



Phasing and Partial Award (Independent Utility). The network of projects included in the Apple Capital Loop each support the function of the entire loop as detailed in the grant application narrative. However, USDOT asks in the project Notice of Funding that applicants show how components may meet grant requirements on their own. This section provides detail for each project segment to show which segments have independent utility. While the city and its partners are “all – in” for the entire funding request, it is recognized that often partial project awards are granted. This section of the appendix will facilitate that process if needed. The city understands that any combination of partial funding needs to meet statutory requirements such as for minimum match and for project size. The following table outlines all the project components which work together for the transportation network in the valley. The components or segments also provide individual benefit, and this grant application has been structured to allow funding segments to allow for phasing of improvements as funds become available.

Full Project Request

Project Segments	Future Eligible	Total Project	INFRA Request	Secured Match	Requested Match
#1 SR 285/North Wenatchee Ave	\$52,664,893	\$61,743,498	\$29,524,360	\$23,140,693	\$0
1A–North Wenatchee Avenue	\$16,793,597	\$18,236,277	\$0	\$16,793,597	\$0
1B–McKittrick/BNSF Underpass	\$31,524,200	\$38,507,220	\$29,524,200	\$2,000,000	\$0
1C–US 2/Easy St Roundabout	\$4,347,096	\$5,000,001	\$0	\$4,347,096	\$0
#2 Confluence Parkway	\$137,949,360	\$141,157,431	\$94,525,160	\$11,500,000	\$31,924,200
2A–Confluence Pkwy South	\$61,087,756	\$61,837,756	\$60,587,756	\$500,000	\$0
2B–Confluence Pkwy North	\$66,861,604	\$69,269,675	\$23,937,404	\$11,000,000	\$31,924,200
2C–South End Ped Access	\$10,000,000	\$10,050,000	\$10,000,000	\$0	\$0
#3 Cascade Interchange	\$16,364,756	\$17,242,134	\$16,364,756	\$0	\$0
#4 SR 28 / Sunset Highway	\$55,857,089	\$66,122,010	\$0	\$55,857,089	\$0
Cost Grand Total	\$262,836,098	\$286,265,073	\$140,414,116	\$90,497,782	\$31,924,200
			53.40%	34.40%	12.10%

The Full Project Request table above is used to inform the following table which lists all of the components or segments of the network of projects which are grouped by having independent utility. These groupings of project components provide the greatest degree of benefit associated with investments in the Apple Capital Loop.

The project partners are willing to discuss USDOT preferences should a partial award be considered.

Please note these combinations of segments rely on one another as part of the valley transportation backbone. The BCA estimates provided here are approximate given redistribution of trips would be different under each build scenario. Please refer to Appendix A, BCA for detailed analysis of each individual segment. A brief description of the groupings follows this table for ease of understanding.



Summary of Project Phasing Funding Options (Partial Funding Options)

Funding Group	Component Description	Future Eligible	Total Project	INFRA Request	Secured Match	Requested Match	Non-Fed Match	BCA
Full Request	Apple Capital Loop Network of Project Components	\$ 179,609,738	\$ 199,753,264	\$ 140,414,116	\$ 90,497,782	\$31,924,200	46.5%	1.83
A:	#1: No. Wenatchee Ave, #2A: Confluence Parkway South, #2C: South End Bike/ Ped Access Connector and #4: Sunset Highway/ SR28 Widening	\$ 179,609,738	\$ 199,753,264	\$ 102,111,956	\$ 77,497,782	\$ -	43.1%	2.51
B:	#1A: North Wenatchee Avenue #1C: US 2/Easy St Roundabout #2A: Confluence Parkway South, #2C: South End Bike/ Ped Access Connector and #4:Sunset Highway/ SR28 Widening	\$148,085,538	\$161,246,044	\$70,587,756	\$77,497,782	\$0	52.3%	3.09
C:	#1: No. Wenatchee Ave, #2C: South End Bike/ Ped Access Bridge and #4 Sunset Highway/ SR28 Widening	\$ 118,521,982	\$ 137,915,508	\$ 41,524,200	\$ 76,997,782	\$ -	65.0%	2.55



Appendix F: Apple Capital Loop Optional Phasing / Partial Funding Options Matrix FY21

Full project award is the complete project. This is the city and our partner's top priority. As described in the narrative, it is very challenging for a small rural area to make significant project investments. This suite of components provides the greatest benefit to freight and the regional economy.

