

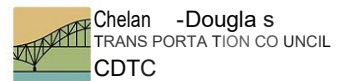
Completing the
APPLE CAPITAL LOOP



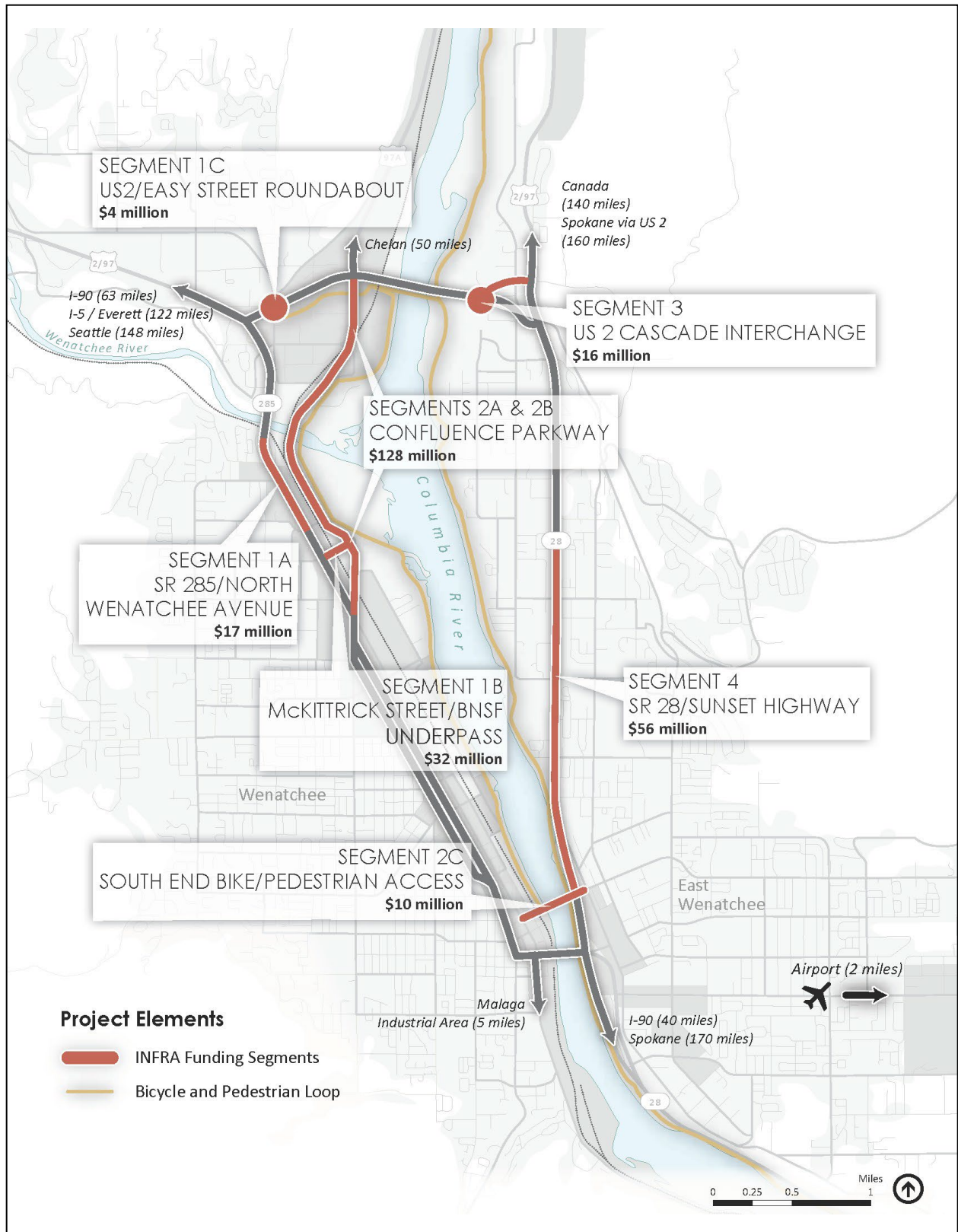
CITY OF WENATCHEE
INFRA FY 2021 APPLICATION
DUNS: 07-5746545 | NSFHP-21-INFRA21



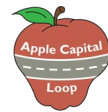
PROJECT PARTNERS



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Basic Project Information

What is the Project Name?	Completing the Apple Capital Loop
Who is the Project Sponsor?	City of Wenatchee
Was an INFRA application for this project submitted previously?	YES – Completing the Apple Capital Loop

Project Costs

INFRA Request Amount:	\$140,414,116
Estimated Federal Funding (excluding INFRA) anticipated to be used in the INFRA-funded future project:	\$0
Estimated non-Federal funding anticipated to be used in the INFRA-funded future project:	\$ 122,421,982
Previously incurred project costs:	\$ 23,428,975
Total Project Cost (previously incurred + future eligible costs):	\$ 286,265,073
Are matching funds restricted to a specific component?	YES, Segments #1A and #4

Project Eligibility (future eligible project costs must fall into at least one of the following four categories)

Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway Freight Network?	\$ 83,655,201
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System?	\$ 92,933,697
Approximately how much of the estimated future eligible project costs will be spent on components constituting railway-highway grade crossings or grade separation projects?	\$ 102,611,956
Approximately how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water, or intermodal facility?	\$ 0

Project Location

State(s) in which project is located:	Washington
Small or Large project:	Large Project
Urbanized Area in which project is located:	Wenatchee-East Wenatchee (UA 93862)
Population of Urbanized Area (according to 2010 Census):	67,227
Is the project located in a federally designated community development zone?	YES – partially in Tracts 9503 & 9611
If YES, please describe which of the four Federally designated community development zones in which your project is located:	Opportunity Zone
Is the project currently programmed in the: TIP? STIP? MPO Long Range Transportation Plan? State Long Range Transportation Plan? State Freight Plan?	YES YES - Segments YES NO – no projects listed in the state plan YES - Segments

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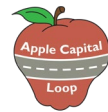
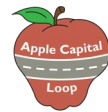


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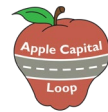
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Project website: wenatchewa.gov/confluenceparkway



Community meeting with “ Comment Cards”



Intelligent Transportation meeting

Contact:

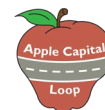
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Project Introduction

Completing the Apple Capital Loop is an effort of two cities and two counties, working together as a unified community to create a winning project for our citizens and businesses, and to advance a regional export economy in North Central Washington that strengthens our state and nation.

