

## Appendix D-1 Apple Capital Loop FY 2021

### Detailed Project Budget and Schedule

#### Introduction

In order to provide more detail, a breakdown of the budget and schedule has been developed in this appendix by year for the network projects based on each project segment. This appendix includes the following key sections providing information to support the Apple Capital Loop application.

- **Project Budget:** A budget breakdown illustrates the costs for each segment by phase and provides a cashflow estimate plan.
- **Project Schedule:** A simplified project schedule is provided for each segment to illustrate milestones as outlined in the performance and accountability section of the application.
- **Financing and Funding Sources:** A financing summary provides the source of the matching funds illustrating the secured funds and requested funds. This section also provides background concerning the source of funds.
- **Staging (Independent Utility):** A staging plan is provided to show independent utility of the project segments.

The reader is referred to detailed supporting budget worksheets and the Technical Feasibility Analysis (Appendix E) for additional information, all of which can be found on the project website, [www.applecapitalloop.info](http://www.applecapitalloop.info). The technical feasibility analysis works in conjunction with this document. For example, all of the subproject (segments) are described in detail. A map is shown here for ease of reference of the following sections and nomenclature.

- Segment 1 includes sub-projects 1A, 1B, and 1C constituting the North Wenatchee Avenue.
- Segment 2 includes subprojects 2A, 2B, and 2C (SR 285 Bypass) constituting the Confluence Parkway.
- Segments 3 includes subprojects 3A and 3B (US 2/97 & SR 28) constituting the Cascade Interchange.
- Segment 4 is the Sunset Highway (SR 28)/ Widening component.

This technical memo Appendix D-1: Detailed Project Budget and Schedule is accompanied by Appendix D-2: Detailed Supporting Budget Worksheets.

# Completing the APPLE CAPITAL LOOP



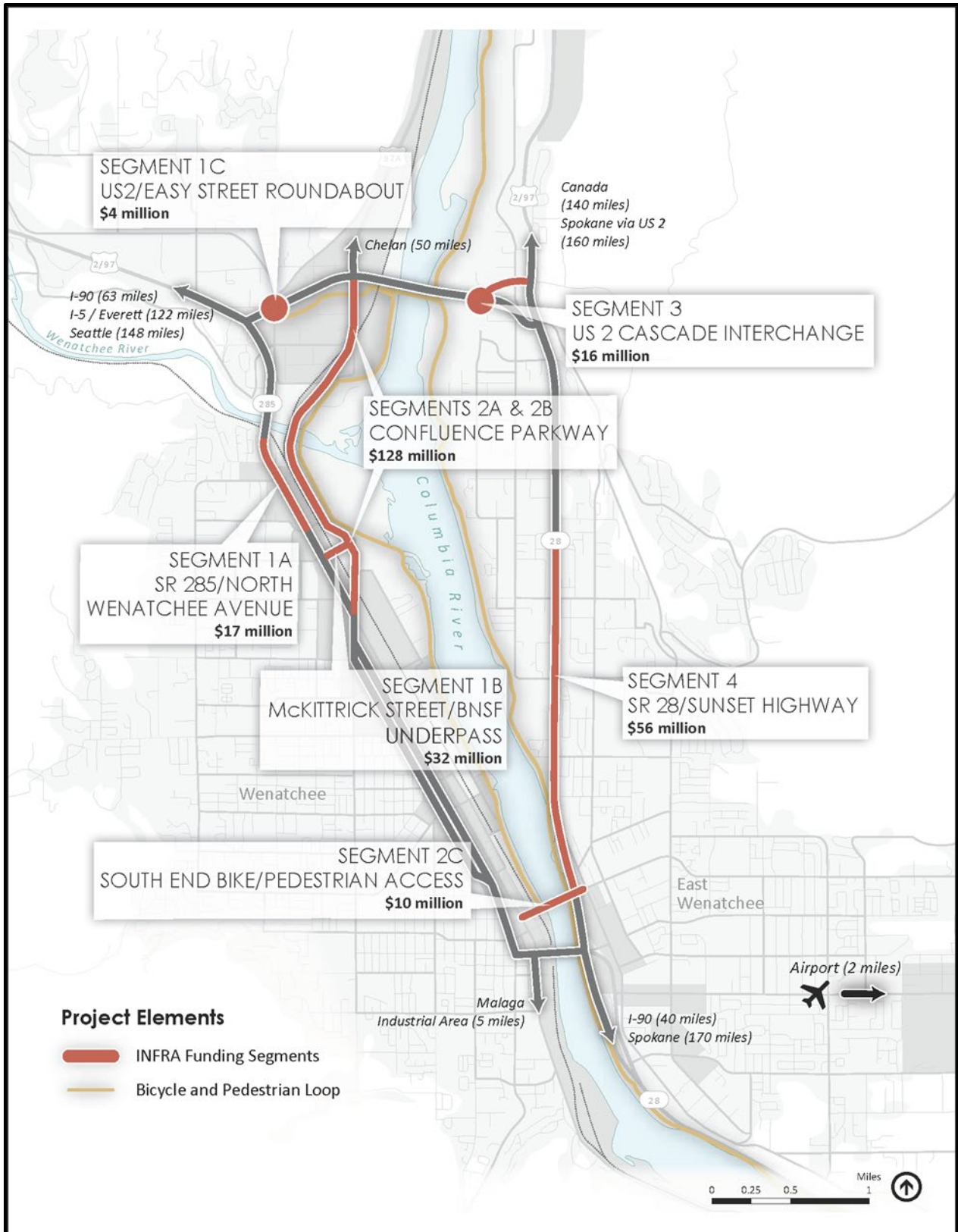
## Funding Matrix of Future Eligible Costs

