

CAPITAL FACILITIES PLAN



CITY OF WENATCHEE 2020-2025

Adopted:
Resolution No.

PO Box 519
Wenatchee, WA 98807
(509) 888-6200



TABLE OF CONTENTS

Introduction..... 3

Definitions..... 4

CFP Organization..... 5

Service Standards..... 5

Financial Constraints..... 7

Overall Plan..... 8

General Facilities 8

Parks, Recreation and Cultural Services 10

UTILITIES 11

Stormwater 11

Water 13

Regional Water 15

Sewer 16

Transportation..... 19

Pavement Preservation..... 19

Arterial Streets..... 20

Street Maintenance 21

Broadview Secondary Access/Western Foothills Circulation and Fire Access..... 25

Convention Center 26

Cemetery 27

Homeless/Housing/CDBG Programs 28

Economic Development 30

Local Revitalization Financing District – Wenatchee Waterfront..... 30

Economic Development/ Partnership Projects..... 31

Conclusions and Recommendation 35

Appendix A - Funded project budget sheets..... 36

Appendix B - Six Year Transportation Plan..... 37

Capital Facilities Plan

2020-2025

CITY OF WENATCHEE 2020-2025

INTRODUCTION

The City's Capital Facilities Plan (CFP) provides a comprehensive project list and schedule guiding the investment of city resources in infrastructure. These resources are made up of local revenues as well as State and Federal grants. The CFP identifies those projects which have secured funding as well as a list of projects which have not yet been funded. The projects included in this plan have largely been identified through other planning efforts which are all incorporated into the City's Comprehensive Plan. The reader is referred to these other referenced plans for additional detail concerning projects.

Why is it important for a city to keep a capital facilities plan up to date? In particular, the following three compelling reasons drive the update of the City's capital facilities plan:

1. City health and long-term stability in terms of quality of life and its economy require replacement and repair of existing infrastructure, investment in new infrastructure, and correction of deficiencies.
2. The City receives many State and Federal grants for infrastructure. For example, the majority of street improvement projects are funded with grants. The majority of infrastructure grants and loan programs require that projects be identified the City's adopted Capital Facilities Plan.
3. The Washington State Growth Management Act of 1990 requires that capital facility plans be adopted and consist of (1) an inventory of existing capital facilities; (2) a forecast of the future needs for such facilities; (3) the proposed locations and capacities of expanded or new facilities; (4) at least a six-year plan that will finance such facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (5) a requirement to reassess the land use element if funding falls short of meeting existing needs.

The purpose of the CFP is to ensure the City plans for adequate facilities that are (1) consistent with the goals and policies of the Wenatchee Area Urban Comprehensive Plan: Planning to Blossom 2037; (2) consistent with the projected population growth and land use plan; (3) concurrent with, or within 6 years of the impacts of new development in order to achieve and maintain adopted level of service standards; and (4) based on sound fiscal policies for the city.

This document is updated annually serving as the 6 year financing/implementation plan for the City's Overall Comprehensive Plan. Projects funded in the first year of the plan are intended to be consistent with the adopted city budget. The Public Facilities and Services Element of the Comprehensive Plan and referenced individual public facility plans provide the information required by RCW36.70A.070 (3).

The city-owned public capital facilities encompassed by this plan include the following:

- streets
- sidewalks, paths and trails
- parking facilities
- street and road lighting systems
- traffic signals
- domestic water system
- storm sewer system
- sanitary sewer system
- parks and recreation facilities
- general administrative facilities
- museum
- convention center
- cemetery

Under the Growth Management Act, the city's Capital Facilities Plan must also be coordinated and consistent with CFP's of other public facility providers. Some of those providers within the Wenatchee Urban Area include: Wenatchee School District (schools), Chelan County P.U.D. (electrical, water, parks and recreation), Department of Transportation (highways), Wenatchee Reclamation District (irrigation water), Fire District No. 1 (fire protection), Chelan County (streets, solid waste, storm sewer, lighting, traffic signals, law and justice).

Upon passage of the 2020 budget, Appendix A will be added that will represent the adopted 2020 capital projects list.

DEFINITIONS

The following definitions will help in understanding how this Capital Facilities Plan is put together and read.

Capital Facility: Capital facilities are structures, improvements, equipment, or other major assets (including land) with a useful life of at least ten (10) years. Capital improvements are projects that create, expand, or modify a capital facility. This definition applies to projects that cost more than twenty thousand (\$20,000) dollars.

Public Facility: The city-owned public capital facilities encompassed by this plan include the following: streets, sidewalks, paths and trails, parking facilities, street and road lighting systems, traffic signals, domestic water system, storm sewer system, sanitary sewer system, parks and recreation facilities, general administrative facilities, vehicles, convention center, museum, and cemetery.

Level of Service: Levels of service are usually quantifiable measures of the amount of public facilities that are provided to the community. Measures of levels of service are typically expressed as ratios of facility capacity to demand by actual or potential users. Sometimes, levels of service (LOS) standards are based on the public service, such as police protection, rather than on the facility that houses the service (e.g. police station).

Concurrency: This is a term that requires public facilities and services necessary to serve development to be in place at the time of development or a financial commitment is made to provide the facility within a certain period of time. The Growth Management Act requires concurrency on transportation facilities, while all other public facilities must be “adequate.” The Wenatchee Urban Area Comprehensive Plan, however, makes concurrency a requirement for city public facilities.

CFP ORGANIZATION

This Capital Facilities Plan is organized around each of the public facilities provided by the city. Because the city wants to make sure that the Capital Facilities Plan is based on sound fiscal policy, all capital facilities for which city funds would be expended are included in the CFP, not just those facilities required to accommodate future growth. The CFP is based on the following categories:

- General Facilities (police, administrative offices, maintenance, museum, community facilities)
- Parks and Recreation
- Stormwater
- Water
- Regional Water
- Sewer
- Street Overlay
- Arterial Streets
- Street Maintenance Projects
- Convention Center
- Cemetery
- Broadview Secondary Access / Western Foothills Circulation
- Local Revitalization Financing
- Partnership Projects / Economic Development

SERVICE STANDARDS

Under the Washington State Growth Management Act, levels of service must be adopted for Transportation Facilities as provided in the adopted transportation plans and transportation element of the Wenatchee Urban Area Plan. Adequate provisions for urban governmental services must be provided for other services in the Urban Growth Area. These standards are identified below:

Schools

The Wenatchee School District has the most and some of largest public facilities in the Wenatchee Urban Growth Area. In addition, the public schools are recognized as one of the largest public services within

the City. Education serves one of the most important roles in community health as the quality of education today impacts the skill levels, employment rates, labor supply, and wages in the future. The City's Consolidated Plan, updated in 2013, provides critical data relative to demographics, work force development, and education levels. The data clearly represents a need to improve education especially amongst the most disadvantaged children. The Wenatchee School District is responsible for facility planning and service levels of the District, but coordination with the city's overall development is to be coordinated. The WSD is currently evaluating school facilities and overall needs to serve the city and in addition, new school partnerships are developing that may result in a Charter School.

Fire Protection

City of Wenatchee is covered by Chelan County Fire Protection District #1 whose goal is to have a response of less than 6 minutes 90% of the time. Additionally, adequate fire protection for wild land urban interface events is mitigated with secondary access both for emergency vehicles and evacuations. The standard for secondary access is reflected in the Comprehensive Plan Circulation Map and building standards through the Wildland Urban Interface Code.

Police Protection

All calls for assistance will be answered within a reasonable time consistent with the nature of the call. Police staffing levels are established by Council direction based on needs for special services division or partnerships (i.e. school resource officers).

Water Supply

The City and PUD water systems are designed based on International Fire Code requirements for fire flow and Washington State Department of Health requirements for a safe supply of potable water. The City of Wenatchee is the administrator for the Regional Water System service Chelan County PUD and East Wenatchee Water District customers.

Sanitary Sewer

The sanitary sewer system is designed based on a maximum daily load demand times 2.5 for collection system. Treatment capacity is designed based on Department of Ecology requirements as detailed in the Wastewater Treatment Plant Facilities Plan.

Storm Water

The City stormwater system is designed to capture and convey runoff from Ten-year 24 hour Type 1A storm in the pipe system and twenty-five year 24 hour Type 1A storm in the streets within the gutters.

Transportation, Levels of Service

The following standards are set for the city transportation network.

Automobile

LOS "E" for urban corridors of regional significance

LOS "E" – averaged in the Wenatchee Central Business District

V/C ratio < 1.0 for all other arterials, transit routes, and highways

Refer to the transportation element of the comprehensive plan, and the regional transportation plan “Transportation 2040”

Pavement Condition, Pedestrian, Bicycle, and Transit

Development of LOS and performance measures at the federal level began in 2016 and at the city level with the adoption of the complete streets policy. Future updates to this plan will include a multi-modal approach to LOS that includes non-motorized transportation functions consistent with the regional transportation plan. In 2017, the City adopted the Pavement Management Plan which identifies a pavement condition levels and corresponding investment.

All roadways on the regional system should have pedestrian facilities and proposed bicycle facilities should be funded and constructed.

FINANCIAL CONSTRAINTS

The first year of the capital facilities plan is typically consistent with the adopted City budget. However, since capital expenditures often impact multiple years after funding has been committed, it is prudent to plan ahead for the expenditure of funds for at least 3 years and in some cases longer. In addition, some of the City’s adopted plans include longer term expenditure plans in which resources are actively being pursued when opportunities arise. Often grant or loan resources become available for certain types of projects resulting from changing public policy at Federal, State, and local levels. The City of Wenatchee monitors these opportunities and puts forth funding applications for projects consistent with Federal, State, and local funding objectives. In order to effectively plan for capital expenditures, the plan is written with these concepts in mind. The following financial constraints help guide the planning process and to ensure that capital planning includes considerations of various financial impacts on the community and city government:

The first three years must be fiscally constrained. This means projects cannot be incorporated in the first three years unless they include all of the following:

- a. The project has been approved for funding from an existing source of city revenues OR grant(s) have been awarded to fund the project and match is available (awarded means the project must be on a selected funding list waiting for legislative approval or a letter of award has been received).
- b. Annual operation and maintenance costs have been accounted for, or are a reasonable increase over prior year’s expenditures
- c. If the project requires financing through the issuance of revenue bonds, voter approved bonds (UTGO), or non-voter approved/Council manic (LTGO) bonds, then Council approval of the issuance must be in place.

Years 4 and beyond represent all of the other unfunded capital needs of the City. This means although funding has not been secured, there are possible funding sources for the projects.

OVERALL PLAN

2020-2025 Project Summary

Public Facilities Type	Funded	Unfunded
General Facilities	16,238,336	10,790,000
Parks, Recreation & Cultural Services	5,970,644	12,242,479
Stormwater	3,114,278	1,352,344
Water	6,849,110	58,307,400
Regional Water	1,360,140	52,892,000
Sewer	27,531,433	44,588,971
Streets	26,891,068	254,880,000
Convention Center	800,000	12,000,000
Cemetery	-	555,000
Homeless/Housing/CDBG Programs	250,000	1,100,000
Economic Development - LRF District	5,350,000	-
Economic Development - Partnerships	18,074,500	69,000,000
TOTAL	\$ 112,429,509	\$ 517,708,194

GENERAL FACILITIES

Description:

General facilities covers city administrative offices, public works buildings, and other city facilities that do not have dedicated fund sources, such as water and sewer systems. The focus of the 6-year capital facilities financing plan for general facilities is maintenance, preservation and/or expansion of city-owned facilities.

The City is experiencing growth with the annexation of Olds Station, continued population increases and increasing levels of service required of city functions. As a result City Hall and the Public Services Center continue to grow in terms of personnel. Both City Hall and the newly constructed PSC are out of space. Because of the desire of the City Council to have City administration located in the same building for efficiency reasons, and to create a better experience for customers who will be able to access the City in a one stop location, the City and LocalTel, a local business, purchased the former Federal building and entered into a public private partnership through a condominium in which approximately two thirds of the building is now owned by the city for the purposes of redeveloping the space into a new City Hall. Repurposing this building is consistent with the South Wenatchee Action plan to activate a key commercial property bridging downtown and South Wenatchee. The City estimates investing a total of

\$14.5 million into this facility to establish a new city hall. Approximately \$11 Million remains to be invested in the next several years.

Given relocation of City Hall to the Federal Building, the city entered into a lease with the General Services Administration for the use of the existing city hall building at 129 S. Chelan Avenue. As part of the lease obligation, the city will upgrade the building shell to meet seismic requirements and correct existing deficiencies in the building. This work is anticipated to be performed in 2019 with the GSA taking possession in mid-2020.