The City of Wenatchee and its partners - the City of East Wenatchee, Chelan County, Douglas County, Washington Department of Transportation, Chelan-Douglas Regional Port Authority, LINK Transit, and Chelan-Douglas Transportation Council – are pleased to request a \$140 million Infrastructure for Rebuilding America (INFRA) grant from United States Department of Transportation (USDOT) to construct the \$263 million Completing the Apple Capital Loop project, leveraging \$123 million in total match committed from a combination of local, state, and other sources of funds.

The Apple Capital Loop is, functionally, a network of projects completing an 11-mile loop that serves as the backbone for highway, transit, and active modes of transportation.

The Wenatchee Valley is a growing metropolitan area approaching 100,000 in population, with a diverse citizenry that is 29% Latino and over 11% limited English proficiency (2018 American Community Survey). The Wenatchee Valley is located approximately 160 miles east of Seattle and 45 miles north of Interstate 90. The City of Wenatchee hosts a major switching station and crew change location for the Burlington Northern Santa Fe (BNSF) mainline rail connecting the ports of Seattle and Tacoma to Chicago and markets further east. The region is also home to three major hydroelectric power generation facilities on the Columbia River, exporting clean, renewable power throughout the State of Washington.



Wenatchee is the economic, government, medical and services center for an economic region of approximately 200,000 people, geographically the size of the state of Rhode Island and known as the “Apple Capital of the World.” Our local industry contributes significantly to Washington’s \$3 Billion¹ tree fruit industry by exporting fresh apples and premium cherries globally and employing advanced robotic packing and shipping technologies. As noted in USDOT’s ROUTES initiative, “rural transportation networks are critically important for domestic production and export of agriculture”. The Apple Capital Loop project exemplifies

how cost-effective rural transportation investments can provide lasting benefit to the nation, state, and meet priority transportation goals of safety and economic competitiveness.

Wenatchee’s growth has continued despite an underdeveloped transportation network. State highways connecting north to Canada, west to Seattle, south to Interstate 90 and east to Spokane are all rural 2-lane routes. Wenatchee is one of the nation’s only metropolitan areas not connected to the interstate highway system *and* lacking a multi-lane connection to the nearest interstate highway². In effect, not being directly served by an Interstate represents underinvestment of federal transportation funds in our region relative to the vast majority of other metropolitan areas in the nation that are connected directly to the Interstate highway network.

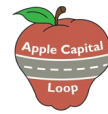


The Apple Capital Loop project has been a long-standing regional and community priority built on significant community planning efforts that directly support the key objectives of the INFRA program.

While this is the fourth application to the program and criteria has changed over the years, the goals and impacts of the project have focused on serving our diverse community since its inception. The community is proud of its history of inclusiveness, embracing diverse cultures and collaboration with our neighbors and native partners of the Colville Confederated Tribes, who have a centuries-old history in our region and are invested in the opportunity this project

¹ <http://wafarmersmarkets.org/wp-content/uploads/2017/02/State-of-Tree-Fruit-in-WA-2-2-17.pdf>

² Map of Metropolitan Areas Not Connected to the Interstate Highway System



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brings to acknowledge, interpret, and respectfully showcase their history.

The planning and design of the Loop is focused on expanding access to opportunity for underserved populations as a means to lift the entire Wenatchee Valley community and support economic and social success. The long-lasting infrastructure investments provided by this project will position our region for future success by creating good paying jobs, enhancing transportation equity for residents and households with limited access to automobiles, and addressing the climate crisis that may dampen the vitality of our economy if not addressed.

The Project reduces Greenhouse Gases (GHG) by addressing congestion at bottlenecks while at the same time expanding clean-fuel transit services and more access to safe walking and bicycling routes, and as adaptation and disaster preparedness for climate-induced wildfire disasters. The project will save lives by providing additional evacuation routes for both motorized and non-motorized vehicles and pedestrians during future urban-interface wildfires, as the community experienced in 2015. These events impact the entire region but especially our most vulnerable populations which are more susceptible to wildfires, floods, and other natural disasters.

Current work in the Confluence Parkway NEPA process will ensure that any potential project impacts identified that would disproportionately impact Environmental Justice populations are effectively mitigated. Completion of the project is not anticipated to result in disproportionately high and adverse effects on minority or low-income populations, neighborhoods, or communities. Enhanced transit services and improved non-motorized routes will directly and meaningfully advance racial equity and reduce barriers to opportunity for underserved neighborhoods.

Wenatchee and our partners have remained united and made significant progress over the past year, despite the recent economic hardships and related challenges of the COVID-19 pandemic. Since our 2020 application, the City has secured and committed from local partners the final \$1 million needed to complete the NEPA process, which has advanced substantially and is on track for completion within approximately one year. We believe the Apple Capital Loop project effectively addresses the INFRA program requirements and merits significant federal participation.

The project narrative below details the merits of this project, with additional supporting documentation provided in the appendices and on the project website wenatcheewa.gov/confluenceparkway. We understand that our request for \$140 million is substantial and believe the project merits full award. However, a Phasing & Partial Funding Options table based on the independent utility of project segments is summarized in Section V. and detailed in Appendix F.