Total Project Cost	\$ 286,265,073
Total Eligible Future Project Cost	\$ 262,836,098
Total INFRA Request	\$ 140,414,116
Total Eligible Future Non-Fed Match	\$ 122,421,982
Total Eligible Future Fed Match	\$ 0
Total Eligible Future Match	\$ 122,421,982
Percentage Match	<b>46.6%</b>

The Future Eligible Costs total \$262.8 million. The FY19 INFRA request is \$140.4 million (53.4%). Match includes \$122.4 million in local funds. For a total match 46.6%. The project match summary is as follows:

Funding Source	Status	Amount	Description
State of WA (Connecting WA)	Secured	\$ 76,997,782	2015 Connecting Washington is State Gas Tax (11.9 cents)
State of WA (Nickel Package)	Secured	\$ -	2003 Nickel Package State Gas Tax (5 cents)
BNSF	Secured	\$ 1,000,000	Required 5% when replacing at-grade x-ing with grade separation
City of Wenatchee	Secured	\$ 11,000,000	Includes city tax, public partnerships, state and local grants/loan
Other Local/State	Secured	\$ 1,500,000	CERB and PWTF State Loans to City
Surface Transportation Program	Secured	\$ -	Federal Funding already obligated
State of Washington (2020)	Requested	\$ 31,924,200	Requested of the State Legislature
<b>Total</b>		<b>\$122,421,982</b>	
Non-Federal Match		\$ 122,421,982	46.6%
Federal Non INFRA Match		\$ -	0%
Total Federal		\$ 140,414,116	53.4%

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## Project Budget

All of the budget information is separated between total costs and future eligible costs. Total costs are important to show all of the investment already made into the project as well as to use for the Benefit Cost Analysis while future eligible costs are used for calculation of match as well as to determine the INFRA grant request amounts. Match is calculated based on expenditures occurring after the award date which is projected in September 2021. Obligation through a funding contract agreement is projected to occur in November of 2023. The project scheduling section provides greater detail.

## Project Cost Summary

To illustrate how the project revenues, compare to project expenditures, the following table provides all of the costs by segment and corresponding revenue and INFRA request by project segment and sub- segment. This breakdown is coordinated based on delivery schedules as well match funding sources and respective match eligibility. Note, that match dollars are invested early in order to meet project milestones and to facilitate a USDOT contract date of Nov. 2023. The potential for early obligation is an option for Segment 1 as describer further in this report.

<b>Independent Utility Matrix - by Funding Source</b>					
Sub-project	Future Eligible	Total Project	INFRA Award Amount	Secured Match	Requested Match
<b>#1 North Wenatchee</b>	<b>\$ 52,664,893</b>	<b>\$ 61,743,498</b>	<b>\$ 29,524,360</b>	<b>\$ 23,140,693</b>	<b>\$ -</b>
1A - North Wenatchee Avenue	\$ 16,793,597	\$ 18,236,277	\$ -	\$ 16,793,597	\$ -
1B - McKittrick RR Underpass	\$ 31,524,200	\$ 38,507,220	\$ 29,524,360	\$ 2,000,000	\$ -
1C - US2 Roundabout	\$ 4,347,096	\$ 5,000,001	\$ -	\$ 4,347,096	\$ -
<b>#2 Confluence Parkway</b>	<b>\$ 137,949,360</b>	<b>\$ 141,157,431</b>	<b>\$ 94,525,160</b>	<b>\$ 11,500,000</b>	<b>\$ 31,924,200</b>
2A - Confluence Parkway - South	\$ 61,861,604	\$ 61,837,756		\$ 500,000	\$ -
2B - Confluence Parkway - North		\$ 69,269,675	\$ 23,937,404	\$ 11,000,000	
2C - South End Bike/Ped Access	\$ 10,000,000	\$ 10,050,000	\$ 10,000,000		\$ -
<b>#3 Cascade Interchange</b>	<b>\$ 16,364,756</b>	<b>\$ 17,242,134</b>	<b>\$ 116,364,756</b>	<b>\$ -</b>	<b>\$ -</b>
<b>#4 Sunset Highway</b>	<b>\$ 55,857,089</b>	<b>\$ 66,122,010</b>	<b>\$ -</b>	<b>\$ 55,857,089</b>	<b>\$ -</b>
<b>Cost Grand Total</b>	<b>\$ 262,836,098</b>	<b>\$ 286,265,073</b>	<b>\$ 140,414,116</b>	<b>\$ 90,497,782</b>	<b>\$ 31,924,200</b>

