traffic Signal and left turn lanes on all approaches. Additional improvements may be needed at the adjacent intersection of 1st/Villa in order ensure mobility along OR 219, including modify control and/or turn restrictions.	\$ 735,000	38.77%	\$ 284,960
I14*	Main St/ Illinois St	Perform special study to determine appropriate intersection improvements to address future safety and mobility needs triggered by future growth. Possible alternatives include traffic signal, roundabout, or four-way stop control. Realignment of the intersection may be required; alternatively, closure of either the north or east approach may be considered.	\$ 500,000	67.89%	\$ 339,450
P02*	OR 99W Sidewalks	From UGB to 3rd Street	\$ 174,150	100.00%	\$ 174,150
P03*	1st St Sidewalks	From UGB to Ore 99W	\$ 74,250	70.18%	\$ 52,109
P08*	9th St Sidewalks	From Blaine St to River St	\$ 66,150	57.38%	\$ 37,957
P09*	14th St Sidewalks	From College St to River St	\$ 63,180	33.95%	\$ 21,450
P12*	11th St Sidewalks	From River St to Wynooski St	\$ 59,400	33.95%	\$ 20,166
P13*	College St Sidewalks	From 9th St to 14th St	\$ 171,450	71.21%	\$ 122,090
P15*	Meridian St Sidewalks	From Hancock Street to 2nd Street	\$ 45,900	19.48%	\$ 8,941
P23*	Meridian St Sidewalks	From Crestview Dr to Fulton St	\$ 133,650	33.95%	\$ 45,374
P33*	Crestview Dr Sidewalks	From Emery St to Springbrook St	\$ 2,483,100	78.26%	\$ 1,943,274
P34*	Emery St Sidewalks	From Crestview Drive to Douglas Ave	\$ 1,724,300	33.95%	\$ 585,400
P38*	Springbrook Rd Sidewalks	From Crestview Drive to Ore 99W	\$ 112,050	29.45%	\$ 32,999

P42*	Hayes St Sidewalks	From Springbrook Rd to Burl St	\$ 166,050	78.26%	\$ 129,951
P44*	S Elliott Rd Sidewalk Infill	From OR 99W to 2nd St	\$ 295,000	33.95%	\$ 100,153
P48*	OR 99W	From Brustcher Street to Vittoria Way	\$ 86,400	28.40%	\$ 24,538
B02*	Main St Bike Lanes - with S12, E03, S08	From 5th St to Mountainview Dr.	\$ 3,760,000	32.73%	\$ 1,230,648
B05*	9th St Bike Boulevard	From Blaine St to River St	\$ 102,600	57.38%	\$ 58,872
B19*	11th St Bike Boulevard	East of River St	\$ 103,950	33.95%	\$ 35,291
B25*	Springbrook Road Bike Lanes - Partially with E16	South of OR 99W on west side and north of OR 99W between Haworth and Middlebrook	\$ 20,000	41.51%	\$ 8,302
B29*	Vittoria Way Bike Lanes	From Springbrook to OR 99W	\$ 145,800	33.95%	\$ 49,499
B30*	Aspen Way Bike Lanes	From Mountainview Dr to Springbrook	\$ 130,950	78.26%	\$ 102,481

\$ 46,690,586

Projects on State/County roads \$ 17,006,062

Amount after removal of State/County Road \$ 29,684,524

Roads under State or County Jurisdiction

Reserves \$ 7,766,695

(1) % SDC Eligible indicates percent of project eligible to be funded by SDCs.

SDC Project Total \$ 38,923,891

WO SCR \$ 21,917,829