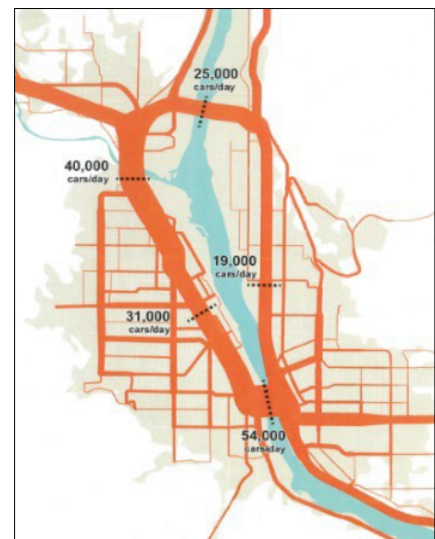
The City welcomes clarifying questions during the review process and sincerely appreciates USDOT’s consideration of an INFRA investment that will help our region manage growth in an environmentally sustainable manner, while ensuring that ALL citizens of the Wenatchee Valley benefit from increased security, opportunity, and prosperity.

Section I. Project Description

This proposed INFRA grant for completing the Apple Capital Loop will fund a network of projects that, together, will complete an integrated highway, transit, and non-motorized trail “loop” that functions as the backbone of the Wenatchee Valley’s transportation system. Our region has made substantial incremental investments in the Loop over the past decades and this grant will address the remaining connectivity and accessibility gaps that have been identified through proactive, regionally coordinated transportation planning at the MPO. The regional travel demand model provides the basis for planning and prioritizing investment strategies and is the basis for this investment.

The Loop project is located in a geographically small and compact urbanized area constrained by steep topography, bisected by the Columbia River and Wenatchee River, and surrounded by mountains. Consequently, the Loop is the only connectivity for travel by any mode of transportation.

The capacity of the Apple Capital Loop is constrained by three major river crossings. With no supporting network of parallel arterial, collector or local roads that can absorb travel demand, all travel within and through the area





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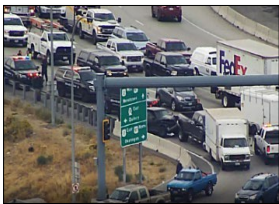
relies on the Loop as shown in the traffic volume bandwidth figure.

The City of Wenatchee is effectively an island with only two points of bridge access. Fifty percent of the urban area’s population of 70,000 and approximately seventy-five percent of jobs are in Wenatchee and depend on the Loop every day. One key project segment, Confluence Parkway, will create a vital third point of access to/from the city and improve the overall connectivity for travel through and within the entire urbanized area.

Our ability to modernize remaining segments of the Loop has been hindered by the limited availability of local and state funding. With the lack of funding to keep up with economic growth our transportation Loop is incomplete, failing in important locations, impeding local commerce, creating safety issues, and delaying interregional and international freight exports on the NHFN system. This project will build upon \$100 million of prior investments over the past two decades, and over \$90 million of secured state and local match to complete the project as well as an additional \$32 million in requested state funds.

Without the benefit of being served by an interstate highway (I-90), the Wenatchee Valley’s NHS and NHFN corridors are a critical connection for regional, national, and worldwide freight exported from this urban area and surrounding agricultural region. In particular, our fruit industry relies on these transportation corridors for short-haul to storage facilities, and then long-haul delivery via refrigerated containers from packing facilities to worldwide markets.

Transportation challenges on the Loop has led to major regional impacts not just for freight mobility, but also for public safety. Wenatchee is home to a regional trauma center serving the greater North Central Washington area. Ambulance transport to this facility is becoming increasingly difficult and unpredictable due to congestion and crashes on the Loop. These transportation issues are limiting the regional economy and resulting in safety issues that this project will mitigate. In spite of these constraints, the economy of the greater Wenatchee area is forecasted to generate continued population and job growth. Increasingly, growth pressure combined with a significant shift to remote work for many large employers in the Seattle area is accelerating migration to the Wenatchee Valley.



Accident at US2 / Easy Street

Federal investment can remedy mobility, freight, safety, and economic development challenges in an isolated but urbanized region of the nation, allowing for predictable delivery of fruit to the world, and movement of goods that contribute regional and national economic benefits. Through our Metropolitan Planning Organization, the region is unified in support of this network of four projects (segments) that work together to address transportation needs that will benefit every citizen and business in North Central Washington. The following information summarizes the network of projects with independent utility. Appendix E.

Technical Feasibility Analysis provides extensive project detail.

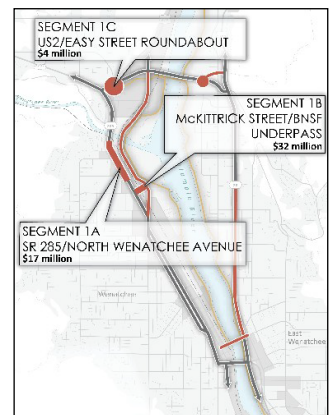
Project Size and Elements

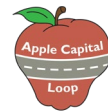
The Apple Capital Loop is a network of four component project segments, each described below including a map that indicates the location of improvements relative to the other project segments.

Segment #1 – SR 285/North Wenatchee Avenue Improvements, McKittrick Street Railroad Underpass, & US 2/Easy Street Roundabout

North Wenatchee Avenue (SR285) is a principal arterial designated as a NHFN Critical Urban Freight Corridor and is on the NHS. This 4-lane arterial with a two-way turn lane carries 40,000 vehicles per day, experiences the highest number of accidents and is the greatest bottleneck along the Loop because no parallel or connecting routes exist. North Wenatchee Avenue is congested for a significant portion of the day and is the only available access to employment both in and outside the city from the north.

During the 2015 Sleepy Hollow wildfire disaster, over 30 acres of industrial area businesses adjacent to North Wenatchee Avenue burned. The city responded with the North Wenatchee Master Plan which identified the need for a railroad grade separation to replace an existing at-grade crossing that connects the industrial area and Waterfront District to North Wenatchee Avenue. Most improvements in Segment #1 are south of the Wenatchee River, but north of the river this subproject improves the US 2/Easy St signalized intersection, an additional bottleneck failing to provide safe and adequate access





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to the growing commercial, industrial, and residential areas in the city's northerly urban growth area.