The project budget has been created based on engineering estimates for the preliminary design. The project costs have contingencies to reflect the level of preliminary design and for unforeseen conditions. The following table provides a breakdown of all costs by segment and by phase.

Contingency is included in each of the phases. The total project contingency in the Project Budget is 21% percent contingency on total costs; however, construction contingencies of 25-30% are built into the engineering estimates for each segment.

Additional contingency is built into the project baseline estimates for right of way and construction to address inflation and provide additional levels of contingency. Right of way estimates have been developed using standard project funding estimates procedures utilizing

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experience in the area for addressing building and business impacts. Overall, the project costs estimates are conservative to ensure project delivery. An example of contingency calculations is shown below in the Segment 2A and 2B preliminary design estimate.

	Subtotal	\$	31,898,000		\$	31,251,000
	Contingency (15%)	\$	4,783,000		\$	4,688,000
	<b>Opinion of Probable Cost for Construction (OPC-C)</b>	<b>\$</b>	<b>36,669,000</b>		<b>\$</b>	<b>35,939,000</b>

OPINION OF PROBABLE COST - TOTAL PROJECT SUMMARY							
	<b>Opinion of Probable Construction Cost (OPC-C)</b>		<b>\$</b>	<b>36,669,000</b>		<b>\$</b>	<b>35,939,000</b>
	<b>Preliminary Engineering (15% of OPC-C)</b>		<b>\$</b>	<b>5,500,000</b>		<b>\$</b>	<b>5,391,000</b>
	<b>Environmental Permitting</b>		<b>\$</b>	<b>500,000</b>		<b>\$</b>	<b>2,200,000</b>
	<b>Right of Way</b>		<b>\$</b>	<b>6,148,428</b>		<b>\$</b>	<b>9,970,000</b>
	<b>Construction Engineering (12% of OPC-C)</b>		<b>\$</b>	<b>4,400,000</b>		<b>\$</b>	<b>4,313,000</b>
	<b>Estimated Mitigation Costs</b>		<b>\$</b>	<b>-</b>		<b>\$</b>	<b>1,500,000</b>
	<b>Project Contingency (10%)</b>		<b>\$</b>	<b>5,321,743</b>		<b>\$</b>	<b>5,781,300</b>
	<b>Total Estimated Project Cost</b>		<b>\$</b>	<b>58,539,171</b>		<b>\$</b>	<b>65,094,300</b>

*Example Contingency Estimating (Segment 2A and 2B)*

The project budget by phase is provided below with contingency of 15% wrapped into the construction phase as seen in the chart above based upon Preliminary Engineering. In addition a Project contingency of 10% was added for a Total Contingency of 25% for Segment 2A and 2B.

## Project Cost by Segment and Phase

The charts on the next two pages, summarize each Segment by project phase, the colored bar on the top line of each segment highlights the pre-construction timeline in blue and the construction years in gray.