At the current downtown campus, with the addition of the new Police Station in 2004, the existing police facility was opened up for occupancy by other departments of the City. The Information Systems Department, the Facility Maintenance Division of Public Works and the Drug Taskforce of the Police Department have all located in this facility, called the Historic Police Station. The influx of additional personnel has revealed a deficiency of parking spaces. There is a need for secured parking for the police vehicles as well as additional parking needs for the Police Station facility. Additional parking is being planned as a lid structure over a portion of the new Police Department parking lot; this project is estimated at \$340,000. A parking analysis is needed to explore additional parking options to determine if this is the best solution for the facility and the public. In addition, the city is adding parking through a public private partnership as described in the Economic Development section of this plan

In 2018 the City completed a facilities condition assessment, which is a comprehensive look at the overall maintenance, operation and replacement needs of city owned facilities. The assessment also provides an annual cost and schedule for work to be completed. The assessment identifies \$2,200,200 of equipment that needs to be addressed. The City's Facilities Division has evaluated the data and recommends 2020 capital improvement projects in the amount of \$300,000

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

<i>Project Name</i>	<i>Project Budget</i>	<i>Previous Years</i>	<i>2020 Budget</i>	<i>2021</i>	<i>Future Years</i>
South Yard Building (McKittrick)	400,000	-	160,000	240,000	-
PSC Wash Bay Enclosure	80,000	-	80,000	-	-
1716 - Federal Building Remodel	14,496,000	4,781,988	6,354,012	3,360,000	-
1809 - Existing City Hall Remodel	1,022,336	228,336	794,000	-	-
Facilities Capital	240,000	-	240,000	-	-
Totals	16,238,336	5,010,324	7,628,012	3,600,000	-

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

<i>Project Name</i>	<i>Funding Sources</i>	<i>Est. Project Cost</i>
Facilities Capital	General Funds	40,000
Facilities Asset Replacement (From FCA))	General Funds	300,000
PSC Expansion / Facilities shop	General Funds	200,000
PSC Upgrades (from Space Needs Assessment)	General Funds	75,000
Police Station Parking	General Fund-Facilities Fund	600,000
Facility Parking Lot Maintenance	General Fund-Facilities Fund	350,000
Police Station Landscaping	General Fund-Facilities Fund	75,000
Fire Station Roof Replacement	General Fund-Facilities Fund	150,000
Museum Renovation	Bonds, Grants, Donations	9,000,000
Total		10,790,000

PARKS, RECREATION AND CULTURAL SERVICES

Description:

Over a nine month period in 2016-17 the Parks, Recreation and Cultural Services Department conducted a public involvement process to prepare an update of the six year Parks, Recreation and Open Space (PROS) Plan. The PROS plan establishes a framework to guide the acquisition, development and improvement of park areas and facilities, habitat areas and the provision of arts and recreational services throughout the City of Wenatchee. The plan is for the 2018-2024 time period. It was adopted by the City Council in May 2017.

The PROS plan is divided into six basic sections consistent with State requirements. The following is a summary of each section of the document to provide context for the development of the capital facilities plan. The first chapter contains a basic introduction and summary of the document. The second chapter describes the planning area including parks and recreational facilities, habitat areas, arts and current statistics. The third chapter describes the existing public, semi-public and private parks, arts and recreation resources within the planning area. The fourth chapter describes the methodology for determining the demand and needs. The wealth of recently completed, related planning efforts are incorporated into this chapter and summarized as they relate to the City park system. The section creates a link between the City plan and State funding agency plans. The section also includes a summary of public meetings and workshops and other outreach efforts. The fifth chapter of the plan contains the goals, objectives and strategic actions that respond to the desires expressed during the public input process. The sixth chapter contains a summary of the capital investment plan and describes the project ranking criteria. It includes a prioritization matrix system consistent with COM recommendations. It contains a summary of common funding mechanisms, includes a section outlining ongoing maintenance considerations and arts, recreation and organizational priorities.

For many cities, including Wenatchee, the amount of funds required to acquire the desired acres of park land and develop the proposed parks and recreational facilities is beyond their financial capabilities. Many of the capital projects included in the plan contain the assumption that some funding may be derived through future successful grant applications and continued community support in the form of financial donations. The City must continue to rely on, and partner with, other public, private and nonprofit organizations to help generate revenue and support for the projects if they are to be realized.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

<i>Project Name</i>	<i>Project Budget</i>	<i>Previous Years</i>	<i>2020 Budget</i>	<i>2021</i>	<i>Future Years</i>
Chase Park Play Area & ADA Improvements	165,000	-	165,000	-	-
Hale Park Development Phase Two	1,244,500	260,000	984,500	-	-
Kenzie's Landing Acquisition & Development	2,104,700	1,252,600	50,000	801,300	-
Saddle Rock Habitat & Trail Restoration	2,456,444	1,100,000	1,356,444	-	-
Totals	5,970,644	2,612,600	2,555,944	801,300	-

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

<i>Project Name</i>	<i>Funding Sources</i>	<i>Est. Project Cost</i>
Lincoln Park Renovation	General Fund, Sewer Fund, Art Fund, RCO Grants, Donations	2,091,400
Locomotive Park Restrooms	Sewer Fund	150,000
Memorial Park Renovation	General Fund, Lodging Tax Fund, Art Fund, Donations	900,000
Okanogan Street Park	General Fund, CDBG Fund, Donations	816,079
Pennsylvania Park Renovation	General Fund	100,000
Pioneer Park Renovation	General Fund, Bond Proceeds, Art Fund, Lodging Tax Fund, RCO Grants	6,250,000
City Pool Liner Replacement	General Fund, RCO Grants	750,000
Saddle Rock Trail Expansion	General Fund, RCO Grants, Property Donation	1,010,000
Washington Park Parking	General Fund	175,000
Total		12,242,479

UTILITIES**STORMWATER****Description:**

Projects in this program provide infrastructure necessary collect and convey urban stormwater to minimize urban flooding from rainfall events and to improve the quality of stormwater being discharged into surface waters and comply with the general National Pollutant Discharge Elimination System (NPDES) stormwater permit. The existing stormwater system consists of a network of inlet structures and piping generally located within the street system designed to collect surface water, provide water quality treatment, and convey it to the nearest surface water body.

The Storm Drain Utility Fund is an enterprise fund designed to account for the financial activities related to the City's ongoing improvement and expansion of the storm sewer system and compliance with NPDES regulations. The revenue for this fund is generated from a flat monthly charge to each single-family residence as well as a monthly charge to commercial and multi-family residences based on an "equivalent residential unit". The equivalent residential unit is an impervious surface of 3,000 square feet. Part of the

comprehensive plan update (2010) included a capital improvement plan along with associated rate increase recommendations. The capital improvement plan is reflected in this document and an effort to update the comprehensive plan (2010) is underway. The update to the comprehensive plan is scheduled to be completed by the end of 2020. Part of the update will include an updated capital improvement plan along with a financial analysis to investigate any potential need for additional rate increases.

The Stormwater capital plan includes a number of projects identified in the adopted comprehensive plan as outlined in the table below. The comprehensive plan and the associated capital improvement plan will be updated over the course of 2019-2020. This will result in an updated list of priority projects. Projects include conveyance, rehabilitation, expansion of the collection network, and water quality projects. Based on the ongoing compliance with National Pollutant Discharge Elimination System (NPDES) permit, many of these projects will focus on improving the quality of the water discharged into the Wenatchee and Columbia Rivers.

An important new piece of the stormwater system is the Regional Decant Facility which was constructed in 2015 by the City of Wenatchee and Chelan County to provide a location to manage and dispose of street sweepings and vector waste that would be in compliance with stormwater and solid waste management regulations. The facility is owned and operated by the City and managed under an interlocal agreement with Chelan County.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2020 Budget	2021	Future Years
1704 - Skyline Reservoir	369,500	-	369,500	-	-
1806 - Comprehensive Stormwater Plan	250,000	66,555	183,445	-	-
1903 - Peachey Street	995,000	32,000	963,000	-	-
2004 - Springwater Stormwater	75,000	-	75,000	-	-
North Wenatchee Stormwater Master Planning	60,000	-	60,000	-	-
North Wenatchee Water Quality-Design	140,000	-	-	-	140,000
Regional Decant Facility Modifications	356,000	-	-	-	356,000
Tacoma and Pine Drainage Improvements	245,900	-	-	-	245,900
Squilchuck Outfall Improvements	100,000	-	-	-	100,000
North Wenatchee Ave/Duncan Drainage Improvements	471,500	-	-	-	471,500
Concrete repairs (Decant Facility)	1,000	-	500	500	-
Electrical repairs (Decant Facility)	1,000	-	500	-	500
Liftstation Improvements (Decant Facility)	10,934	-	-	10,934	-
Dumpster Pad (Decant Facility)	38,444	-	-	-	38,444
Totals	3,114,278	98,555	1,651,945	11,434	1,352,344

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

<i>Project Name</i>	<i>Funding Sources</i>	<i>Est. Project Cost</i>
Walla Walla Stormwater Retrofit	DOE Grants, Storm Drain Utility Reserves	900,000
Hawley Street Outfall Repair	DOE Grants, Storm Drain Utility Reserves	250,000
Pershing Drainage Improvements	Storm Drain Utility Reserves	443,400
Seattle Drainage Improvements	Storm Drain Utility Reserves	223,800
Day Road Drainage Improvements	Storm Drain Utility Reserves	442,700
Western Ave Drainage Improvements	Storm Drain Utility Reserves	839,800
Filbeck Drainage Improvements	Storm Drain Utility Reserves	71,200
Orchard Drainage Improvements	Storm Drain Utility Reserves	182,900
Kenaston and Linville Drainage Improvements	Storm Drain Utility Reserves	340,900
Methow Drainage Improvements	Storm Drain Utility Reserves	312,600
Ramona and Sunset Drainage Improvements	Storm Drain Utility Reserves	464,800
Skyline Drive Drainage Improvements	Storm Drain Utility Reserves	1,030,300
Poplar Drainage Improvements	Storm Drain Utility Reserves	124,300
Springwater Improvements	Storm Drain Utility Reserves	350,000
Pipe Repair and Replacement	Storm Drain Utility Reserves	981,240
Storm Drain Improvements	Storm Drain Utility Reserves	1,326,000
Concrete repairs	Decant Facility Revenues	2,000
Electrical repairs	Decant Facility Revenues	1,000
Pavement sealcoat	Decant Facility Revenues	14,388
Stormwater Pond	Decant Facility Revenues	15,000
Gate/fence repairs	Decant Facility Revenues	2,500
Wall Extension	Decant Facility Revenues	30,184
Add A Pump to Lift Station	Decant Facility Revenues	63,303
Total		8,412,315

WATER

Description:

The major emphasis in the water distribution system over the next six years will be on replacing aging steel water mains to improve water quality, reduce the amount of Unaccounted for Water (UAW) as well as reduce emergency main line breaks, outages and damage to reconstructed roadways. Another big focus over the next six years will be to explore and analyze sites to serve as a second source for the regional water system that serves the greater Wenatchee area.