Segment (1A) - SR 285 / North Wenatchee Avenue



Major intersections will be modified with an interconnected ITS management system to improve signal operations, and physical improvements include increased turn radii, replacing the two-way center left turn lane with raised medians, adding U-Turns to replace the current and unsafe left turn access, improving transit stops, and improving pedestrian safety and access with wider sidewalks and improved crossings. While these changes will improve freight mobility and general traffic flow, about 60 percent of the traffic on the corridor is destined to the mix of service, retail, and industrial businesses along this segment of the Loop. ITS improvements will also provide active signal priority for transit.

Segment (1B) - McKittrick Street Railroad Underpass



A mainline railroad underpass will be constructed on McKittrick Street, replacing an at-grade crossing one block north at Hawley Street (#065840P), removing conflicts with approximately 24 unit trains per day. Train traffic is anticipated to increase to 28 trains per day by 2035³. Each train takes 3-5 minutes to clear the crossing, causing a lengthy car backup on each side of the tracks that often queues to the SR 285/North Wenatchee Avenue intersection, creating great risk of a high consequence train-vehicle accident.

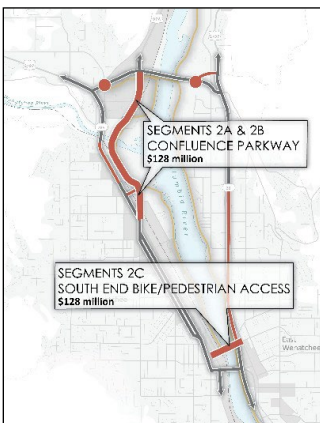
The underpass will provide a direct connection to Confluence Parkway (Segment 2) and create improved network connectivity to mitigate the current SR 285/North Wenatchee Avenue bottleneck.

Segment (1C) – US 2 / Easy Street Roundabout

All traffic through the region converges on this segment of the Loop, including trips to/from East Wenatchee, Chelan, Entiat, and other areas north of Wenatchee. This project will replace the existing signal with a multilane roundabout to improve traffic flow and safety for drivers, cyclists, and pedestrians. This intersection provides access to the adjacent and growing commercial, industrial, and residential areas. Currently about 1,200 trucks pass through the intersection each day but increases significantly during peak fruit harvest periods. A full interchange was originally planned, but a roundabout was determined to be a cost-effective solution based on a Value Engineering study completed by WSDOT.



Segment #2 - Confluence Parkway & South End Bike/Pedestrian Access:



Confluence Parkway is the solution to congestion on SR 28/North Wenatchee Avenue, a new bypass corridor included in the Metropolitan Transportation Plan as well as the Washington State Freight Plan. Confluence Parkway (Segments 2A & 2B) is a 2.5-mile bypass for freight, transit, passenger vehicles and cyclists. This segment of the Loop is currently a 4-lane bottleneck connected on both sides by 10 lanes of combined highway and parallel arterial capacity.

Confluence Parkway will work in tandem with SR 285/North Wenatchee Avenue (Segment 1) improvements to eliminate congestion on the worst pinch point on the Loop by increasing north-south capacity from 40,000 vehicles per day to a total capacity 63,000 vehicles per day on parallel corridors, serving a forecasted 60% increase in travel demand as modeled by the MPO. In addition to capacity, this corridor will provide a new bridge across the Wenatchee River, providing a much needed second access to North

Wenatchee which is critical to the safe evacuation of the city during wildfire events such as the recent Sleepy Hollow Fires. The bridge will also address a pedestrian deficiency by replacing an existing narrow and structurally problematic Wenatchee River pedestrian bridge. Another key element to this project segment (2A) is replacement of the existing Miller Street railroad at-grade crossing (#065839V) with a grade separation to ensure delay caused by the BNSF mainline

³WPPA 2017 Marine Cargo Forecast



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is eliminated as well as the potential for high-consequence collisions.

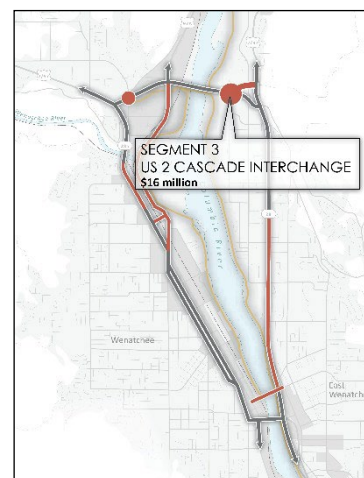
This new arterial will facilitate freight connecting between US 2/97 and the Wenatchee waterfront and central business district. Confluence Parkway will separate through traffic, including freight trucks, from the commercial traffic on SR 285/North Wenatchee Avenue. This will greatly enhance freight mobility and safety in the northern part of the City of Wenatchee while also connecting underserved South Wenatchee neighborhoods with the employment centers north of the city center. Meanwhile, the project will provide significant improvements to an existing non-motorized trail with environmental enhancements through an existing natural area that needs rehabilitation work.

Finally, Segment (2C) includes a key element supporting non-motorized multimodal users to advance the objective of racial equity and barriers to opportunity, as well as improved security and evacuation capacity. The South End Bike/Pedestrian Access connects our most economically disadvantaged, minority neighborhoods on each side of the Columbia River to the non-motorized Apple Capital Loop trail. The loop trail provides safe non-motorized connection between South Wenatchee and East Wenatchee across the Columbia River to provide these Environmental Justice communities with safe access to daily services and one of the most important recreational assets in the valley. This is a key environmental justice investment within an Opportunity Zone (Tract 9611).