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Sub-project	Future Eligible	Total Project	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total By Phase 2018-2027
<b>#1 North Wenatchee</b>	<b>\$ 52,664,893</b>	<b>\$ 61,743,498</b>	<b>\$ 420,205</b>	<b>\$ 1,678,064</b>	<b>\$ 1,129,430</b>	<b>\$ 2,086,179</b>	<b>\$ 3,764,727</b>	<b>\$ 2,396,216</b>	<b>\$ 13,089,950</b>	<b>\$ 22,510,817</b>	<b>\$ 13,210,352</b>	<b>\$ 1,084,884</b>	<b>\$ 372,674</b>	<b>\$ -</b>	<b>\$ 61,323,293</b>
1A - North Wenatchee Avenue	\$ 16,793,597	\$ 18,236,277	\$ 42,387	\$ 355,025	\$ 171,110	\$ 390,140	\$ 484,018	\$ 847,816	\$ 4,247,499	\$ 6,508,572	\$ 3,732,152	\$ 1,084,884	\$ 372,674	\$ -	\$ 18,236,277
Preliminary Engineering	\$ 1,508,008	\$ 2,702,352	\$ 42,387	\$ 355,025	\$ 171,110	\$ 342,938	\$ 282,884	\$ 492,149	\$ 980,426	\$ 35,433	\$ -	\$ -	\$ -	\$ -	\$ 2,659,965
Environmental-Permitting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ 1,346,664	\$ 1,475,000	\$ -	\$ -	\$ -	\$ 47,202	\$ 81,134	\$ 43,997	\$ 486,000	\$ 816,667	\$ -	\$ -	\$ -	\$ -	\$ 1,475,000
Construction Engineering	\$ 2,090,839	\$ 2,108,839	\$ -	\$ -	\$ -	\$ -	\$ 18,000	\$ 46,751	\$ 417,161	\$ 848,471	\$ 559,823	\$ 162,733	\$ 55,901	\$ -	\$ 2,108,839
Construction	\$ 10,454,194	\$ 10,544,194	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 233,753	\$ 2,085,805	\$ 4,242,354	\$ 2,799,114	\$ 813,663	\$ 279,506	\$ -	\$ 10,544,194
Contingency	\$ 1,393,893	\$ 1,405,893	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 31,167	\$ 278,107	\$ 565,647	\$ 373,215	\$ 108,488	\$ 37,267	\$ -	\$ 1,405,893
1B - McKittrick RR Underpass & Mck./Wen. Signal	\$ 31,524,200	\$ 38,507,220	\$ 377,818	\$ 1,323,039	\$ 955,289	\$ 1,419,080	\$ 2,907,794	\$ 1,500,000	\$ 5,546,000	\$ 15,000,000	\$ 9,478,200	\$ -	\$ -	\$ -	\$ 38,129,402
Preliminary Engineering	\$ 2,046,000	\$ 4,330,886	\$ 328,987	\$ 26,369	\$ 276,839	\$ 152,690	\$ 1,500,000	\$ 1,500,000	\$ 546,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,001,899
Environmental-Permitting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ 3,290,340	\$ 48,831	\$ 1,296,670	\$ 678,450	\$ 1,266,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,241,509
Construction Engineering	\$ 2,837,000	\$ 2,837,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 837,000	\$ -	\$ -	\$ -	\$ 2,837,000
Construction	\$ 23,639,000	\$ 25,046,794	\$ -	\$ -	\$ -	\$ -	\$ 1,407,794	\$ -	\$ 3,000,000	\$ 13,000,000	\$ 7,639,000	\$ -	\$ -	\$ -	\$ 25,046,794
Contingency	\$ 3,002,200	\$ 3,002,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,002,200	\$ -	\$ -	\$ -	\$ 3,002,200
1C - US2 Roundabout	\$ 4,347,096	\$ 5,000,001	\$ -	\$ -	\$ 3,031	\$ 276,959	\$ 372,915	\$ 48,400	\$ 3,296,451	\$ 1,002,245	\$ -	\$ -	\$ -	\$ -	\$ 5,000,001
Preliminary Engineering	\$ 6,021	\$ 633,926	\$ -	\$ -	\$ 3,031	\$ 276,959	\$ 347,915	\$ 6,021	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 633,926
Environmental-Permitting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Construction Engineering	\$ 651,161	\$ 651,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,357	\$ 494,468	\$ 150,337	\$ -	\$ -	\$ -	\$ -	\$ 651,161
Construction	\$ 3,255,806	\$ 3,255,806	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,784	\$ 2,472,338	\$ 751,684	\$ -	\$ -	\$ -	\$ -	\$ 3,255,806
Contingency	\$ 434,108	\$ 434,108	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,238	\$ 329,645	\$ 100,225	\$ -	\$ -	\$ -	\$ -	\$ 434,108
<b>#2 Confluence Parkway</b>	<b>\$ 137,949,360</b>	<b>\$ 141,157,431</b>	<b>\$ 620,000</b>	<b>\$ -</b>	<b>\$ 688,071</b>	<b>\$ 900,000</b>	<b>\$ 1,000,000</b>	<b>\$ 4,777,901</b>	<b>\$ 19,789,400</b>	<b>\$ 20,154,056</b>	<b>\$ 56,400,000</b>	<b>\$ 32,255,003</b>	<b>\$ 4,573,000</b>	<b>\$ -</b>	<b>\$ 140,537,431</b>
2A - Confluence Pkwy Phase 1 (Hawley St - S.)	\$ 61,087,756	\$ 61,837,756	\$ -	\$ -	\$ 50,000	\$ 200,000	\$ 500,000	\$ 2,250,000	\$ 6,000,000	\$ 6,388,428	\$ 31,000,000	\$ 15,449,328	\$ -	\$ -	\$ 61,837,756
Preliminary Engineering	\$ 4,350,000	\$ 5,000,000	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ 500,000	\$ 1,850,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Environmental-Permitting	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Right of Way	\$ 9,648,428	\$ 9,648,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,148,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,148,428
Construction Engineering	\$ 4,400,000	\$ 4,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ 3,000,000	\$ 1,160,000	\$ -	\$ -	\$ -	\$ 4,400,000
Construction	\$ 36,669,000	\$ 36,669,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000	\$ 11,669,000	\$ -	\$ -	\$ -	\$ 36,669,000
Contingency	\$ 5,620,328	\$ 5,620,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 2,620,328	\$ -	\$ -	\$ -	\$ 5,620,328
2B - Confluence Pkwy Phase 2 (Hawley St - N.)	\$ 66,861,604	\$ 69,269,675	\$ 570,000	\$ -	\$ 638,071	\$ 700,000	\$ 500,000	\$ 1,727,901	\$ 9,189,400	\$ 9,165,628	\$ 25,400,000	\$ 16,805,675	\$ 4,573,000	\$ -	\$ 68,699,675
Preliminary Engineering	\$ 4,699,578	\$ 5,711,000	\$ 320,000	\$ -	\$ 208,762	\$ 200,000	\$ 282,660	\$ 1,000,000	\$ 3,699,578	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,391,000
Environmental-Permitting	\$ 1,053,351	\$ 2,450,000	\$ 250,000	\$ -	\$ 429,309	\$ 500,000	\$ 217,340	\$ 727,901	\$ 325,450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200,000
Right of Way	\$ 9,970,000	\$ 9,970,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,164,372	\$ 4,805,628	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,970,000
Construction Engineering	\$ 4,312,700	\$ 4,312,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ 2,400,000	\$ 1,200,000	\$ 352,700	\$ -	\$ -	\$ 4,312,700
Construction	\$ 35,939,000	\$ 35,939,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 20,000,000	\$ 10,000,000	\$ 2,939,000	\$ -	\$ -	\$ 35,939,000
Contingency	\$ 10,886,975	\$ 10,886,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 3,000,000	\$ 5,605,675	\$ 1,281,300	\$ -	\$ -	\$ 10,886,975
2C - South End Bike/ Ped Access Bridge	\$ 10,000,000	\$ 10,050,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 4,600,000	\$ 4,600,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000
Preliminary Engineering	\$ 600,000	\$ 650,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000
Environmental-Permitting	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Engineering	\$ 1,040,000	\$ 1,040,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 520,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000
Construction	\$ 5,400,000	\$ 5,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,700,000	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ 5,400,000
Contingency 10%	\$ 2,760,000	\$ 2,760,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,380,000	\$ 1,380,000	\$ -	\$ -	\$ -	\$ -	\$ 2,760,000