The last complete update to the Comprehensive Water System Plan recently adopted by the City Council in September of 2018 from which a Capital Improvement Plan (CIP) was developed. Rate increases of 6%/year starting in 2019, together with a simplified system investment fees for new connections funds the water capital program. The plan prioritized capacity projects, main replacement, and reservoir improvements. Projects included in this CFP are a reference from the CIP contained in the 2018 Comprehensive Water System Plan.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project				
	Budget	Previous Years	2020 Budget	2021	Future Years
1704 - Skyline Reservoir	733,000	165,000	568,000	-	-
1916 - Methow Street Improvements	256,900	-	40,000	216,900	-
1918 - 2020 AC Water Main Replacement	679,600	22,000	657,600	-	-
2001 - Linwood Avenue	291,500	-	37,500	254,000	-
2001 - Rosewood Avenue	291,500	-	37,500	254,000	-
Cherry Street, 8" Steel Pipe Replacement	955,010	-	-	147,510	807,500
Chelan Avenue, Marr to Dead End 8" AC replacement	127,000	-	-	20,000	107,000
Lincoln Street	224,000	-	-	35,000	189,000
Montana Street West	333,500	-	-	52,000	281,500
Dakota Street West	319,900	-	-	49,900	270,000
Stewart Street	172,700	-	-	26,500	146,200
Columbia Street	1,186,500	-	-	-	1,186,500
Wilson Street Middle	179,000	-	-	-	179,000
Wilson Street South	304,000	-	-	-	304,000
Annual Small Works - Maintenance	307,000	-	100,000	102,000	105,000
Asset Management Software	15,500	-	5,000	5,000	5,500
Hydraulic Model Software	4,500	-	1,500	1,500	1,500
8 MG Reservoir Leak Repairs	45,000	-	-	45,000	-
4 MG Property Purchase	332,000	-	-	332,000	-
4 MG Reservoir Leak Repairs	91,000	-	-	91,000	-
Totals	6,849,110	187,000	1,447,100	1,632,310	3,582,700

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

<i>Project Name</i>	<i>Funding Sources</i>	<i>Est. Project Cost</i>
Asset Management Software	Water Utility Revenues	109,500
Hydraulic Model Software	Water Utility Revenues	31,100
Meter Replacement Program - Small Meters	Water Utility Revenues	1,575,000
Meter Replacement Program - Large Meters	Water Utility Revenues	440,000
Annual Pipe Replacement Program - Old Steel and CI Pipe	Water Utility Revenues	36,429,000
Crawford West	Water Utility Revenues	496,000
Crawford East	Water Utility Revenues	666,000
Millerdale Avenue	Water Utility Revenues	1,374,000
Fifth Street	Water Utility Revenues	1,514,000
Cascade Street	Water Utility Revenues	290,500
Washington Street East	Water Utility Revenues	502,000
Washington Street West	Water Utility Revenues	308,000
Terminal Avenue	Water Utility Revenues	516,400
Meter Replacement Program - Small Meters	Water Utility Revenues	175,000
Meter Replacement Program - Large Meters	Water Utility Revenues	120,000
Pump Condition Assesment	Water Utility Revenues	30,000
1 MG Water Quality Improvements	Water Utility Revenues	17,000
New Utility Billing Software	Water Utility Revenues	65,000
4 MG Reservoir Replacement	Water Utility Revenues	12,190,000
BPS 1 pump 3 replament	Water Utility Revenues	109,900
Comprehensive Plan Update	Water Utility Revenues	127,000
2 MG Reservoir Exterior Coating	Water Utility Revenues	299,000
8 MG Reservoir Exterior Coating	Water Utility Revenues	873,000
New Meter Reading System	Water Utility Revenues	50,000
Total		58,307,400

REGIONAL WATER

Description:

The City of Wenatchee operates the Regional Water system on behalf of the Chelan County PUD, the East Wenatchee Water District and the City of Wenatchee. The Regional Water System is governed by the Regional Coordinating Committee (RCC), which is made up of representatives from each water purveyor.

In 2014 the RCC began a process to analyze the adequacy of the existing supply and transmission system to meet current and future needs and to evaluate the overall redundancy of the system. The 13 locations identified were evaluated for many criteria including water quality, wellhead protection, cost to develop, cost of operations and how they met the goal of multi-faceted redundancy. Ultimately the regional committee “short-listed” three options all south of Wenatchee, all on the Chelan County side of the Columbia River. The preferred options were determined to be non-viable. Further exploration will continue as the second source exploration and analysis continues until a viable site is discovered. Discussions and plans are being evaluated for exploring additional sites. Once verified as a viable second water source, the actual development schedule will be in the range of 5-7 years.

The last update to the Regional Water System Plan was adopted in 2018. The plan included a capital improvement schedule as outlined in the table below. The Regional Water System Plan update, including a revised capital improvement plan completed in 2019 is shown below.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project Budget	Previous Years	2020 Budget	2021	Future Years
1302 - Regional Water Redundancy Study	769,140	201,440	200,000	183,850	183,850
A3 Submit Water Right Extension Request to Ecology G4-25575P	5,000	-	-	5,000	-
A4 Submit Water Right Extension Request to Ecology CS4-022119CL(B)	5,000	-	-	-	5,000
A6 Well 2 Sole Plate Sealing	2,000	-	2,000	-	-
A7 Transmission Main Corrosion Testing	36,000	-	11,000	-	25,000
A8 Well 3 and 4 Motor Cooling Rehab	11,000	-	11,000	-	-
A9 Pump Condition Assessment	11,000	-	11,000	-	-
A9.1 Well Pump 2 Vibrations Sensor Perminant Installation	5,000	-	5,000	-	-
A9.2 Well Pump 3 Vibrations Sensor Perminant Installation	5,000	-	5,000	-	-
A9.3 Well Pump 4 Vibrations Sensor Perminant Installation	5,000	-	5,000	-	-
A10 Well Level Transmitter	32,000	-	32,000	-	-
A11 Periodi Major Item Maintenance Budget	303,000	-	16,000	16,000	271,000
A12 Comprehensive Water System Plan	110,000	-	-	-	110,000
A13 Well 4 Motor Service	61,000	-	-	-	61,000
Totals	1,360,140	201,440	298,000	204,850	655,850

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

Project Name	Funding Sources	Est. Project Cost
Second Source Design & Construction	Regional Water Reserves / Bond	52,892,000
Total		52,892,000

SEWER

Description:

The City completed a Comprehensive Sewer Plan in 2017. This plan included a prioritized Capital Improvement Plan for a major extension of sanitary sewer services into the Sunnyslope and Olds Station areas, to support recently annexed areas north of the Wenatchee River (2016) and to provide for higher density development in the expanded sewer service area in the Sunnyslope Bench. The program also includes much-needed upgrades to the wastewater treatment plant (WWTP) to support both increased flows as well as meeting regulatory requirements and needed efficiency improvements.

Funding for the 2017-2037 sewer CIP is through municipal bonding, repayment of which will be made through a revised fee and rate schedule for current and prospective utility customers. Rate increases of

6%/year for five years starting in 2018, together with simplified system investment and capital facilities fees for new connections, will support the nearly \$48M / 20-year sewer capital program.

Ongoing annual maintenance and rehabilitation of the collection system's main lines, manholes and pump stations is mandatory. Specific needs are identified through a continuing and consistent video inspection program. Costs to perform this ongoing maintenance work have been included in the financial plan and revised rate structure for the sewer utility.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Total Project				
	Budget	Previous Years	2020 Budget	2021	Future Years
1704 - Skyline Reservoir Transmission Line	369,500	-	369,500	-	-
1718 - Olds Station Chatham Hill Sewer Expansion I, II, III	10,717,570	7,892,622	2,824,948	-	-
1810 - WWTP Digester 4	9,814,000	425,000	2,303,000	7,086,000	-
1908 - Knowles Road Sanitary Sewer	600,000	30	119,970	480,000	-
1909 - 2nd Street Sewer Replacement	400,000	10,000	390,000	-	-
1917 - Maple Street Improvements	100,000	-	-	100,000	-
2002 - Pershing & Poplar Sewer Extension	1,116,000	-	72,000	1,044,000	-
2003 - UV/WWTP Facility Plan Update	220,000	-	220,000	-	-
Hale Park Development	180,000	-	180,000	-	-
FG13 Poplar Ave (North of Maple)	273,589	-	54,718	218,871	-
FG01 Easy Street Gravity Sewer Trunkline	2,065,710	-	-	-	2,065,710
G3 Penny Rd. Gravity Sewer Replacement	228,064	-	-	-	228,064
LS2 Broadview Lift Station (Relocate)	738,000	-	-	-	738,000
WWTP06 Secondary Clarifier 3 - Design	309,000	-	-	-	309,000
G8 Pipe Replacement Program	400,000	-	-	200,000	200,000
Totals	27,531,433	8,327,652	6,534,136	9,128,871	3,540,774

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

<i>Project Name</i>	<i>Funding Sources</i>	<i>Est. Project Cost</i>
G8 Pipe Replacement Program	Sewer Utility Revenues	1,800,000
WWTP07 City of Wenatchee Treatment Plant	Sewer Utility Revenues	2,366,000
FG12 Pershing Street/Mulberry (Maple3)	Sewer Utility Revenues	563,000
FG21 Skyline North (Cherry 1/2)	Sewer Utility Revenues	752,461
FG23 Methow Street - North (Craw3)	Sewer Utility Revenues	471,238
FG27 Methow Street -South (Met1)	Sewer Utility Revenues	231,000
FLS3 Ohme LS and FM	Sewer Utility Revenues	1,534,059
G2 Easy Street (Olds6)	Sewer Utility Revenues	314,159
WWTP09 City of Wenatchee Treatment Plant	Sewer Utility Revenues	330,000
WWTP10 City of Wenatchee Treatment Plant	Sewer Utility Revenues	2,208,000
FG04 American Fruit Road/ Highline Ditch (SR 2-2,4)	Sewer Utility Revenues	1,281,000
FG09 Walnut Street (Walnut1)	Sewer Utility Revenues	1,517,000
FG35 Sunnyslope Sewer Extensions	Sewer Utility Revenues	17,875,393
STUDY1 Inflow/Infiltration Study	Sewer Utility Revenues	391,432
STUDY2 Sunnyside Basin Analysis	Sewer Utility Revenues	65,239
FG11 Harris Place (McKitt2)	Sewer Utility Revenues	324,000
G6 Methow Street (Peach2)	Sewer Utility Revenues	391,080
FG26 Circle Street – South Miller Street to Okanogan (Craw 2/4)	Sewer Utility Revenues	872,000
FG28 Canyon Breeze Lane (Met1)	Sewer Utility Revenues	333,000
G5 South Walker Avenue (Peach2)	Sewer Utility Revenues	228,000
FG08 Locust Street (Maiden4)	Sewer Utility Revenues	420,000
FG25 Circle Street – South Miller Street to Saddle Rock Trailhead (Red2)	Sewer Utility Revenues	455,000
FG32 Jeffrey Court (Squil3)	Sewer Utility Revenues	708,603
FG07 Harbel Street (Maiden4)	Sewer Utility Revenues	317,000
FG20 Lester Road, Day Road, and Day Drive (5th-2)	Sewer Utility Revenues	770,000
FG33 Chapman Road (Squil5)	Sewer Utility Revenues	1,055,876
FG10 Stella Avenue (McKitt4)	Sewer Utility Revenues	240,000
FG18 Cypress Lane (Spring1)	Sewer Utility Revenues	238,989
FG19 Westwick Road (5th-2)	Sewer Utility Revenues	725,000
FG24 Gehr Street (Craw1)	Sewer Utility Revenues	336,000
FG29 Hidden Meadow Drive (Met1)	Sewer Utility Revenues	414,000
FG30 Hidden Meadow Drive – South (Met1)	Sewer Utility Revenues	288,000
FG31 Kray Ike Court (Squil3)	Sewer Utility Revenues	315,000
FG34 Confluence Parkway Ph. I	Sewer Utility Revenues	1,134,442
G4 North Worthen Street (Walla3)	Sewer Utility Revenues	245,000
FG15 Maple Street - North (Maple0)	Sewer Utility Revenues	803,000
WWTP08 City of Wenatchee Treatment Plant	Sewer Utility Revenues	784,000
FLS2 Warm Springs LS and FM	Sewer Utility Revenues	1,491,000
Total		44,588,971

TRANSPORTATION

PAVEMENT PRESERVATION

Description:

The Federal Highway Administration defines pavement preservation as a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations.

An effective pavement preservation program will address pavements while they are still in good condition and before the onset of serious damage. By applying a cost-effective treatment at the right time, the pavement is restored almost to its original condition. The cumulative effect of systematic, successive preservation treatments is to postpone costly rehabilitation and reconstruction. During the life of a pavement, the cumulative discount value of the series of pavement preservation treatments is substantially less than the discounted value of the more extensive, higher cost of reconstruction and generally more economical than the cost of major rehabilitation. Additionally, performing a series of successive pavement preservation treatments during the life of a pavement is less disruptive to uniform traffic flow than the long closures normally associated with reconstruction projects.

The Street Overlay Fund #111 is a special revenue fund which was designed to account for financial activities related to the City's previous street overlay program. The Street Overlay Program was developed by the Public Works Department in 1996 and was intended to provide for the overlay of all City streets over a 15-year repeating cycle. The Street Overlay Program was revisited by the Public Works Department in 2005 with a recommendation for additional financial investment. In 2015 the City invested in a pavement management software (PMS) program to help determine the minimum funding necessary for maintaining and preserving the city's pavement system consistent with current pavement preservation methodology. The result of the analysis indicated the City will need to invest between \$2.4 to \$2.9 Million annually over a ten year period to maintain the pavement system at nearly the current overall condition. Even with this level of investment, the deferred maintenance of the roadway network increases from \$5 to \$10 Million over a 10-year period. The analysis demonstrated the need to implement lower cost surface treatments such as chip seals to extend the life of the streets even further based on the lack of sufficient preservation funding. In 2016, the City Council appointed a citizen's committee to evaluate the Pavement Management Program and recommend their preferred program and level of investment. Based on their recommendation back to City Council, they recommended Scenario 5B that maintained arterials and collectors at current conditions and had a level of investment that minimized the use of chip seal. This recommendation required the City to find new revenue sources to dedicate to the long term implementation of the Pavement Management program.