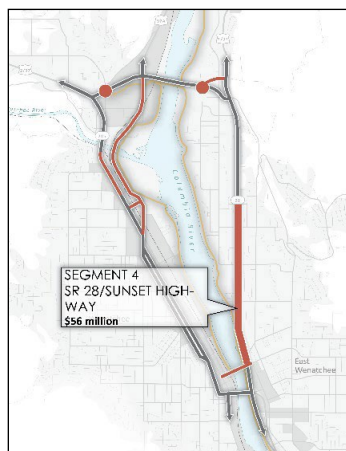
Segment #3 - US2/97 - Cascade Interchange

This new interchange replaces an unsafe and recently closed at-grade intersection to provide access from US 2 to Wenatchi Landing, a 280-acre mixed use commercial development area located on the last remaining undeveloped land within the East Wenatchee Urban Growth Boundary “Wenatchi Landing” derives its name from the traditional cultural spelling of “Wenatchee.” The North End Study anticipates that the interchange will leverage \$374 million in private investment.

The project will utilize an existing overpass on US 2 to construct a half-diamond grade separated interchange, immediately to the east of the US 2 Columbia River “Odabashian” bridge. This lower cost design emerged from the practical solutions approach to meet the safety and operational demands of the Wenatchi Landing development. The interchange ensures coming development will not create interruption of US2 at this critical location on the Loop. Segment 3 is partially within and Opportunity Zone (Tract 9503).



Segment #4 – SR28/ Sunset Highway Widening



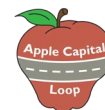
This corridor serves the highest volumes of truck traffic (12 percent of AADT) in the Wenatchee region. This project will enhance safety and mobility on SR 28 in East Wenatchee from 9th Street to Hadley Street. SR 28 is an NHS route and a T-1 freight route with over 10 million tons of freight moved annually. Freight traffic cannot bypass this section of the Loop because Wenatchee’s downtown business district restricts heavy truck traffic.

This project widens the existing roadway replacing a 2-lane section with a 4-lane facility with center median between intersections. The project will improve existing intersections, add U-turn capability, and add new medians. These changes provide capacity to double the number of vehicles per day to approximately 35,000, improving freight movement and mobility on this vital urban corridor. Preserving this corridor’s freight capacity is a top priority. The existing SR 28/Sunset Highway lacks sidewalks, bicycle lanes and related pedestrian safety features. Children walk along the highway

and school buses stop in the travel lane due to lack of shoulder or turnouts. Bus pullouts will be added for use by schools and LINK Transit. These safety benefits will provide significant benefit to low-income and minority neighborhoods located along the west side of SR 28, improving quality of life, safety, mobility, and school access.

Network of Projects and Independent Utility

Described in the preceding section, the Apple Capital Loop project includes four subproject elements. When completed,



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the most significant regional bottleneck will be eliminated, and mobility, safety, and the economy will see great improvement. While the total network of projects fully addresses the region’s need and will provide the greatest benefit when all are completed, this project is broken down into manageable segments which have independent utility.

The NOFA strongly encourages that the applicant provides cost information for components of the project that have independent utility. The following table, also included in Appendix D, details each of the project segments with independent utility consistent with NEPA compliance requirements. An Optional Phasing & Partial Funding Award chart is provided in Appendix F to illustrate optional award combinations in an amount less than the full request.

Exhibit A: Independent Utility Matrix

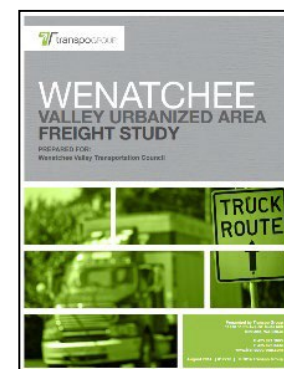
Project Segments	Future Eligible	Total Project	INFRA Request	Secured Match	Requested Match
#1 SR 285/North Wenatchee Ave	\$52,664,893	\$61,743,498	\$29,524,360	\$23,140,693	\$0
1A–North Wenatchee Avenue	\$16,793,597	\$18,236,277	\$0	\$16,793,597	\$0
1B–McKittrick/BNSF Underpass	\$31,524,200	\$38,507,220	\$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
			53.4%	34.4%	12.1%

Project History and Context

The Apple Capital Loop project has been in the planning stage for many years to respond to our region’s needs. Since the late 1990’s, the North Wenatchee Avenue corridor has been identified as a regional priority. Major prior investments include \$57 million to address congestion at the SR 285/George Sellar Bridge and \$36 million to improve the SR 28 connection east of the bridge.

In 2011 the region’s Metropolitan Planning Organization, the Chelan Douglas Transportation Council (CDTC), adopted the North Wenatchee Avenue Transportation Master Plan. This Plan addresses North Wenatchee Avenue, the largest bottleneck in the Apple Capital Loop and set the stage for two of the major projects in this grant request. In 2014 CDTC completed a freight study that further emphasized the importance of the Loop.

MPO plans identified the need to invest about \$175 Million on the North Wenatchee Avenue corridor - improvements to the existing street system and construction of Confluence Parkway, a new bypass and railroad grade separation. These investments will grow the capacity of the corridor from 40,000 to 63,000 vehicles per day. The CDTC has identified these projects as the top funding priority in the regional plan. “Transportation 2040” is linked on the Apple Capital Loop project website. wenatcheewa.gov/confluenceparkway



Following the 2015 Sleepy Hollow wildfire disaster, the City developed a master plan for the area along SR 285/North Wenatchee Avenue destroyed by the fire. The new plan reinforced the importance of the grade crossings and refined the 2011 plan to change the location of the underpass. The Sleepy Hollow Fires were a wake-up call demonstrating the need for a second Wenatchee River Bridge access to the north that would be a third access to the city overall.



In 2015, the Wenatchee Valley Community brought over 3,600 stakeholders together to develop a grass roots community consensus of the future. The plan, [Our Valley, Our Future](#) is a living document designed to take steps towards a “preferred future” for the community. The action plan includes 28 strategies, 149 specific action steps and 7 major “game changer” projects. Eighty-one businesses, agencies, non-profits, and community groups have committed to leading the implementation of the



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action steps contained in plan to progress the plan. Transportation improvements addressing the region's congestion, was then and continues to be a recurring theme identified by the community. This collaborative community planning effort continues to spur investment and action in the region, especially on game changer projects such as housing and the creation of a research and innovation district.