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Sub-project	Future Eligible	Total Project	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total By Phase 2018-2027
<b>#3 Cascade Interchange</b>	<b>\$ 16,364,756</b>	<b>\$ 17,242,134</b>	<b>\$ 264,082</b>	<b>\$ 139,257</b>	<b>\$ 474,039</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 741,601</b>	<b>\$ 600,216</b>	<b>\$ 7,306,266</b>	<b>\$ 5,016,969</b>	<b>\$ 2,699,704</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,978,052</b>
3A - Hwy Interchange	\$ 16,364,756	\$ 16,628,838	\$ 264,082	\$ -	\$ -	\$ -	\$ -	\$ 741,601	\$ 600,216	\$ 7,306,266	\$ 5,016,969	\$ 2,699,704	\$ -	\$ -	\$ 16,364,756
Preliminary Engineering	\$ 1,072,179	\$ 1,336,261	\$ 264,082	\$ -	\$ -	\$ -	\$ -	\$ 635,658	\$ 436,521	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,072,179
Environmental-Permitting	\$ 269,638	\$ 269,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,943	\$ 163,695	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 269,638
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Engineering	\$ 1,421,912	\$ 1,421,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 843,031	\$ 578,881	\$ -	\$ -	\$ -	\$ 1,421,912
Construction	\$ 12,179,115	\$ 12,179,115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,620,204	\$ 3,859,207	\$ 2,699,704	\$ -	\$ -	\$ 12,179,115
Contingency	\$ 1,421,912	\$ 1,421,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 843,031	\$ 578,881	\$ -	\$ -	\$ -	\$ 1,421,912
3B - US2 /SR 28 Roundabouts (35th and 38th)	\$ -	\$ 613,296	\$ -	\$ 139,257	\$ 474,039	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 613,296
Preliminary Engineering	\$ -	\$ 502,992	\$ -	\$ 139,257	\$ 363,735	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 502,992
Environmental-Permitting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ 110,304	\$ -	\$ -	\$ 110,304	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,304
Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>#4 Sunset Highway/ SR28 Widening</b>	<b>\$ 55,857,089</b>	<b>\$ 66,122,010</b>	<b>\$ 7,619,794</b>	<b>\$ 3,243</b>	<b>\$ 308,122</b>	<b>\$ 2,333,762</b>	<b>\$ 6,083,766</b>	<b>\$ 9,333,764</b>	<b>\$ 6,333,764</b>	<b>\$ 7,705,795</b>	<b>\$ 11,400,000</b>	<b>\$ 10,000,000</b>	<b>\$ 5,000,000</b>	<b>\$ -</b>	<b>\$ 58,502,216</b>
Preliminary Engineering	\$ 6,357,087	\$ 8,722,010	\$ 219,794	\$ 3,243	\$ 308,122	\$ 1,833,764	\$ 1,833,764	\$ 1,833,764	\$ 1,833,764	\$ 855,795	\$ -	\$ -	\$ -	\$ -	\$ 8,502,216
Environmental-Permitting	\$ -	\$ 6,000,000	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ 18,500,002	\$ 19,000,000	\$ -	\$ -	\$ -	\$ 499,998	\$ 4,250,002	\$ 7,500,000	\$ 4,500,000	\$ 1,500,000	\$ 750,000	\$ -	\$ -	\$ -	\$ 19,000,000
Construction Engineering	\$ 4,650,000	\$ 4,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 802,500	\$ 1,597,500	\$ 1,500,000	\$ 750,000	\$ -	\$ 4,650,000
Construction	\$ 23,250,000	\$ 24,650,000	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,012,500	\$ 7,987,500	\$ 7,500,000	\$ 3,750,000	\$ -	\$ 23,250,000
Contingency	\$ 3,100,000	\$ 3,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 535,000	\$ 1,065,000	\$ 1,000,000	\$ 500,000	\$ -	\$ 3,100,000
<b>Cost Grand Total</b>	<b>\$ 262,836,098</b>	<b>\$ 286,265,073</b>	<b>\$ 8,924,081</b>	<b>\$ 1,820,564</b>	<b>\$ 2,599,662</b>	<b>\$ 5,319,941</b>	<b>\$ 10,848,493</b>	<b>\$ 17,249,482</b>	<b>\$ 39,813,330</b>	<b>\$ 57,676,934</b>	<b>\$ 86,027,321</b>	<b>\$ 46,039,591</b>	<b>\$ 9,945,674</b>	<b>\$ -</b>	<b>\$ 277,340,992</b>
<b>Net Surplus (Defect)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