In 2012 The City of Wenatchee formed the Wenatchee Transportation Benefit District (TBD) with the same corporate boundaries as the City. A \$20 per year car license fee was imposed at the same time and took effect in June of 2012. The funds generated from the fee have been transferred annually to the Overlay fund to be used on projects as determined by the City Council. The Transportation Benefit District was adopted with a provision dedicating ten percent of the revenues to pedestrian related improvement projects contained within the six year street plan. The formation of the District includes a sunset clause for the end of 2030. This will provide a long-term reliable funding source to aid in the implementation of

the PMS. This revenue source has been generating over \$600,000 per year. Staff has pursued other financing options such as those offered through the Public Works Trust Fund (PWTF). However, the PWTF Program has been undergoing drastic changes over the last two legislative sessions and has not been a reliable source of funding. The City Council continues to identify other additional sources of revenue to fully fund the Pavement Management program and has increased funding significantly starting in 2018. The funding scenario below shows both the 111 and 119 funds combining to address the pavement preservation needs of the city.

ARTERIAL STREETS

Description:

Every year the City is required to adopt a comprehensive six-year Transportation Improvement Program (TIP). This plan includes financially constrained projects in the first several years and planned projects for later years. The projects are identified in the TIP as either "selected (S)" or "planned (P)" meaning that selected projects have a dedicated funding source as identified in the plan and planned projects do not. The majority of projects are financially unconstrained or planned and therefore fall into the later years of the plan. The City TIP for 2020-2025 was adopted by ordinance (Ordinance 2019-32) in August, 2019. **See Appendix B for a full copy of the TIP.**

The City of Wenatchee receives a portion of the State's motor vehicle fuel tax, a portion of which is dedicated to Arterial Streets. Historically, this revenue has been used as matching money for transportation infrastructure grant opportunities. Between 2006 and 2015, this dedicated funding, which averaged \$289,000 per year leveraged \$19.5 million in grant funds for street infrastructure improvements. More recent analysis has shown an even higher amount of leveraging in recent years.

Primary sources of transportation grants for the classified street system are state of Washington and Federal funds. Typical state programs include the Transportation Improvement Board (TIB), and the Active Transportation Programs. The typical Federal program is the Surface Transportation Program. Both State and Federal programs include sub programs for safety and non-motorized projects. The City of Wenatchee competes with other agencies for state and federal funds. Specific criteria, including safety, mobility, structural condition, congestion, multimodal components, and project benefit/cost are often evaluated by the granting authority.

Arterial street projects are typically funded by grants with 13.5% to 20% match from the Arterial Street fund. Some programs provide incentives for a lower match percentage or have no match requirement. The TIP identifies those funded projects and associated grant funding sources. The arterial street fund has needed additional funding in the past to maintain the ability to match available grants and absorb project cost overruns. The following table presents all of the funded projects as well as projects that are currently being pursued. A comprehensive list of all of the planned City projects is included in the attached **Six Year Transportation Improvement Plan; see Appendix B.** The total capital needs in the 2020 TIP is approximately \$306 million.

The SR285/North Wenatchee Avenue Master Plan was adopted by the city in 2011 addressing congestion and circulation between US 2 and Miller Street. This plan was prepared by the Chelan Douglas Transportation Council (CDTC) formerly known as the Wenatchee Valley Transportation Council (WVTC) in partnership with property owners, the City, Washington State Department of Transportation (WSDOT),

and Chelan County. This corridor has been identified as the highest transportation priority within the CDTC jurisdiction.

Within the Master Plan a number of options were evaluated. The Confluence Parkway alternative was approved by the CDTC as the preferred alternative which also includes a number of identified large and small projects, several on Wenatchee Avenue itself. In an effort to phase improvements associated with North Wenatchee Avenue and the Confluence Parkway, the city developed phase 1 of the plan for implementation in 2013. While the City works to realize Confluence Parkway interim improvements to North Wenatchee Avenue are necessary. Preliminary estimates for this phase are approximately \$55 Million. During the 2015 Legislative session the “North Wenatchee Area Improvements” project was partially funded in the Washington State Legislature. The project identified several components from the North Wenatchee Transportation Master Plan in its scope. These include improvements to the SR2/97 & Easy Street intersection, deployment of an intelligent Transportation System (ITS) through the North Wenatchee corridor, access control and intersection improvements at both the north and south ends of the corridor, safety improvements throughout the corridor and initiation of the environmental review for the larger Confluence Parkway project. Approximately \$23 Million was secured for the North Wenatchee Avenue area between Miller Street and US 2 through the Connecting Washington program. The WSDOT and city are currently partnering to identify the most effective uses of the Connecting Washington funds within the North Wenatchee Avenue corridor to improve safety, mitigate congestion, improve all modes of transportation, enhance the business district, and improve the northerly gateway into the city.

The city worked with the WSDOT, CDTC and regional partners beginning in 2017 to apply for federal INFRA funding to complete a suite of projects identified as the Apple Capital Loop and proposes to use the Connecting Washington funds as match. The total project size is estimated at approximately \$250 Million. Although no funding was secured in the first two application rounds, the city was successful in securing funds for NEPA for Confluence Parkway, and regional partners will continue to pursue funding through INFRA for the whole suite of projects. Typically large federal funding requests take a number of application cycles to successfully secure funding. The city will continue to move the project forward incrementally while applying for funding.

The City is considering funding approximately \$5 Million in the Western Foothills roads to improve safety as a results of fire danger, improve safety for pedestrians, bikes, and motorists, and to improve circulation. These roads include Skyline Drive, Woodward Drive, North Road, a secondary access connection from Maiden to the Surry Road area, a secondary access connection to Castlerock Ave. from Fifth St. and other intersection improvements.

In 2016, the city adopted a complete streets policy to ensure adequate consideration for non-motorized transportation needs along with enhanced landscaping along transportation corridors.

STREET MAINTENANCE

Description:

The City street system continues to grow through annexations and development while street maintenance funding has often not kept up. Preservation and maintenance funding levels compared to street growth and inflation have fallen behind, but pavement has been addressed in recent years as can be seen in the overlay section of this report (Pavement Management Program).

City street-related assets include pavement, curb, gutter, sidewalk, illumination, traffic signals and signs, pavement markings, bridges, and other infrastructure. Maintenance of these assets are included in the street maintenance budget 108. In recent years with the formation of the transportation benefit district and development of a pavement management program, some pavement preservation work is being accomplished by city street maintenance personnel.

This section identifies some projects included in the city's street maintenance budget that are beyond the definition of street maintenance and preservation.

Sidewalk maintenance by city code is the responsibility of the abutting property owners and is not funded otherwise in the city budget except for some minor replacements deemed necessary and the responsibility of the city. A minor budget amount in the 108 fund is intended to deal with sidewalk deficiencies and minor gaps as identified in the table below. The Transportation Benefit District was adopted with a provision dedicating ten percent of the revenues to pedestrian related improvement projects contained within the six year street plan which could help with sidewalk rehabilitation.

Cement concrete streets are not included in the city's pavement preservation program as their maintenance and preservation is vastly different from that of typical of asphalt roadways, and they are an important feature in our Grandview Historic District. The city has utilized maintenance funding for replacement of cement concrete panels as they become unusable or safety concerns. The 2020 budget proposes additional funding to address the minimal needs of maintaining this small percentage of the street pavement system as indicated in the table below.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Project Budget	Previous Years	2020 Budget	2021	Future Years
0623 - McKittrick and Wenatchee Avenue Signal	2,846,570	1,870,391	976,179	-	-
1511 - Pavement Management System Development	210,000	199,000	11,000	-	-
1615 - N. Wenatchee Ave. Ped. and Median Imp's	889,770	160,000	729,770	-	-
1801 - 9th Street Rail Crossing	1,467,955	95,000	1,372,955	-	-
Western Foothills Study	50,000	45,000	5,000	-	-
1907 - Tacoma Avenue	1,622,073	80,000	371,300	1,170,773	-
1910 - 9th Street Corridor Analysis	30,000	20,000	10,000	-	-
1911 - South Wenatchee Safety Improvements	228,400	20,000	208,400	-	-
1912 - Miller & Montana Crossing Improvements	249,400	18,000	31,800	199,600	-
1913 - 2020 Pavement Preservation	4,700,000	175,000	4,525,000	-	-
1914 - First Street Bikeway	342,800	25,000	26,500	291,300	-
1915 - Miller School Zone and Okanogan Crossing Imp	123,000	17,100	105,900	-	-
1916 - Methow Street Improvements	1,107,500	15,000	205,900	886,600	-
1917 - Maple Street Improvements	1,308,600	17,500	414,300	876,800	-
2005 - Fill Sidewalk Gaps	215,000	-	86,000	129,000	-
2005 - Washington Street Traffic Calming	75,000	-	15,000	60,000	-
2005 - 9th Street Pedestrian Improvements	50,000	-	-	50,000	-
2005 - Bike Improvements	50,000	-	50,000	-	-
2005 - Lighting Upgrades	40,000	-	20,000	20,000	-
2005 - Emerson Street ADA Ramps	100,000	-	20,000	80,000	-
SW19-08 - Elliott Street Multi-Use Path	160,000	15,000	145,000	-	-
Street Preservation Program	10,500,000	3,900,000	1,100,000	1,100,000	4,400,000
M&O Pavement Preservation projects	525,000	75,000	75,000	75,000	300,000
Totals	26,891,068	6,746,991	10,505,004	4,939,073	4,700,000

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

Project Name	Funding Sources	Est. Project Cost
Miller Street Realignment and Storm Repairs	PWTF, 304, 410, 405, 109	4,200,000
Springwater Ave. extension North	TIF, 001	2,000,000
South Wenatchee Sidewalk Program	CDBG, Complete Streets	400,000
Spot and corridor safety improvement projects	HSIP, 109	1,000,000
SR 285 Easy Street / Penny Road Northbound Off-Ramp	001, 109, Dev.	1,000,000
Pedestrian and Bicycle Connections	Complete Streets, Dev., 108, 109	100,000
Miscellaneous bicycle system improvements.	TBD, Complete Streets	60,000
Wenatchee River Br. vic. Non-motorized trail	WSDOT, Ped/Bike	8,000,000
SR285/Canal Trail non-motorized pathway	WSDOT, Ped/Bike	2,500,000
Pedestrian Corridor along Stevens Street	Complete Streets, Other	250,000
Residential Traffic Calming	001, Dev.	60,000
Illumination upgrades	Complete Streets, CDBG, 109, Other	60,000
Truck Route Improvements	STP, 109	500,000
Loop Trail Connection: Confluence State Park to Olds Station Road	Bike/Ped, STP, 109	600,000
Confluence Parkway Phase 1 (Hawley St. South)	INFRA, FASTLANE, BUILD, Connecting WA, 410, 405, 109, Other	30,000,000
Confluence Parkway Phase 2 (Hawley St. North)	INFRA, FASTLANE, BUILD, Connecting WA, 410, 405, 109, Other	83,000,000
McKittrick Street/BNSF Grade Separation	INFRA, FASTLANE, BUILD, Connecting WA, 410, 405, 109, Other	26,000,000
Walla Walla to Hawley St. Connection	TIB, Dev., 109	4,540,000
Millerdale Improvements	TIB, 109	1,836,000
Red Apple Road Phase 2	TIB, 109	1,800,000
Springwater urban upgrades	001, TIF	2,300,000
Woodward urban upgrades.	001, TIF	3,600,000
Railroad Grade Crossing Upgrades	Other	100,000
Skyline Drive Widening	001, TIB, 109	3,500,000
North Road Improvements	TIF, 109, Dev.	3,204,000
Maiden Lane Extension	TIF, 001	750,000
Maple, Broadview, Surry vic. Connections	TIF, 001	6,000,000
Westwick extension to Maiden extension	TIF, 001	4,600,000
Second Street extension west	TIF, 001	2,250,000
Gunn Road Urban Upgrades	WSDOT	1,000,000
McKittrick Street Improvements	TIB, 109	1,600,000
Wenatchee Avenue and Thurston St. Signal	TIB, 109	500,000
Fifth and Western Intersection Capacity Improvements	TIF, 001, Dev.	650,000
Walnut St. Improvements	TIB, 109	1,500,000
Crawford Ave. Improvements	STP, 109	500,000
Traffic Signal Improvements	STP, 109	1,500,000
Mission Street to Mission Ridge Gateway	STP, 109	500,000
North Wenatchee Avenue Complete Streets Improvements	STP, 109	1,500,000
Castlerock to Fifth Street Connector	TIF, 001	5,700,000
Crawford and Okanogan Intersection Control	STP, 109	450,000
Easy Street and Penny Rd. Intersection	STP, 109	660,000
Railroad Grade Pedestrian Crossing	Other	4,000,000
Relocate BNSF Wenatchee Terminal	Other	32,000,000
SR285/Wenatchee Gateway Improvements	TAP, 109	110,000
Wenatchee Street Pavement Preservation	TBD, B&O, Util, 001	8,500,000
Total		254,880,000