The importance of making these investments to complete the Apple Capital Loop is reflected in the broad-based letters of support for this project from across our region and state. A list of letters is included in Appendix C and are available for download on the project website. wenatcheewa.gov/confluenceparkway

Transportation Challenges Addressed

In broad terms, completing the Apple Capital Loop addresses two primary challenges: 1) reliable, safe mobility for freight and commerce, and 2) alternative mobility solutions that address equity, accessibility, and the dual climate change issues of advancing clean fuels and mitigating security and safety risks.

Safe Mobility, Freight and Commerce

On a typical day 138,000 trips are made on the Apple Capital Loop. The Project will increase the capacity of the Loop by approximately 60,000 vehicles per day, reducing congestion and improving mobility for people and freight. This will relieve congestion impacts and reduce delay due to traffic accidents that currently hinder access by employees to employment centers, for businesses to serve their customers, and disrupts the movement of freight and especially perishable agricultural products exported domestically and through Western Washington ports for air and marine shipment to Asia and other international markets. Trucking cost increases from congestion and unreliability is one of the largest contributors to the cost of shipping fruit, and the risk of undeliverable product. All four project segments contribute to improved freight mobility and strengthen a rural economy, consistent with the ROUTES initiative.

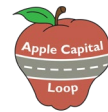
Upon completion of the project, not only will business districts along the Loop be improved, but new areas for infill development will be opened up which is critical to the economy due to the constrained nature of the valley. The project creates access for two urban development areas that will no longer be cut-off from the community by two BNSF at-grade crossings, including Wenatchee's waterfront area, which is zoned for housing and commercial development, and the Wenatchi Landing area which currently does not have access to the Loop and at 280 land-locked acres, the Wenatchi Landing interchange will open up the largest remaining developable area within the designated Urban Growth Boundary for future development.

Increased traffic volumes have created safety problems for vehicles, pedestrians, and bicyclists. The project will improve safety by improving traffic flow and relieving congestion and will also mitigate hazards related to turning movements related to property and local street access. The Project will install median barriers, U-Turn lanes at intersection and additional lanes and channelization in key locations with a high crash history. Roundabouts will be added to process greater traffic volumes safely at certain intersections on the loop.

Vehicle-pedestrian and vehicle-cyclist crashes represent the greatest threat to serious injury and loss of life on the Loop in an urban environment. High traffic volumes at intersections contribute to driver confusion and frustration, resulting in violations such as vehicles running red lights, changing lanes in an intersection, or blocking an intersection. The width of the corridor and the high traffic volumes have a negative impact on pedestrian safety at intersections, particularly for slower-paced or disabled people. The pedestrian deficiencies in the corridor also contribute to safety hazards, due to the large number of curb cuts and the tendency of vehicles to turn rapidly into driveways to avoid oncoming traffic. Congestion along North Wenatchee Avenue results in drivers attempting unsafe maneuvers to avoid the gridlock, resulting in increased crashes along the segments of the Loop with frequent signalized intersections. In addition to the physical safety improvements described above, ITS signal intertie and coordination systems will improve traffic control reducing the factors described above that contribute to crashes.

Confluence Parkway will enable improved safety in several major ways:

- Network failures experienced today, resulting in significant delay, will be resolved. Alternative routes will improve overall network connectivity and enable traffic to continue moving when there is an accident on any segment of the Loop.



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- Congestion or closure of SR 285/North Wenatchee Avenue will no longer impede access to Confluence Health, central Washington’s largest hospital and trauma center.
- Construction of Confluence Parkway can be managed as a 2-lane, one-way evacuation routes during future wildfires. During the 2015 wildfire disaster that almost necessitated an evacuation, the area’s limited evacuation routes would have made evacuation for approximately 40,000 people nearly impossible. The lessons of the 2015 Sleepy Hollow fires and predictions of future climate-induced fires underscore the importance of additional ingress/egress on the Loop for emergency response and safe evacuation.

Conflicts at railroad crossings will be resolved when the two grade-separations are constructed. On average, 24 BNSF trains move through the City every day; train volume is estimated to grow 16 percent to 28 daily trains by 2035⁴. Our community, and the nation at large, relies on the BNSF mainline running smoothly and efficiently. This project addresses three critical conflict points between rail, people, and traffic by constructing two roadway underpasses and one multi-use trail overpass. The location where most pedestrian trespassing across the BNSF mainline occurs is in South Wenatchee, primarily due to the long distance to the closest legal crossing in downtown Wenatchee. The City has installed fencing as a temporary measure, which is continually vandalized. This pedestrian overpass will provide redress to a significant barrier to opportunity in South Wenatchee.

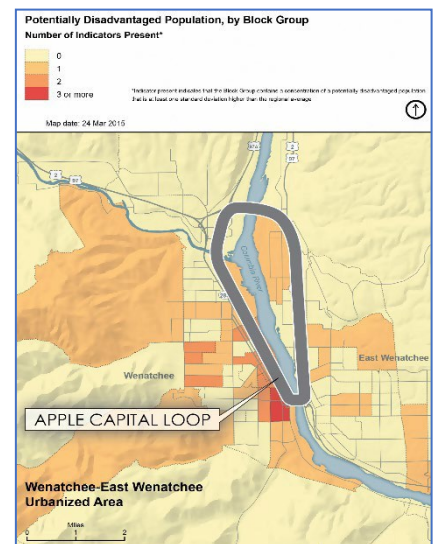


Mobility Alternatives, Equity, Accessibility and Climate Change

Wenatchee’s Link Transit system is a leader in the development and deployment of battery electric buses, one of very few transit systems that have received three consecutive Federal Transit Administration grants for electrification and the first in the nation to operate wireless, inductive fast charging in daily bus service. Nearly 80 percent of both local and intercity commuter bus routes travel the SR 285/North Wenatchee Avenue segment of the Loop, the primary bottleneck that will be addressed with construction of a second corridor and river crossing via Confluence Parkway. Once constructed, congestion relief on North Wenatchee Avenue and new bypass capacity on Confluence Parkway will allow Link to restore reliable service schedules and to double transit capacity by increasing frequency through this corridor from 30-minute to 15-minute service, all on a fully electric bus fleet. Without Confluence Parkway, the financial resources Link has secured for expansion will instead be absorbed simply trying to maintain existing services with reliable 30-minute headways on the corridor.