**Project Schedule**

The project schedule and budget are integrally tied together. As reported in the technical feasibility analysis, the following work progress table corresponds to the project budget and the flow of funds over the project period. Each project segment has its own timeline based on the progress to date and the level of work required for each phase and segment.

Work Progress Table and Schedule

Sub-project	Planning Complete	Environmental Review	P.E. (% Complete)	ROW Complete	Const. Start	Const. End
1A – N. Wenatchee Ave	✓	CE – Jul ‘21	10% Design	Dec ‘22	Q2 ‘23	Q4 ‘27
1B – McKittrick Underpass	✓	CE – Jul ‘21	20% Design	Complete	Q1 ‘24	Q4 ‘26
1C – US2 Roundabout	✓	CE – Jul ‘21	30% Design	Dec ‘21	Q4 ‘21	Q4 ‘23
2A – Confluence Pkwy - S	✓	EA – Mar ‘22	20% Design	Jan ‘23	Q3 ‘23	Q4 ‘25
2B – Confluence Pkwy – N	✓	EA – Mar ‘22	20% Design	Jan ‘23	Q3 ‘24	Q4 ‘26
2C – South End Bike/ Ped Access	✓	CE – Jun ‘22	10% Design	Jan ‘24	Q1 ‘24	Q1 ‘25
3 – Cascade Interchange	✓	EIS Complete	10% Design	Complete	Q2 ‘24	Q4 ‘26
4 – SR 28 Widening	✓	EIS Complete	10% Design	Dec ‘25	Q1 ‘24	Q4 ‘27

Utilizing work completed to date and projected aging of funds associated with Connecting Washington resources, the following project schedule illustrates the nesting of timelines for each sub-project within the network. Given that sufficient alternatives analysis has been performed through the planning process, each sub-project can be addressed separately from an environmental standpoint. This allows nesting of efforts thereby improving deliverability.