BROADVIEW SECONDARY ACCESS/WESTERN FOOTHILLS CIRCULATION AND FIRE ACCESS

Description:

The Broadview Secondary Access Service Area is defined in Title 15 of the Wenatchee Municipal Code. A capital fund was established in 2011 to provide a mechanism for funding and constructing secondary access in the Broadview Area fund through impact fees. In 2019, due to additional development adjacent to Broadview, a study was conducted of the larger Western Foothills Circulation area (within the city's UGA) for needed improvements to address adequate secondary access and level of service standards for fire access to address development and to update prior cost estimates for the Broadview Secondary Access improvements. This study was also an implementation step from the City's Community Planning Assistance for Wildfire Planning process in 2015-2016, which informed the planning effort. At this time, an updated program of improvements with associated impact fees is being proposed to address the Western Foothills Circulation area but at this time, the program has not been adopted.

Background: The City Council adopted ordinance 2011-02 to resolve a long standing issue concerning the impacts of additional development to the Broadview Area as a public safety problem due to the lack of secondary access. A technical memorandum detailing the analysis and public process is included in the ordinance by reference. Through an extensive public process it was determined that additional development could occur in the area if mitigated by the construction of a secondary emergency access. Impact fees were established to be applied to new structures created on new lots established after the adoption of the ordinance in 2011.

Each year staff is required to perform the following functions in order to comply with the ordinance:

1. Review the capital estimates for completion of the facilities and make adjustments to the capital estimates in the Capital Facilities Plan. Only those funds anticipated to be collected in years 1-3 should be specified. The balance of funds should be specified in years 4-6.
2. Review the impact fee calculation. Staff shall incorporate revised capital estimates for completion of the facilities and review the structures constructed. In addition, the impact fee ordinance provides an anticipated number of structures and lots to be created. If the cost per structure increase or decrease significantly, then staff shall make recommendations to the City Council to adjust the fees accordingly by ordinance.
3. On an annual basis the City Council shall be provided with a report on the impact fee account showing the source and amount of funds collected and the public improvements financed by those funds as detailed in WCC 15.02.080. The capital facilities plan update and annual budget may serve as such report.

Public Facilities and Fees: The technical memorandum included in the Ordinance by reference specifies the specific public facilities to be constructed with impact fees. The total cost for these facilities were estimated at \$741,000 including land, engineering, administration, and construction. During 2012, the Chelan Douglas Land Trust purchased some of the available land where the road will traverse. This does not change the character of the access road construction contemplated under the impact fees; however, it does change the ultimate development pattern along a portion of the road. As the City works through

the connection of the road to Fifth Street, there may be a need to re-evaluate the costs and benefited parties

The estimated number of new lots and associated structures to be constructed within the service area was estimated in the report at 112 new dwelling units. Utilizing the capital cost estimates of \$741,000, City contributions of \$200,000, and the number of units anticipated, an impact fee of \$4,830 was calculated.

Account Activity: Thus far, \$4,830 was collected in 2014. A temporary secondary access was constructed by City crews to address the immediate safety concerns; however, it is not adequate as a permanent solution. These costs for construction of the temporary road are not included in the impact fee calculation.

In 2019 the \$4,830 was used to assist in funding a study of the larger circulation needs in the Western Foothills and the study updated the cost estimates for the circulation anticipated by the earlier Broadview impact fees so that a new program of impact fees could be developed, updating and replacing the Broadview Secondary Access Impact Fee. Based on City Council action fall 2019, the 2021-2026 Capital Facilities Plan would be updated with the new impact fee program and table of slated improvements.

CONVENTION CENTER

Description:

The Convention Center is a City-owned facility that is operated under agreement with The Coast Wenatchee Center Hotel. Not only is the Convention Center an anchor facility to Wenatchee's Historic Downtown, but it is particularly important to the City's economy. The success of the Convention Center has a direct impact on lodging and food service businesses and therefore, revenue from the operation of the facility and revenue from lodging taxes from hotels within the City are used to operate and maintain the facility as well as pay off long-term capital debt and provide for facility and equipment upgrades and replacements. This funding is reviewed and approved during the annual application process carried out by the City's Lodging Tax Advisory Committee.

The original Convention Center was built and equipped in 1980 and has had many renovations throughout the years to keep the facility competitive. With guidance from the Lodging Tax Advisory Committee, lodging tax funds have been directed to continue facility upgrades and pay off existing capital bonds. In order to keep the Convention Center competitive into the future, a market analysis was conducted in 2019 to look at options for the facility moving forward. Options may include expansion of the facility based on a current convention center market analysis. The study is currently in progress, any recommendations and or projects will be added once complete.

In 2019 the lower level restroom remodel project was finished. Additional improvements have been made including additional chair railing and new chairs were purchased for the banquet rooms.

Current projects for 2019 into 2020 include upgrades to the upstairs bathrooms, replacing air walls, LED lighting upgrades, and repair or replacement of the walk-in cooler.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

<i>Project Name</i>	<i>Project Budget</i>	<i>Previous Years</i>	<i>2020 Budget</i>	<i>2021</i>	<i>Future Years</i>
Minor Capital / Equipment (\$200,000/yr)	800,000	200,000	200,000	200,000	200,000
Totals	800,000	200,000	200,000	200,000	200,000

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

<i>Project Name</i>	<i>Funding Sources</i>	<i>Est. Project Cost</i>
Expansion Study Projects	Hotel Motel Tax	12,000,000
Total		12,000,000

CEMETERY**Description:**

Over the past 10 years, improvements were implemented including the construction of a Niche Wall and new office and re-plating of several areas, removal of roadways and design of a new road to allow for more availability burial options. Additionally, rate adjustments have been made with the goal of helping to enhance revenues. However, even with the rate changes, overall revenues have not kept pace with the modest rate of increased expenditures and the Cemetery Fund has continued to rely on General Fund transfers in order to continue to operate.

The Cemetery capital plan includes additional improvements to the Home of Peace Mausoleum on Miller Street and the installation of additional facilities at the Cemetery including crypt walls, roadway drainage improvements, Veterans Section improvements and eventually opening of a new full interment section with double depth lots. In 2018, a new office building was completed just north of the old building. Engineering for the cemetery expansion is ongoing.

Unfunded Projects:

<i>Project Name</i>	<i>Funding Sources</i>	<i>Est. Project Cost</i>
Cemetery Expansion - Road Project	General Fund	95,000
Cemetery Expansion - Niche walls etc.	General Fund	400,000
Clark Mausoleum Repair	General Fund/Grants	60,000
Total		555,000

HOMELESS/HOUSING/CDBG PROGRAMS

Description:

The City of Wenatchee administers homeless and affordable housing programs on behalf of Chelan and Douglas Counties. Funding is received from three main sources:

1. The Chelan-Douglas Local Homeless Fund is generated through local document recording fees. Annual revenue fluctuates depending on the number of documents recorded in each county but averages approximately \$810,000/year.
2. The City of Wenatchee Low-Income Housing Fund is generated through local document recording fees in Chelan County. Annual revenue fluctuates depending on the number of documents recorded in the county but averages approximately \$40,000/year.
3. The Washington State Consolidated Homeless Grant is distributed by the Washington State Department of Commerce. This program distributes approximately \$685,000/year to the Chelan and Douglas county region.

The City typically passes these funds through to partner agencies that operate social service programs such as shelters, food banks, rent assistance, counseling, and other similar programs. Occasionally, these funds help construct capital facilities and thus this description is included in the Capital Facilities Plan. At this time there is only one capital project planned with these funding sources. Catholic Charities Housing Services was awarded a four-year grant (\$724,000 total) to develop a low-income housing complex that will provide 31 designated permanent supportive housing units for chronically homeless households with disabilities. However, with housing supply and costs being identified as a crisis, the city anticipates investment in additional housing as detailed in the Partnerships section of this plan.

During 2014, the City performed a reserve analysis of this fund. The Homeless Task Force provides recommendations for expenditures of these funds and they agreed upon a reserve policy to account for the variability of revenues and to address emergency needs. The reserve policy is \$250,000 in total of which \$150,000 is held in reserve to address variable revenues and \$100,000 is held for one-time emergency projects or needs for providers. As an example, one-time expenses could be for capital associated with a provider's facilities. Capital investments for homeless services are rarely city owned, but are important to the provision of social services in the City.

In 2005, the City became a CDBG Entitlement Community. Federal funding for this program began to rise in 2014 after a period that saw a large decline in award funding. Funding leveled out around \$200,000 until 2018 and 2019 saw a sizeable increase; \$242,260 and \$238,184 respectively. In addition, program income has been steadily received since 2017 providing close to \$150,000 over the last three years from the rehab loans distributed around 2010 time period. Beginning in 2018, the program year changed from April 1 – March 31 to October 1 – September 30 each year. This allows Wenatchee's Consolidated Plan and program year to align with that of both East Wenatchee and the Housing Authority. The new Consolidated Plan will be completed in the summer of 2020. CDBG funds are used for grant administration and staff time, public service programs, small-scale neighborhood revitalization projects and large public infrastructure projects.

Funding is being utilized in the South Central Wenatchee neighborhood where the highest amount of low-to moderate-income individuals live as well as where the highest rates of crime have been identified.

Efforts are designed to enhance positive neighborhood attributes and discourage the challenges the neighborhood faces from expanding. The City has successfully leveraged CDBG funding for Safe Routes to School projects and coordinates efforts to align with the “Five-Year Plan to Reduce Homelessness in Chelan & Douglas Counties” around housing needs.

In 2014, The Chelan Avenue Sidewalk Project began and will be fully constructed by the end of the 2018 program year (September 2019). This project included sidewalk, pedestrian scale lighting, public art, landscaping and traffic calming elements.

In order to complete a required Affirmatively Furthering Fair Housing (AFFH) Plan as a component of the Consolidated Plan Update in the most cost effective and collaborative way, the 2013-2017 Consolidated Plan was extended by two year (2013-2019). This allows the City of Wenatchee to create a regional plan in partnership with the City of East Wenatchee and the Housing Authority of Chelan County and the City of Wenatchee. Efforts are underway with the Consolidated Plan being completed in the summer of 2020.

The following table illustrates a list of projects consistent with the recently extended 2013-2019 Consolidated Plan. This projection assumes available CDBG funding and all capital projects are outlined in each year’s respective Annual Action plan. Identified in this plan are programs and projects such as infrastructure, parks and/or economic and community development.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

<i>Project Name</i>	<i>Project Budget</i>	<i>Previous Years</i>	<i>2020 Budget</i>	<i>2021</i>	<i>Future Years</i>
Community Center Upgrades	200,000	-	200,000	-	-
CDBG Consolidated Plan	50,000	-	50,000	-	-
Totals	250,000	-	250,000	-	-

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

<i>Project Name</i>	<i>Funding Sources</i>	<i>Est. Project Cost</i>
CDBG Consolidated Plan	CDBG Funds	1,100,000
Total		1,100,000

ECONOMIC DEVELOPMENT

LOCAL REVITALIZATION FINANCING DISTRICT – WENATCHEE WATERFRONT

Description:

The city adopted the waterfront subarea plan in 2004. This redevelopment and revitalization plan focuses on changing the character of the waterfront to compliment the waterfront parks through mixed use development. The city has been very active in furthering this plan over the last 15 years through the investment in public infrastructure. With recent private investment, momentum is growing on the waterfront. The city continues to advocate for the development of the waterfront and furtherance of the objectives of the plan.