Since 1994, the Apple Capital Loop Trail System has evolved into an important non-motorized transportation corridor serving thousands of commuter and recreational users each year. South Wenatchee is home to 30% of the City’s Latino population and the area is home to our lowest income and most underserved residents. The completion of the Loop will provide greatly improved access to the pedestrian/bike Loop Trail and the existing trail connection to East Wenatchee by spanning the BNSF rail corridor that currently separates South Wenatchee businesses and residents from the Loop Trail. An improved, safer, and more comfortable Loop Trail connection will also bring to South Wenatchee residents the same non-motorized commuter access to employment opportunities in primary employment centers throughout the urbanized area that is currently enjoyed by many other neighborhoods with existing direct access.

The 2015 Sleepy Hollow wildfire disaster illustrated that evacuation is severely hampered by the limited points of egress from the city. SR 285/North Wenatchee Avenue experienced gridlock during that event, which fortunately did not become a full-scale evacuation scenario as was experienced in the Paradise, CA wildfire disaster.



Disadvantaged Populations Analysis

⁴ WPPA 2017 Marine Cargo Forecast



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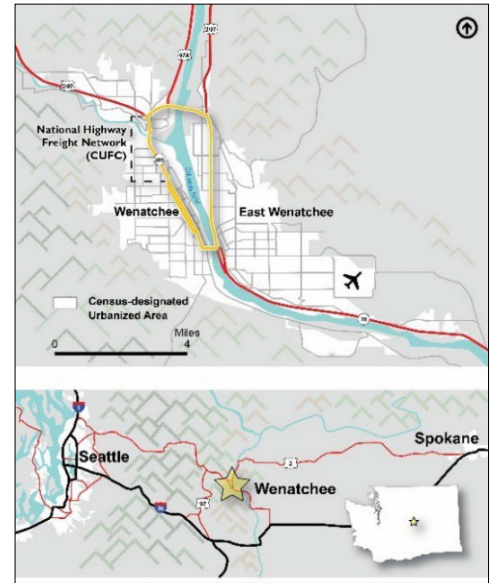
As demonstrated in the BCA, Appendix A-1 Section III.A.5 and III.B.1, using FEMA evacuation modeling, considerable benefit is realized by providing a third and separate access point to the city. Confluence Parkway addresses the need for additional efficient evacuation routes in preparation for continued Climate Change that is forecasted to bring more extreme weather patterns and more wildfires to the Washington State. While Confluence Parkway is critical for evacuation by vehicles and buses, the South End Bike/Ped Access connection to the Loop Trail will create a direct non-motorized evacuation route for South Wenatchee households where vehicle ownership rates are lower.

Altogether, the four interconnected subprojects will bring full functionality to the Apple Capital Loop. Each subproject provides critical improvements that advance USDOT’s goals for INFRA program investments.

Section II. Project Location

Wenatchee is in rural, north central Washington approximately 150 miles east of Seattle, 168 miles west of Spokane, and 46 miles north of Interstate 90. The community is at the intersection of state Highway 97 connecting north to British Columbia, Canada and south through Bend, Oregon and US 2 connecting west to Seattle and east to Spokane. The primary economic drivers for this area are agriculture, tree fruit production, hydropower, government, medical services, and retail trade. Recently, technology and manufacturing related businesses are beginning to migrate from the Seattle area helping to diversify the economy.

Wenatchee serves as a switching and crew change center for the BNSF Seattle to Chicago mainline railroad. The rail line is vital to the economy of Washington State, and the nation. The development of the Columbia River water and hydropower system led to the development of some of the world’s most productive agricultural lands, and emerging data storage and new technology businesses to the region. Today, Wenatchee retains its title as the “Apple Capital of the World” and is known for innovation and market development around the world.

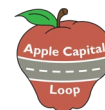


Notably, Wenatchee has evolved into a regional center providing important services to upwards of 200,000 people who live within driving distance in rural communities in North Central Washington. The demand on the city’s transportation infrastructure is growing because of increasing pressure from both residents and the citizens that the City serves. Today, people and businesses frequenting the city arrive from British Columbia to the north, Spokane to the east, Seattle and the Puget Sound to the West, and Yakima, Richland, Kennewick, and Pasco to the south. The graphic above shows the importance of the Loop and the lack of a gridded arterial street network because of mountainous topography and rivers. Our future economic success lies in improving this critical corridor within these geographic constraints. We must also plan for increased train traffic along the BNSF Seattle-Chicago mainline.

III. Project Parties



The City of Wenatchee is partnered with the Washington Department of Transportation (WSDOT), the Chelan Douglas Regional Port Authority, Douglas County, Chelan-Douglas Transportation Council, Link Transit and BNSF to implement the grant. Details of each partner can be found in Appendix G. The capacity to deliver these projects is based on WSDOT as a key partner providing technical support in project delivery through the Local Programs, Environmental, Right of Way, and Design-Build offices (See the [WSDOT Letter of Support](#)). WSDOT also will deliver approximately \$80 million of the project scope through existing gas tax funding. The Chelan County Public Utility District (PUD) is a key partner in the NEPA process for Confluence Parkway (Segments 2A & 2B) as it crosses their Federal Energy Regulatory Commission (FERC) license boundary. FHWA, the City, the Chelan PUD, and FERC are cooperating and applying innovative approaches to address concurrent Federal approvals.