Another way of representing the above schedule is in terms of expenditure of funds and sources of revenue. The following table reflects an estimated expenditure schedule as well as a reimbursement schedule for INFRA funds consistent with the milestones identified in the Performance and Accountability section of this application. The following table provide the funds by sub-project and sources.

Further detail is available on the project website to support this budget summary of revenues and costs versus time matrix. Each subproject is broken down by additional subprojects. This budget and schedule provide insight to the timing in which each partner agency will deliver the project. Further detail related to project delivery is provided in the Appendix E: Technical Feasibility Analysis. The schedule and budget illustrate the project is able to meet the time requirements to begin construction within 18 months of signing the USDOT agreement in November of 2023 which meets the Obligation deadline of September 30, 2024 with over 10 months of contingency.





## Financial Strategy and Funding Sources

This section discusses funding strategies and match sources.

USDOT suggests in the NOFO that applicants should detail financial strategies as they may be considered an innovative tool. Given the size of the Wenatchee Urban area and the region’s agricultural base, the ability to generate tax revenue to support transportation projects is challenging. The city of Wenatchee has implemented tools provided by the State of Washington such as the local option car tab fees of \$20 to help with transportation infrastructure preservation. These fees are currently under challenge; however, the city is preparing to explore additional sales tax to support transportation through the Washington State Transportation Benefit District authorizations. In 2019, the public passed a 0.2% sales tax increase for transit. While this budget does not include substantial funding from Link Transit, the transit authority recognizes the benefit this project will provide to operational costs of maintaining levels of service. In addition, local agencies utilize property tax as the primary source of tax revenue to support infrastructure. For example, the city of Wenatchee has an extensive pavement management system utilizing real estate excise tax, property tax, and car tab fees. The local agency portion of fuel tax makes up a small portion of local agency transportation budgets and is used by the City to leverage grant resources. The Wenatchee area only makes up 1.6% of the state population and thus must rely on State grant programs to secure adequate funding to do projects that provide regional, state, and national benefit. Finally, Federal STP funds are allocated through the MPO (Chelan Douglas Transportation Council). Historically, these funds go to capital projects and they total approximately \$2.5 million per year to service the entire two county region with a population based of 118,000 people.

Matching funds for this project fall into secured and requested categories. In any INFRA funding scenario, the city and partners are committed to ensuring that the statutory minimum of 40% match is secured. Additional matching funds are being sought through the State of Washington this legislative cycle based on a proposed gas tax increase. With these additional requested funds, the match ratio presented in this application is 46.6%. The sources of funding and whether the funding is secured or requested is shown in the following table.

Funding Source	Status	Amount	Description
State of WA (Connecting WA)	Secured	\$ 76,997,782	2015 Connecting Washington is State Gas Tax (11.9 cents)
State of WA (Nickel Package)	Secured	\$ 0	2003 Nickel Package State Gas Tax (5 cents)
BNSF	Secured	\$ 1,000,000	Required 5% when replacing at-grade x-ing with grade separation
City of Wenatchee	Secured	\$ 11,000,000	Includes city tax, public partnerships, state and local grants/loan
Other Local/State	Secured	\$ 1,500,000	CERB and PWTF State Loans to City
State of Washington (2021)	Requested	\$ 31,924,200	Requested of the State Legislature
<b>Total</b>		<b>\$122,421,982</b>	

# Completing the APPLE CAPITAL LOOP



The City of Wenatchee funding source listed above is significant given the city’s annual general fund tax revenue is approximately \$25 million per year. Thus, the City Council has committed to backstop the city’s \$15 Million in match with reserves in order to provide a secure match; however, the city will continue to secure partnerships, tax increment financing, other state grants and loans, as well as private partners to lessen the burden on the city. As described above, innovative financing is important for the city given limited resources. The city of Wenatchee has a successful track record implementing tax increment financing to help with local infrastructure packages. The city has already secured State low interest loans for the early acquisition of right of way and for a portion of Confluence Parkway. Given the city will be paying these loans back over a 20-year period, this is really use of a tax increment financing. As described in the BCA, considerable economic development is planned for the area around segment 2B. This economic development will provide the tax revenue necessary to pay back the loans. Also, the city proposes public private partnerships are essential and has a substantial history of developing them. The early acquisition of right of way for segment 1B is an example in which the city worked directly with property owners for a mutually beneficial land transaction in which right of way was obtained in a timely and cost-effective manner in accordance with the Uniform Act. The INFRA NOFO provides for the use of innovative financing as a project benefit. We propose that tax increment financing and public private partnerships satisfies this criteria, especially for a small local agency of only 34,000 people.