The City was awarded a state rebate in 2009 presenting opportunities to fund and complete additional projects on the waterfront utilizing the State Local Revitalization Financing (tax increment financing) program. These projects must be used for public improvements that stimulate economic growth within the District. In concert with this award, ordinance 2009-26 established the local revitalization district entitled “Wenatchee Waterfront” which includes the area bounded by the Columbia River to the east and the railroad tracks and Walla Walla Avenue to the west. The District is bounded by Thurston Street to the South and Walla Walla Park to the North. The ordinance was amended in 2013 with ordinance 2013-14 to add eligible projects. It is anticipated that the ordinance will need to be modified again to accomplish other projects identified in the waterfront subarea plan or projects that arise that will directly support redevelopment. Several projects associated with the Pybus Market Charitable Foundation, Port of Chelan County, and the Chelan County PUD have already been completed and the City is currently using LRF proceeds to pay down associated debt. Projects completed to date include the Wastewater Treatment Plant odor and visual mitigation, the Pybus Public Market, parking behind the public market, improvements to the PUD access road, park expansion at the former Public Works site, improvements to Worthen Street, the Worthen/Orondo stairs project, the Orondo Street plaza, and purchase of the property underlying the Pybus Market. The sales tax annual rebate of up to \$500,000 will be received by the City until year 2037. The rebate may only be used to pay for debt on public improvement projects. The City issued a General Obligation Bond prior in 2016 to refinance and maximize the use of LRF funds. Some of the following projects are taken from directly from the waterfront subarea plan if they can be used to incentivize redevelopment. Other projects have been developed based on needs that have arisen due to successful development, such as parking around the Pybus Market area. This parking will be needed to further economic growth in the South Node with the addition of the Hilton on the former Public Works property. Included in the list of projects is a development support fund that could be used for public private partnerships where public improvements are needed utilizing pay as you go property tax increment that will continue to be revenue for the district after all the bond proceeds have been expended. The LRF statutes authorize expenditures of local increment broadly in support of redevelopment.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

Project Name	Project Budget	Previous Years	2020 Budget	2021	Future Years
1802 - Waterfront Parking	3,150,000	11,800	100,000	3,038,200	-
1805 - Ninth Street Parking Lot	650,000	70,000	580,000	-	-
1905 - Gateway Project/Worthen St.	550,000	45,000	505,000	-	-
Linden Tree Parking Lot	650,000	650,000	-	-	-
Walla Walla Ped. Connections.	50,000	-	-	50,000	-
Development Support - Pay as you go	300,000	-	-	-	300,000
Totals	5,350,000	776,800	1,185,000	3,088,200	300,000

ECONOMIC DEVELOPMENT/ PARTNERSHIP PROJECTS

Description:

Economic Development is identified in the Comprehensive Plan as a community goal to enhance the quality of life of citizens. In addition, the Wenatchee Valley serves as a regional commerce hub for North Central Washington and portions of the Columbia Basin. Beginning early in 2000, the City began to see major sales tax generators either moving out of the city or locating primarily in East Wenatchee and Douglas County. Most of the growth for these large sales tax generators is expected to occur where land is plentiful outside the City limits. As a result economic development efforts have become a focus of the City in order to sustain public services and to shape our community as the city experiences dynamic growth over the next 10 -15 years. Wenatchee is one of many cities are targeting economic development through public private partnerships and/or through strategic investments from public agencies working together. The Pybus Public Market is a great example of a partnership project. From time to time, there may be a need to cooperate on community facilities or economic development projects that provide a regional benefit or projects that fall outside of the traditional infrastructure projects anticipated for a City. For example, with the 2017 tax act, opportunity zones were created to replace the New Market Tax Credit system. Opportunity zones are designed to spur investment in designated low income tracts. Wenatchee was awarded two opportunity zones which includes all of downtown and south Wenatchee. Public private partnerships are anticipated to accompany investments using the Opportunity Zones. A number of the projects listed below are located in opportunity zones.

1. The City, in partnership with the Federal Highways Administration and Washington State Department of Transportation formally initiated NEPA for Confluence Parkway in 2019. This effort is required to further the project and secure funding as outlined in the Chelan Douglas Transportation Council and City Transportation Plans. NEPA is anticipated to be completed through development of an Environmental Assessment which will identify mitigation measures for environmental impacts. The city is funding \$2.23 M for this effort including past funds received from the State of Washington and funds anticipated from Link Transit.
2. The City is partnered with WSU to perform an Integrated Planning Grant funded by the Department of Ecology for approximately 9 acres of property scheduled to be sold at the WSU Treefruit Research and Extension Center located at the corner of Western and Springwater Avenues. The objective of the grant is to determine if the property is encumbered by contamination and develop a plan for the property that considers housing that would support research and education related jobs in our valley. Lead Arsenic contamination was found on the

site and thus opportunities are available through the Department of Ecology to support cleanup and housing projects. This project is intended to help further a 4 year university presence in the Wenatchee Valley through investment in the WSU Treefruit Research and Extension Center. The project is also coordinated closely with the Our Valley Our Future game changer, the Bridge Innovation District. Given housing is a critical need for professionals, students, researchers, and interns, this project has the potential of providing critical housing in proximity to the WSU campus. The City anticipates facilitating a project through facilitating cleanup of the site and development of approximately 100 units of housing. No general fund expenditures are expected; however, grant resources and partnerships with organizations such as the housing authority may provide the opportunity for facilitation of this project.

3. During 2016, the City invested \$15,000 on behalf of the region to address a burgeoning housing crisis. The study found that there is a lack of market rate housing stock and a housing mismatch in terms of housing sizes. The result of this deficiency is inflated housing prices and down renting which is placing considerable pressure on units that should be affordable. Thus, the study recommended a number of actions to help facilitate the construction of both market rate housing and affordable housing. Investing in capital improvements identified in this plan is recommended to increase the supply of readily developable land. The city anticipates using the general fund and utilities to assist in preparing infrastructure to support development of housing market rate and affordable housing. Market rate housing is easier to achieve in the short term benefit for all housing affordability ranges. Longer range efforts are also needed to support the development of subsidized and affordable housing stock. Partnerships with non-profit entities that utilize State and Federal tax credits and incentives create the best opportunities for developing projects that will supply 100 units or more of housing.
4. The city entered into a public private partnership with Mission and Kittitas Apartments, LLC through a development agreement in 2019 to provide approximately 225 market rate housing units in a 5 levels of housing over 2 levels of parking format. The city agreed to lease 100 stalls of parking for public purposes to support parking in downtown and housing development for the economic health and vitality of downtown and South Wenatchee. This project will also serve as one of the first Transit Oriented development projects given its proximity to Columbia Station. The city lease will being in 2023 or 2024 after the project is complete.
5. The City works closely with the Wenatchee Downtown Association implementing projects in the adopted Central Business District subarea plan which have included improvements to downtown parking, streetscape (LID), utility improvements, truck traffic re-rerouting, bike facility, public space improvements, the development of a new workforce housing project (Weidner), redevelopment of the vacant upper stories of historic buildings, improvements to the Convention Center as discussed earlier and development of connections to the South Node of the Waterfront. Parking continues to be the biggest management issue in order to realize a revitalized downtown area. As a result, the City performed a downtown parking study in 2016. This parking study analyzed existing parking capacity, usage, and current opportunities to better utilize parking. The study also identified management strategies areas of surplus supply and deficiencies of parking in the downtown and South node of the waterfront. In general, the plan identified a surplus of parking in the study area equating to approximately 1,500 stalls. At the same time, the study illustrated a need for additional parking in the area of the Convention Center and Public Market due to high peak demands. In order to improve the vitality of downtown, the study suggests the

city focus on management of the on street system and encourage redevelopment of surface lots to increase business activity until the sweet spot of 70-85% utilization rates are achieved. Over the long term, it is the goal to improve vitality and the demand for parking to warrant construction of parking garages rather than using surface parking for employees and residents, while the on street system is focused to serve customers and visitors. This means that the city will need to maximize on-street parking and discourage surface lots. This plan identifies a funding estimate to increase on street supply and additional funding for off street parking for city employees within the Police Station and City Hall in the General Facilities Section. This plan also includes parking expansion near Pybus in the LRF section of the plan. Partnership projects will likely arise in the development of public private partners for shared parking of underutilized city and private parking lots.

6. A long term goal of the City has been to facilitate to relocation of the Burlington Northern Santa Fe (BNSF) switch terminal located at the intersection of Columbia and Thurston Streets to the Appleyard. Recent development of the Pybus Public Market has demonstrated to the community the importance of this project. Presently, BNSF uses the terminal to service trains with crew changes. During periods of train service, trains park on the tracks often for periods of more than one hour at a time. In 2013, the Orondo crossing was monitored for several days to verify train patterns. Upon discussion with BNSF staff, train traffic is expected to increase with the improving economy. With increased activity on the waterfront and these blockages of specifically the Orondo and Ninth Street crossings, there is a community desire to address the problem. The Chamber of Commerce, Wenatchee Downtown Association, and Pybus Market requested that the City take a closer look at relocation options. In 2014, the City partnered with Chelan County, Chelan County Port District, Link Transit, the Chelan Douglas Transportation Council, Wenatchee Downtown Association, Wenatchee Valley Chamber, and the Pybus Market to raise \$35,000 for a relocation study. BNSF presented the results of this study in March of 2015. The study provided results that were different from originally anticipated in that it recommended moving the switching operation to a new 22,500 foot siding in Malaga. The total cost of this project is estimated at \$32 Million. This revised outcome not only accomplishes the original goal of preventing blockage of the crossings in Wenatchee, but also addresses access problems along the Malaga Waterfront. This project could have the added benefit of opening up 190 acres for development in Malaga. Through working with Chelan County and the Transportation Council, another option may be to relocate the facility to Douglas County near the Mouth of Moses Coulee. It is noted that BNSF is interested in this project and has been a proactive partner.
7. During the summer of 2015, the Sleepy Hollow Fires burned 3 major industrial facilities in North Wenatchee. In order to facilitate the best redevelopment opportunities, the City developed a Master Plan for approximately 50 acres of the impacted area during 2016. This area also includes the 7.5 acre Washington State Department of Transportation (WSDOT) Administrative offices property scheduled to be vacated in the spring of 2018. The Master Plan identifies road and utility work totally \$37 Million which will enable an estimated \$245 Million in private investments including up to 850 residential units, office, light industry flex space, and retail space along Wenatchee Avenue. The city has been working to secure properties and right of way through early acquisition to facilitate redevelopment in the area. Community Economic Revitalization funding was received to establish the McKittrick Street right of way in partnership with Stemilt growers and location of the Diamond Foundry. After right of way is secured, the city will sell remnant properties to encourage private investment. In addition, the city will pursue funding for

major elements of this work and anticipates submitting for a Federal Grant that will tie North Wenatchee Avenue improvements in with Confluence Parkway. Note that most of the infrastructure work associated with this redevelopment is identified in other sections of this plan.

8. A national campaign to develop makerspaces to foster innovation in manufacturing and promote workforce development has been underway since the Mayor entered the National Mayor's Maker Challenge in 2015. In 2019, the city engaged in a National Recreation to Technology challenge in 2019 to help facilitate how to develop makerspaces in Wenatchee through utilization of the Community Center and to shore up community partnerships. This effort was made in partnership with the Pinnacles Prep. Charter School, the Wenatchee Public Library, GWATA, and other partners. While makerspaces are not typically owned and operated by cities, the capitalization requirements for the development of a space may require a public private partnership. The City may also help facilitate the acquisition of grants to help develop and achieve this emerging goal and an outcome of the Rech to Tech challenge may be for the city to help facilitate the building of a makerspace and community kitchen at the Community Center to improve the financial viability and usability of the center consistent with the South Wenatchee Plan.

9. In October of 2012, a Sustainable Design Assessment Team sponsored by the American Institute of Architects visited South Wenatchee to perform an assessment and make unbiased recommendations of what could be done to improve South Wenatchee. The team developed a report suggesting transportation improvements, public art ideas, neighborhood enhancements, and economic redevelopment suggestions. The community followed this process with the development of a subarea plan. The South Wenatchee Action plan was completed in 2016 and adopted in 2017 as part of the city's Comprehensive Plan. The priorities in the plan include basic infrastructure around sidewalks, lighting, and parks. In addition, the plan includes a number of elements to grow and improve the South Wenatchee business district, such as extension of the Columbia River Pipeline Bridge and connection to the Apple Capital Loop Trail. Another example is the development of a food truck plaza honoring the cultural diversity in South Wenatchee. This section of the plan includes by reference a number of projects that support workforce development, entrepreneurship, education, business growth, and investment in this portion of the city. The city's purchase of a portion of the Federal Building to house City Hall is an example of one such project.