A. Partial Project Award Group

This group provides partial benefit of the SR 285 bypass recognizing that both Confluence Parkway and the existing SR 285/North Wenatchee Avenue work together moving traffic in and out of the north end of the city and relieve pressure on SR 28/Sunset Highway as congestion on North Wenatchee Avenue (SR 285) grows. By funding Confluence Parkway South in combination with the North Wenatchee Avenue Improvements and the connecting McKittrick Street/BNSF Underpass, all of the urban connections for the south half of Confluence Parkway will proceed first and provide independent benefit for distributing multimodal traffic demands south of the Wenatchee River. In this funding award scenario, the City would aggressively pursue all future funding options to proceed with a Phase 2 construction of Confluence Parkway North as soon as possible, to realize the full benefit of the bypass. This group addresses both railroad at-grade conflicts that exists today and also addresses the critical equity need for connecting low-income and minority neighborhoods in South Wenatchee to the non-motorized Loop Trail network. The grade separations and trail access segments both provide important safety benefits. This group defers creating access from US 2 for the Wenatchi Landing development area and associated traffic impacts on US 2 that would be resolved with construction of the US 2/Cascade Interchange.

B. Partial project Award Group

This group **also** provides partial benefit of the bypass solution to SR 285 recognizing that both Confluence Parkway and the existing SR285/North Wenatchee avenue work in concert with the improvements on SR 28/Sunset Highway . This group addresses 1 of the 2 at-grade railroad conflicts and addresses the critical equity need for connecting low-income and minority neighborhoods in South Wenatchee to the non-motorized Loop Trail network. This group defers Confluence Parkway North and creating access from US 2 for the Wenatchee Landing development area with the US 2/Cascade Interchange.

C. Partial project Award Group

This group provides the lowest initial investment in completing the Apple Capital Loop but emphasizes critical safety and equity component so the entire network of projects. This group addresses 1 of the 2 at-grade railroad conflicts and connects low-income and minority neighborhoods in South Wenatchee to the non-motorized Loop Trail network. This group defers construction of the Confluence Parkway bypass and construction of the US 2/Cascade Interchange.

The City is happy to answer questions about any of these partial project funding options.



Full Project- no phasing: INFRA Funding Request for 1B+2A+2B+2C

Project Segments	Future Eligible	Total Project	INFRA Request	Secured Match	Requested Match
#1 SR 285/North Wenatchee Ave	\$52,664,893	\$61,743,498	\$29,524,360	\$23,140,693	\$0
1A–North Wenatchee Avenue	\$16,793,597	\$18,236,277	\$0	\$16,793,597	\$0
1B–McKittrick/BNSF Underpass	\$31,524,200	\$38,507,220	\$29,524,200	\$2,000,000	\$0
1C–US 2/Easy St Roundabout	\$4,347,096	\$5,000,001	\$0	\$4,347,096	\$0
#2 Confluence Parkway	\$137,949,360	\$141,157,431	\$94,525,160	\$11,500,000	\$31,924,200
2A–Confluence Pkwy South	\$61,087,756	\$61,837,756	\$60,587,756	\$500,000	\$0
2B–Confluence Pkwy North	\$66,861,604	\$69,269,675	\$23,937,404	\$11,000,000	\$31,924,200
2C–South End Ped Access	\$10,000,000	\$10,050,000	\$10,000,000	\$0	\$0
#3 Cascade Interchange	\$16,364,756	\$17,242,134	\$16,364,756	\$0	\$0
#4 SR 28 / Sunset Highway	\$55,857,089	\$66,122,010	\$0	\$55,857,089	\$0
Cost Grand Total	\$262,836,098	\$286,265,073	\$140,414,116	\$90,497,782	\$31,924,200
			53.40%	34.40%	12.10%



Appendix F: Apple Capital Loop Optional Phasing / Partial Funding Options Matrix FY21