The following table is directly from the Washington State Connecting Washington legislation authorizing \$81.5 million to this region for the two projects described in the narrative. This table illustrates the funds and how the funds are to be distributed by biennium. As time passes, various projects in the state may be delayed. WSDOT is already working on advancing funds early for design and right of way. Opportunities to advance funds for construction also exist but cannot be committed at this time. Nevertheless, the following table illustrates that the Connecting Washington funds are secured funds serving as match for this application.

## LEAP Transportation Document 2015 NL-1 as developed June 28, 2015

### Connecting Washington Projects Highway Improvements Program (I) (Dollars in Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	Total
		Connecting Washington Account - State		1,500	2,500	18,000	3,000	0	0	0	0	25,000
014	L2220062	SR 14/Bingen Overpass	14	1,400	2,000	19,500	0	0	0	0	0	22,900
		Connecting Washington Account - State		1,400	2,000	19,500	0	0	0	0	0	22,900
<b>SR 28/285, Wenatchee Area - Improvements</b>				<b>0</b>	<b>0</b>	<b>4,900</b>	<b>25,700</b>	<b>28,900</b>	<b>22,000</b>	<b>0</b>	<b>0</b>	<b>81,500</b>
028	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	12	0	0	600	7,000	13,400	2,000	0	0	23,000
		Connecting Washington Account - State		0	0	600	7,000	13,400	2,000	0	0	23,000
028	T10300R	SR 28 East Wenatchee Corridor Improvements	12	0	0	4,300	18,700	15,500	20,000	0	0	58,500
		Connecting Washington Account - State		0	0	4,300	18,700	15,500	20,000	0	0	58,500



**Staging (Independent Utility).** The network of projects included in the Apple Capital Loop function to 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.

<b>Independent Utility Matrix - by Funding Source</b>					
Sub-project	<i>Future Eligible</i>	<i>Total Project</i>	<i>INFRA Award Amount</i>	<i>Secured Match</i>	<i>Requested Match</i>
<b>#1 North Wenatchee</b>	<b>\$ 52,664,893</b>	<b>\$ 61,743,498</b>	<b>\$ 29,524,360</b>	<b>\$ 23,140,693</b>	<b>\$ -</b>
1A - North Wenatchee Avenue	\$ 16,793,597	\$ 18,236,277	\$ -	\$ 16,793,597	\$ -
1B - McKittrick RR Underpass	\$ 31,524,200	\$ 38,507,220	\$ 29,524,360	\$ 2,000,000	\$ -
1C - US2 Roundabout	\$ 4,347,096	\$ 5,000,001	\$ -	\$ 4,347,096	\$ -
<b>#2 Confluence Parkway</b>	<b>\$ 137,949,360</b>	<b>\$ 141,157,431</b>	<b>\$ 94,525,160</b>	<b>\$ 11,500,000</b>	<b>\$ 31,924,200</b>
2A - Confluence Parkway - South	\$ 61,861,604	\$ 61,837,756		\$ 500,000	\$ -
2B - Confluence Parkway - North		\$ 69,269,675	\$ 23,937,404	\$ 11,000,000	\$ -
2C - South End Bike/Ped Access	\$ 10,000,000	\$ 10,050,000	\$ 10,000,000		\$ -
<b>#3 Cascade Interchange</b>	<b>\$ 16,364,756</b>	<b>\$ 17,242,134</b>	<b>\$ 116,364,756</b>		<b>\$ -</b>
<b>#4 Sunset Highway</b>	<b>\$ 55,857,089</b>	<b>\$ 66,122,010</b>	<b>\$ -</b>	<b>\$ 55,857,089</b>	<b>\$ -</b>
<b>Cost Grand Total</b>	<b>\$ 262,836,098</b>	<b>\$ 286,265,073</b>	<b>\$ 140,414,116</b>	<b>\$ 90,497,782</b>	<b>\$ 31,924,200</b>

The following table 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 follow 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%	1.85
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	\$0	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	\$0	65.0%	2.55

**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

## ***Completing the APPLE CAPITAL LOOP***



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.

**See Appendix F: Optional Phasing / Partial Funding Options Matrix for additional information at the website: [www.applecapitalloop.info](http://www.applecapitalloop.info)**

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