The following table capture potential city partnership matches to projects that are already included in the preceding sections of this plan to avoid double counting projects.

Funded Projects:

The following projects are funded and are either under way or will be underway in the near future. For additional information, please refer to Appendix A for detailed project budget sheets.

<i>Project Name</i>	<i>Project Budget</i>	<i>Previous Years</i>	<i>2020 Budget</i>	<i>2021</i>	<i>Future Years</i>
1712 - North Wenatchee Redevelopment	13,444,500	10,323,098	2,421,402	-	700,000
1804 - Confluence Parkway NEPA	2,230,000	730,000	1,500,000	-	-
Mission & Kittitas Downtown Housing/Parking	2,400,000	-	-	-	2,400,000
Totals	18,074,500	11,053,098	3,921,402	-	3,100,000

Unfunded Projects:

The following projects have resulted from planning and needs assessment studies or as identified by staff, community members, and elected officials. Funding has not been secured for these projects; however, possible funding sources are identified.

<i>Project Name</i>	<i>Funding Sources</i>	<i>Est. Project Cost</i>
WSU - Bridge Innov. Dist. Housing	State Affordable Housing, Dept. of Ecology, Public Private Partnership	25,000,000
Downtown Housing Projects	State Affordable Housing Funds, Public Private Partnership	2,000,000
Downtown Parking/Garages	Parking Revenues, LID, General Fund, Public Private Partnerships	3,000,000
Burlington Northern Terminal Relocation	Federal Grants, BNSF	32,000,000
North Wenatchee Master Plan Infrastructure	State grants and loans, public private partnerships	2,000,000
Maker Space Development	See CDBG Tables	-
South Wenatchee Subarea Plan	State and Fed. Grants, Gen. Fund, Util, Community Grants, Other	5,000,000
Total		69,000,000

CONCLUSIONS AND RECOMMENDATION

The total value of the capital improvements identified in this plan is over \$630 Million. The distribution of identified needs make it difficult to prioritize where the limited funds the city has for capital should be applied. The city has historically relied on grants for much of the infrastructure especially related to road, parks, and economic development related improvements, and has been very successful in obtaining them. General facilities maintenance capital and new facilities are the hardest to fund and often require issuance of bonds or the use of reserves to make improvements. As the city looks forward, its continued creativity and use of tools such as tax increment financing, private partnerships, tax credit incentive programs, and local tax options will continue to be needed. Having a good understanding of public policy, developing implementation plans, and being highly proactive in discovering and using these tools will help address the city's capital needs. It is the intent of this capital facilities plan to prioritize and look for creative solutions to support the City's Urban Area Comprehensive Plan and stay concurrent with the governing laws of the city, state, and nation.

APPENDIX A - FUNDED PROJECT BUDGET SHEETS

APPENDIX B - SIX YEAR TRANSPORTATION PLAN



**CITY OF WENATCHEE
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
FROM 2020 TO 2025**

EXHIBIT A

Hearing Date: 08/22/2019

Ordinance No. 2019-32

ID	Project Title	Project Description	Road Name	Begin	End	Length	Total Cost	2020	2021	2022	2023	2024	2025	Phase	Start	Status	Fund Code	Fed Fund	State Code	State Funds	Local Code	Local Funds
1	McKittrick St. - Wenatchee Ave. Signal Project #0623	Install Traffic Signal, provide for U-turns, median barrier, east leg frontage connections. Consistent with NW 21 and NW9 of North Wenatchee Transportation Master Plan	Wenatchee Avenue	McKittrick Street	Wenatchee Avenue	0.16	\$976,179	\$976,179						CN	2020	S	STP(R)	\$770,706			109 Fund	\$205,473
2	North Wenatchee Ave: Pedestrian and Median Improvements Project #1615	Improvements identified in master plan (NW-1, NW-20) including wider sidewalks, streetscape, access consolidation, and median safety	N. Wenatchee Avenue	MP 3.33	MP 3.59	0.26	\$610,064	\$610,064						CN	2020	S	STP	\$527,706			109 Fund	\$82,358
3	9th Street BNSF Crossing Improvements Project #1801	Construct ADA compliant railroad pedestrian/bike crossing surfaces on both sides of 9th St. through the railroad ROW. Install 4-quad gate signal system with ped gates. Upgrade all signs and markings.	9th Street	Piere St.	520 Ft. West of Piere	0.1	\$1,392,800	\$1,392,800						CN	2020	S	Rail Section 130	\$1,266,700			109 Fund	\$126,100
4	Tacoma Street Urban Upgrades Project #1906	Upgrade Street consistent with North Wenatchee Transportation Master plan including curb, gutter, and sidewalk	Tacoma St.	McKittrick Street	Maple St.	0.25	\$2,162,000	\$200,000	\$1,962,000					ALL	2020	P			TIB	\$1,668,000	109 Fund	\$294,000
5	First Street Bikeway Project #1914	First Street Bikeway	First Street	Wenatchee Avenue	Miller Street		\$327,000	\$36,000	\$291,000					ALL	2020	S			Ped/Bike	\$327,000		
6	Methow St. Improvements Project #1916	Install bicycle facilities on Methow St between Crawford and Lincoln Elementary. Install mini-roundabout at Crawford/Methow. Replace waterline in Methow St.	Methow St.	Crawford St.	Lincoln St.		\$1,354,000	\$251,000	\$1,103,000					ALL	2020	S	SRTS	\$786,000			109, 111, 401 funds	\$578,000
7	Miller School Zone and Okanogan Crossing Improvements	Install radar speed feedback signs on Miller Street and RRFB's on Okanogan at Red Apple	Miller Street, Okanogan Ave.				\$106,000	\$106,000						ALL	2020	S			SRTS	\$106,000		
8	Maple Street Improvements Project #1917	Urban upgrades to Maple Street	Maple St.	WRD Canal	Gabriella Ln.		\$1,391,000	\$414,000	\$977,000					ALL	2020	S					001 fund	\$1,391,000
9	Elliott Avenue Multiuse Pathway Project #SW19-08	Install paved/non-motorized pathway in unimproved block of Elliott St.	Elliott St.	Second St.	Third St.		\$145,000	\$145,000						ALL	2020	S			TIB - Complete Streets	\$145,000		
10	Confluence Parkway NEPA Document	Preparation of project NEPA environmental statement including coordination with state, federal, and tribal governments.	Confluence Parkway	Hawley Street	Euclid/SR2 interchange	1.8	\$1,200,000	\$1,200,000						ALL	2020	P					108/111 Funds	\$1,200,000
11	McKittrick Street/North Columbia Street - Intersection Construction	Extend McKittrick Street east of North Wenatchee Avenue and construct new intersection and portions of N. Columbia St.	N. Columbia St.	150' East of SR 285	Vic. BNSF		\$2,000,000	\$2,000,000						ALL	2020	S					304 fund	\$2,000,000
12	US2/Easy Street Roundabout	Remove Existing Signal at US2/Easy Street and construct a round-a-bout with pedestrian and bicycle facilities.	US2/97 at Easy Street				\$5,000,000	\$200,000	\$800,000	\$4,000,000				ALL	2019	S			Connecting Washington	\$5,000,000		
13	North Wenatchee Area Intersection Improvements	Modify intersections to provide u-turns, consolidate access, enhance capacity, construct raised medians, provide pedestrian and transit improvements.	SR285 North Wenatchee Avenue	Wenatchee River Bridges	Miller Street	1.35	\$17,700,000	\$200,000	\$200,000	\$500,000	\$500,000	\$16,300,000		ALL	2019	S			Connecting Washington	\$17,700,000		
14	Street Preservation Program	Street Preservation Activities including: sealing, grinding, paving, ADA upgrades, etc.	Varies				\$9,400,000	\$3,900,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	ALL	2020	S					111,119 Funds	\$9,777,000
15	Miscellaneous, Minor, Undefined	Miscellaneous minor/emergent projects including intersections and signals, ADA, sidewalks, and traffic control devices.	Various Streets				\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	ALL	2019	S					109 Fund	\$300,000
16	Storm Drain Improvements	Various projects identified in stormwater comprehensive plan. Upgrades necessary to coincide with street improvement projects.	Varies				\$1,200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	ALL	2020	S					401 Fund, 410 Fund,	\$1,200,000
17	M&O Pavement Preservation projects	Pavement and traffic control preservation projects and activities including crack sealing and skin patching.	Various City Streets				\$450,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	ALL	2020	S					108 Fund, 111 Fund	\$450,000



**CITY OF WENATCHEE
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
FROM 2020 TO 2025**

EXHIBIT A

Hearing Date: 08/22/2019

Ordinance No. 2019-32

ID	Project Title	Project Description	Road Name	Begin	End	Length	Total Cost	2020	2021	2022	2023	2024	2025	Phase	Start	Status	Fund Code	Fed Fund	State Code	State Funds	Local Code	Local Funds	
18	M&O Sidewalk Improvements	Sidewalk improvements on various streets to reduce tripping hazards, provide improved accessibility, and fill minor gaps.	Various City Streets				\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	ALL	2020	S					108 Fund	\$300,000	
19	M&O Pedestrian Safety Improvements	Construct new and repair damaged sidewalks and/or install other pedestrian facilities including ADA upgrades.	Various City Streets				\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	ALL	2020	S					TBD, other	\$300,000	
20	Miller Street Realignment and Storm Repairs	Acquire ROW. Construct new roadway on new alignment. Similar to CP-2 in North Wenatchee Transportation Master Plan and Wenatchee Waterfront Sub-area Plan.	Walla Walla	Walla Walla curve	Hawley / Miller Intersection	0.15	\$4,200,000	\$500,000	\$3,700,000					ALL	2020	P				PWTF Loan	Storm, Water/Sewer, General	\$5,770,800	
21	Ferry, Russell, Miller NHPP 9904(015) Funding Increase	Beyond the constrained limit of the funded street preservation program. See ID #11	Various NHS City Streets				\$3,989,000	\$3,989,000						ALL	2020	P	STP	\$1,211,000			108, 109, 111 Funds	\$2,788,000	
22	North Wenatchee Ave.: Walnut Street Median & U Turn Widening	Implement a portion of NW-1 from the Master Plan at the Walnut/Hawley intersection vic.	SR285			0.2	\$1,500,000	\$1,500,000						ALL	2020	P	STP	\$1,300,000			109 Fund	\$200,000	
23	Springwater Ave. extension North	Construct roadway on newly acquired ROW across WSD property West of WRD irrig. Canal	Unknown			0.3	\$2,000,000		\$2,000,000						2021						001 fund, TIF's	\$2,000,000	
24	Wenatchee Street Pavement Preservation	Beyond the constrained limit of the funded street preservation program. See ID #11	Various arterial and Collector Streets				\$8,500,000		\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	ALL	2021	P					Add'l TBD, B&O, Util Tax, Prop. Tax	\$10,800,000	
25	South Wenatchee Sidewalk Program	Construct Sidewalk in the Lincoln School and other eligible areas in accordance with City CDBG Funding Program	Varies	Various	Various	varies	\$400,000		\$200,000		\$200,000			ALL	2020	P	CDBG	\$400,000				\$0	
26	Spot and corridor safety improvement projects	Various spot and corridor safety improvement projects and studies consistent with high accident locations and the city's road safety plan	Varies			varies	\$900,000	\$300,000		\$300,000		\$300,000		ALL	2020	P			HSIP	\$900,000	109 Fund	\$100,000	
27	SR 285 Easy Street / Penny Road Northbound Off-Ramp	Modify SR 285 northbound off-ramp to provide new direct connection to Technology Center Drive and Chester Kimm Road (NW-5 Master Plan)	New				\$1,000,000			\$1,000,000				ALL	2022	P					Local, Dev. Mit.	\$1,000,000	
28	Pedestrian and Bicycle Connections	Fill sidewalk system gaps prioritizing school walk routes and other criteria identified as high priority in the master plan. Construct multi-use pathways and connections.	Varies				\$100,000	\$100,000						PE, CN	2020	P				Other - TIB Complete Streets	\$100,000		
29	Miscellaneous bicycle system improvements.	Implement various identified projects from the Greater Wenatchee Bicycle Master Plan	Various				\$60,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	ALL	2020	P					TBD, other	\$60,000	
30	Wenatchee River Bridge vic. Non-motorized trail (NW-26 Master Plan)	Widen SR285 bridge or construct new pathway structure crossing the Wenatchee River and connect to Chatham Hill and Horselake Roads.	SR285	Horselake Rd.	Chatham Hill Rd.		\$8,000,000					\$8,000,000		ALL	2024	P	STP	\$1,000,000		WSDOT, Ped/Bike	\$7,000,000		
31	SR285/Canal Trail non-motorized pathway	Construct new non-motorized pathway along route of prior Pioneer Irrigation Ditch.	SR285	Walnut St.	Horselake Rd.		\$3,000,000				\$3,000,000			ALL	2023	P	STP	\$500,000		WSDOT, Ped/Bike	\$2,500,000		
32	Pedestrian Corridor along Stevens Street	Construct pedestrian corridor along Stevens Street consistent with South Wenatchee Action Plan	Stevens Street	Mission St.	Miller Street		\$250,000				\$250,000			ALL	2023	P				Complete Streets, Other	\$250,000		
33	Residential Traffic Calming	Construct traffic calming measures in problem areas with participating neighborhoods	Varies				\$60,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	ALL	2020	P					Unknown	\$60,000	
34	Illumination upgrades	Improve illumination on various arterials and collectors especially at high pedestrian locations.	Various				\$60,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	ALL	2020	P					PUD, CDBG, 109 Fund, Other	\$60,000	
35	Truck Route Improvements	Various improvements on newly established truck routes.	Various City Streets				\$500,000		\$500,000					ALL	2021	P	STP(U)	\$432,500				\$67,500	
36	Loop Trail Connection: Confluence State Park to Olds Station Road	Construct 1000 feet of multi use pathway along the State Park Entrance road connecting Olds Station Road to the Apple Capital Loop Trail	State Park Rd.			0.2	\$600,000		\$50,000	\$550,000				ALL	2021	P				Pedestrian & Bicycle Pgm	\$500,000	Port, State Parks, 109 Fund	\$100,000