Phasing Option A: INFRA Funding Request for Segments 1B+2A+2C

Project Segments	Future Eligible	Total Project	INFRA Request	Secured Match	Requested Match
#1 SR 285/North Wenatchee Ave	\$52,664,893	\$61,743,498	\$31,524,200	\$21,140,693	\$0
1A–North Wenatchee Avenue	\$16,793,597	\$18,236,277	\$0	\$16,793,597	\$0
1B–McKittrick/BNSF Underpass	\$31,524,200	\$38,507,220	\$31,524,200	\$0	\$0
1C–US 2/Easy St Roundabout	\$4,347,096	\$5,000,001	\$0	\$4,347,096	\$0
#2 Confluence Parkway	\$71,087,756	\$71,887,756	\$70,587,756	\$500,000	\$0
2A–Confluence Pkwy South	\$61,087,756	\$61,837,756	\$60,587,756	\$500,000	\$0
2B–Confluence Pkwy North	\$0	\$0	\$0	\$0	\$0
2C–South End Ped Access	\$10,000,000	\$10,050,000	\$10,000,000	\$0	\$0
#3 Cascade Interchange	\$0	\$0	\$0	\$0	\$0
#4 SR 28 / Sunset Highway	\$55,857,089	\$66,122,010	\$0	\$55,857,089	\$0
Cost Grand Total	\$179,609,738	\$199,753,264	\$102,111,956	\$77,497,782	\$0
			56.85%	43.15%	0.00%

Option A:

Phase 1: Builds Seg 1, 2A, 2C and 4

Phase 2: Defers Seg. 2B and 3

BCA Modeling:

Best guess estimate using full BCA removing 2B evacuation savings, Costs, Life-Cycle Costs and Residual for 2B and 3



Phasing Option B: INFRA Funding Request for Segments 2A + 2C:

Project Segments	Future Eligible	Total Project	INFRA Request	Secured Match	Requested Match
#1 SR 285/North Wenatchee Ave	\$21,140,693	\$23,236,278	\$0	\$21,140,693	\$0
1A–North Wenatchee Avenue	\$16,793,597	\$18,236,277	\$0	\$16,793,597	\$0
1B–McKittrick/BNSF Underpass	\$0	\$0	\$0	\$0	\$0
1C–US 2/Easy St Roundabout	\$4,347,096	\$5,000,001	\$0	\$4,347,096	\$0
#2 Confluence Parkway	\$71,087,756	\$71,887,756	\$70,587,756	\$500,000	\$0
2A–Confluence Pkwy South	\$61,087,756	\$61,837,756	\$60,587,756	\$500,000	\$0
2B–Confluence Pkwy North	\$0	\$0	\$0	\$0	\$0
2C–South End Ped Access	\$10,000,000	\$10,050,000	\$10,000,000	\$0	\$0
#3 Cascade Interchange	\$0	\$0	\$0	\$0	\$0
#4 SR 28 / Sunset Highway	\$55,857,089	\$66,122,010	\$0	\$55,857,089	\$0
Cost Grand Total	\$148,085,538	\$161,246,044	\$70,587,756	\$77,497,782	\$0
			47.67%	52.33%	

Option B:

Phase 1: Build 1A, 1C, 2A, 2C and 4

Phase 2: Defers Seg. 1B, 2B and 3

BCA Modeling:

Same as Option A but remove 1B safety benefits, costs, life-cycle and residual



Appendix F: Apple Capital Loop Optional Phasing / Partial Funding Options Matrix FY21

Phasing Option C: INFRA Funding Request for Segments 1B + 2C

Project Segments	Future Eligible	Total Project	INFRA Request	Secured Match	Requested Match
#1 SR 285/North Wenatchee Ave	\$52,664,893	\$61,743,498	\$31,524,200	\$21,140,693	\$0
1A–North Wenatchee Avenue	\$16,793,597	\$18,236,277	\$0	\$16,793,597	\$0
1B–McKittrick/BNSF Underpass	\$31,524,200	\$38,507,220	\$31,524,200	\$0	\$0
1C–US 2/Easy St Roundabout	\$4,347,096	\$5,000,001	\$0	\$4,347,096	\$0
#2 Confluence Parkway	\$10,000,000	\$10,050,000	\$10,000,000	\$0	\$0
2A–Confluence Pkwy South	\$0	\$0	\$0	\$0	\$0
2B–Confluence Pkwy North	\$0	\$0	\$0	\$0	\$0
2C–South End Ped Access	\$10,000,000	\$10,050,000	\$10,000,000	\$0	\$0
#3 Cascade Interchange	\$0	\$0	\$0	\$0	\$0
#4 SR 28 / Sunset Highway	\$55,857,089	\$66,122,010	\$0	\$55,857,089	\$0
Cost Grand Total	\$118,521,982	\$137,915,508	\$41,524,200	\$76,997,782	\$0
			35.04%	64.96%	

Option C:

Phase 1: Build 1A, 1B, 1C, 2C and 4

Phase 2: Defers Seg. 2A, 2B and 3

BCA Modeling:

Uses Phasing Option A and deleted 2A