**CITY OF WENATCHEE
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
FROM 2020 TO 2025**

EXHIBIT A

Hearing Date: 08/22/2019

Ordinance No. 2019-32

ID	Project Title	Project Description	Road Name	Begin	End	Length	Total Cost	2020	2021	2022	2023	2024	2025	Phase	Start	Status	Fund Code	Fed Fund	State Code	State Funds	Local Code	Local Funds
37	Confluence Parkway Phase 1 (Hawley St. South)	Construction of Miller St. underpass, connection to North Wenatchee Avenue, and upgrades to Miller and Hawley Streets	Confluence Parkway	North Wenatchee Avenue	Hawley/BNSF crossing	0.7	\$30,000,000		\$10,000,000	\$10,000,000	\$10,000,000			ALL	2020	P	INFRA, FASTLANE, BUILD, OTHER	\$28,000,000			Utility, Street	\$2,000,000
38	Confluence Parkway Phase 2 (Hawley St. North)	Construction of new roadway and Wenatchee River Bridge Crossing on new alignment	Confluence Parkway	Hawley/BNSF crossing	Euclic/SR2 interchange	1.8	\$83,000,000			\$10,000,000	\$50,000,000	\$23,000,000		ALL	2022	P	INFRA, FASTLANE, BUILD, OTHER	\$83,000,000				
39	McKittrick Street/BNSF Grade Separation	Construct Grade Separated crossing consistent with North Wenatchee Redevelopment Plan. Includes roadway construction to tie into vicinity of Wenatchee Avenue and Miller Street	McKittrick St	100' E of North Wenatchee Avenue	100' W of Miller St.	0.2	\$26,000,000			\$26,000,000				ALL	2022	P	FASTLANE, BUILD, OTHER	\$24,500,000	FMSIB	\$1,000,000	City Utility	\$500,000
40	Walla Walla to Hawley St. Connection	Acquire ROW. Construct new roadway on new alignment. Similar to CP-2 in North Wenatchee Transportation Master Plan and Wenatchee Waterfront Sub-area Plan.	Walla Walla	Walla Walla curve	Hawley / Miller Intersection	0.27	\$4,540,000		\$100,000	\$1,910,000	\$2,530,000			ALL	2021	P			TIB	\$2,994,000	arterial, sewer, pvt.	\$1,546,000
41	Millerdale Improvements	Reconstructs portions of Millerdale. Adds curb, gutter, and sidewalk. Makes safety improvements	Millerdale Avenue	Miller Street	Gellatly	0.58	\$1,836,000				\$1,836,000			ALL	2023	P			TIB	\$1,560,000	109 Fund	\$276,000
42	Red Apple Road Phase 2	Arterial street reconstruction	Red Apple Road	Miller	Vista Pl.	0.34	\$1,800,000		\$1,800,000					ALL	2021	P			TIB	\$1,400,000	109 Fund	\$400,000
43	Springwater urban upgrades	Reconstruct roadway. Construct new storm sewer, sanitary sewer, sidewalks, and illumination.	Springwater	Western Avenue	Woodward	0.25	\$2,300,000						\$2,300,000	ALL	2020	P					001 fund, TIF's	\$2,300,000
44	Woodward urban upgrades.	Reconstruct roadway. Construct new storm sewer, sanitary sewer, sidewalks, and illumination. ROW acquisition. Canal bridge?	Woodward	Fifth Street	Springwater	0.5	\$3,600,000					\$3,600,000		ALL	2024	P					001 fund, TIF's	\$3,600,000
45	Railroad Grade Crossing Upgrades	Install median barrier or double signal arms to prevent vehicles from driving around signal gates. Mitigation to continue Wenatchee's BNSF Quiet Zone status.	Ninth, Miller, Hawley, Orondo				\$100,000					\$100,000		ALL	2024	P			OTHER	\$80,000		\$20,000
46	Skyline Drive Widening	Widen roadway to create shared-use shoulder or dedicated pathway for pedestrians and bicycles. Fill ditch section and install closed stormwater collection system. Install barrier and extruded curbs, replace guardrail, construct walls.	Skyline Drive	Skyline Drive	Number 2 Canyon Road	0.72	\$3,500,000						\$3,500,000	ALL	2025	P			OTHER	\$1,500,000	001 fund, TIF's	\$200,000
47	North Road Improvements	Reconstruct North Road to Improve Secondary Access to the Broadview Subdivision. Project would regrade existing road and extend to Broadhurst Place.	North Road	Western Avenue	Broadhurst	0.25	\$3,204,360				\$3,204,360			ALL	2023	P					TIF, 109 Fund	\$2,300,000
48	Maiden Lane Extension	Extend Maiden Lane approx. 1000 ft to connect with future connections to Maple, Springwater, and Surrey. (Connection improvements only)	Maiden Ln.	1000 ft S. Broadcrest Ct.	1000 ft. South of Beginning		\$750,000		\$750,000					ALL	2021	P					TIF, 001 Fund	\$750,000
49	Maple, Broadview, Surry vic. Connections	1) Springwater extension to Maiden extension, 2) Maple extension to #1, 3) Westwick extension to #1. (total road length approx 3,900 ft)	Springwater, Maiden, Maple, Westwick				\$6,000,000		\$2,000,000	\$2,000,000	\$2,000,000			ALL	2021	P					TIF, 001 Fund	\$6,000,000
50	Westwick extension to Maiden extension	Extend Westwick road from 200 ft west of Westmoreland to Maiden extension (approx 4,600ft) and 700 ft. Westwick urban upgrades	Westwick Rd.	200 ft West of Westmoreland	vic. PUD water res.	0.87	\$4,600,000			\$2,000,000	\$1,600,000	\$1,000,000		ALL	2022	P					TIF, 001 Fund	\$4,600,000
51	Second Street extension west	Extend Second St. from vic. Irrig. Canal west to vic. Maxine St. (approx. 1200 ft)	Second St.	Canal Blvd.	Maxine St.	0.23	\$2,250,000		\$2,250,000					ALL	2021	P					TIF, 001 Fund	\$2,250,000
52	Gunn Road Urban Upgrades	Accept roadway into public system with necessary urban upgrades including pedestrian accomodation, stormwater, and lighting.	Gunn Rd. (Pvt)	Euclid Ave.	Mall Property	0.25	\$1,000,000		\$1,000,000					ALL	2021	P			WSDOT	\$1,000,000		



**CITY OF WENATCHEE
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
FROM 2020 TO 2025**

EXHIBIT A

Hearing Date: 08/22/2019

Ordinance No. 2019-32

ID	Project Title	Project Description	Road Name	Begin	End	Length	Total Cost	2020	2021	2022	2023	2024	2025	Phase	Start	Status	Fund Code	Fed Fund	State Code	State Funds	Local Code	Local Funds
53	McKittrick Street Improvements	Reconstruct roadway. Construct new storm sewer, sidewalks, and illumination. ROW acquisition	McKittrick St	Pine Ave	Stella	0.18	\$1,600,000			\$1,600,000				ALL	2022	P			TIB	\$1,300,000	109 Fund	\$300,000
54	Wenatchee Avenue and Thurston St. Signal	Construct new traffic signal.	Wenatchee Avenue	Thurston Street	Thurston Street	0.1	\$500,000						\$500,000	ALL	2025	P			TIB	\$400,000	109 Fund	\$100,000
55	Fifth and Western Intersection Capacity Improvements	Extend LOS and improve southbound turning movement by adding right turn lane on Western Avenue.	Western Avenue	Fifth Street	Fifth Street	0.1	\$650,000		\$650,000					ALL	2021	P					001 fund, TIF's	\$650,000
56	Walnut St. Improvements	Reconstruction project to meet urban standards.	Walnut Street	Pine Ave	Stella	0.13	\$1,500,000					\$1,500,000		ALL	2024	P			TIB	\$1,275,000	109 Fund	\$225,000
57	Crawford Ave. Improvements	Construct sidewalk, curb and gutter	Crawford Avenue	Wenatchee Avenue	Mission Street	0.7	\$500,000			\$500,000				ALL	2022	P	STP(U)	\$430,000			109 Fund	\$70,000
58	Traffic Signal Improvements	Upgrade/preserve existing signals components and wiring at various older signals	Various				\$1,500,000				\$1,500,000			ALL	2020	P	STP(U)	\$1,300,000			109 Fund	\$200,000
59	Mission Street to Mission Ridge Gateway	Asthetic improvements in the ROW along Mission Street consistent with South Wenatchee Action Plan	Mission Street	Crawford St.	City Limits		\$500,000		\$500,000					ALL	2021	P	STP(U), Other	\$450,000			Other	\$50,000
60	North Wenatchee Avenue Complete Streets Improvements	Construct median barrier, bicycle lanes, upgrade sidewalks, lighting, and landscaping consistent with subarea plan	North Wenatchee Avenue	Second St.	Fifth Street		\$1,500,000				\$1,500,000			ALL	2022	P	STP(U), Other	\$1,300,000			Other	\$200,000
61	Castlerock to Fifth Street Connector	Extend Castlerock Street and connect to 5th via Redhawk Canyon Drive.				0.27	\$5,700,000			\$5,700,000				ALL	2022	P					001 fund, TIF's	\$5,700,000
62	Crawford and Okanogan Intersection Control	Mini Roundabout and Pedestrian Crossing Improvements	Crawford Avenue			0.1	\$450,000			\$450,000				ALL	2022	P			STP	\$350,000	109 Fund	\$100,000
63	Easy Street and Penny Rd. Intersection	Capacity and Pedestrian Intersection Improvements	Easy Street			0.1	\$660,000				\$660,000			ALL	2023	P			STP	\$320,000	109 Fund	\$80,000
64	Railroad Grade Pedestrian Crossing	Install Pedestrian Crossing over railroad tracks near Bridge Street and connect to Pipeline Pedestrian Bridge					\$4,000,000					\$4,000,000		ALL	2024	P	OTHER	\$4,000,000				
65	Relocate BNSF Wenatchee Terminal	Relocate Terminal from South of Orondo Street to Appleyard. Reduces blocking of at-grade crossings in the city.					\$32,000,000						\$32,000,000	ALL	2023	P	OTHER	\$17,000,000	FMSIB	\$7,500,000	Other	\$7,500,000
66	SR285/Wenatchee Gateway Improvements	Landscaping enhancements along SR285 near North and South entrances to city and SR285 at Miller Street intersection	SR285				\$110,000			\$93,500	\$16,500			ALL	2022	P	TAP	\$110,000				