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Private partners include Eagle Transfer intermodal freight company, Stemilt Growers, the largest fruit producing company in the region, and Northwest Wholesale, Inc. agricultural supply company. Both Stemilt and Northwest Wholesale are working on redevelopment according to the North Wenatchee Master plan because of damage to some of their properties in the 2015 wildfires. Other supportive private parties include Confluence Health, Goodfellow Brothers, Wenatchee Valley TREAD, Chelan Douglas Land Trust, Pacific Rim Land, and Plug-In NCW.

IV. Grant Funds, Sources and Uses of All Project Funding

INFRA prioritizes innovative project delivery and leveraging non-federal match. This aligns with the Apple Capital Loop's program and method of delivering projects. This INFRA grant request includes substantial non-Federal share.

Exhibit B: Future Eligible Cost Project Match Calculation

Sources of Future Eligible Costs	Cost (in millions)	Percent
INFRA Request	\$140.41	53.42%
Surface Transportation Program	\$0.00	0.00%
Total Federal	\$140.41	53.42%
City of Wenatchee/Local	\$12.50	4.76%
BNSF	\$1.00	0.38%
State of WA	\$108.92	41.44%
Total Non-Federal Match	\$122.42	46.58%
Total Funding	\$262.84	100.00%

Additionally, to improve project leveraging, the City has requested in excess of \$30.4 million from the state legislature this 2020 session. This application meets minimum match and federal share requirements with secured funding based on a project award date of September 2020 in which all costs after this date are deemed future eligible costs and match. Requested funding is anticipated prior to project completion which improves projects leveraging significantly. A detailed breakdown and cash flow analysis is included in Appendix D which can be found on the project website at wenatcheeva.gov/confluenceparkway

Exhibit C: Match Funding by Sources and Status

Match Sources	Source	In \$ Millions	Percent	Status
Surface Transportation Program	Federal	\$0.00	0.00%	City Spent
State of WA (Connecting WA)	State	\$77.00	62.90%	WSDOT Secured
BNSF	Private	\$1.00	0.82%	Required
City of Wenatchee	Local	\$11.00	8.99%	Secured
Link Transit	Local	\$0.00	0.00%	Secured
Other Local (Loans)	Local	\$1.50	1.23%	Secured
State of Washington (2021)	State	\$31.92	26.08%	Requested
	Total Local	\$122.42	100.00%	
	Total Match Funding	\$122.42	100.00%	

Note: Per 23 CFR 646.210, BNSF's contribution will be determined according to design plans and cost estimates.

Exhibit D: Uses of Funds

Project Cost Components	Cost (in millions)	Percent
Preliminary Engineering	\$22.2	8.4%
Right of Way	\$39.5	15.0%
Construction (includes construction engineering and 15% contingency)	\$172.2	65.6%
Additional Contingency*	\$28.5	10.9%
Total Project Cost	\$262.8	100%

* In addition to construction contingency; total contingency averages 25-30% of Construction costs.



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Project Contingencies

The project has a 21% contingency on total costs; however, contingencies are built into the estimates. Additional contingency is built into the project baseline estimates to address inflation and the level of pre-design for each segment to mitigate budget risk. The contingency is effectively over 25% on the construction phase. These are reasonable and important contingencies that will ensure the project can be completed based on the NEPA strategy and pre-design levels. Project contingencies are described in further detail in Appendix D.

V. Merit Criteria

The Apple Capital Loop Project proposal aligns very well with the INFRA FY21 merit criteria. Each of the six criteria are discussed below including a detailed discussion of the results of the Benefit-Cost Analysis under Criterion #1. Additional mobility, safety and environmental outcomes summarized in this section are qualitative in nature and serve as a supplement to the discussion of the quantified benefits in the Benefit-Cost Analysis.

Criterion #1: Support for National or Regional Economic Vitality

Completing the Apple Capital Loop will support economic vitality on a local, regional, and national level. As part of the National Highway Freight Network (NHFN), this project will yield improved safety, security, community equity, system reliability, congestion relief, expanded zero-emission transit service, and more direct, reliable, clean and cost-effective access to jobs for all of the diverse citizens of the Wenatchee Valley.

As an economically disadvantaged area, Wenatchee is working hard to diversify the regional economy. This grant application implements the ROUTES initiative by ensuring that the nation's transportation infrastructure supports and grows rural economies. This project specifically addresses warehousing and distribution for Washington's fresh fruit industry and will encourage additional private economic investment in-part because of the federally designated Opportunity Zones.

This 11-mile Loop carries 138,000 vehicles per day and is vital to freight, business, commuters, transit, emergency services and everyone who lives, works, visits, and conducts business in the Wenatchee Valley. Completing the Apple Capital Loop will:

- Reduce delay and improve reliability for shipping perishable fruit to Washington seaports by increasing the capacity of the critical bottleneck by more than 20,000 vehicles per day on SR285/North Wenatchee Avenue (a 50% increase), constructing the Confluence Parkway (SR 285 bypass and third cross-river connection to Wenatchee), increasing the capacity of SR28/Sunset Highway by 17,000 vehicles per day (a 100% increase). Together these improvements reduce travel delay through the Loop by 32 million hours over 20 years.
- Improve security by providing a third access route to and from the City of Wenatchee that will allow for emergency response and safe evacuation. This deficiency was amplified by a near-evacuation disaster that occurred during the 2015 Sleepy Hollow wildfires.
- Improve safety and rail freight reliability by eliminating two BNSF Class I at-grade railroad crossings.
- Reduce an estimated 666 crashes and 956 injuries over the 20-year post construction analysis period by improving safety on the most highly congested bottleneck in the region.
- Provide safer access across the BNSF mainline to the Wenatchee waterfront necessary to enable a \$240 million private redevelopment of an industrial area destroyed in the 2015 Sleepy Hollow wildfire.
- Deliver a cost-effective network of improvements with a benefit/cost ratio of 1.85.

INFRA emphasizes the value of transportation investments that support regional economic vitality. This section of the narrative focuses on benefits as measured by the BCA (Appendix A) and other benefits including elimination of bottlenecks and supporting economic growth. A key economic benefit theme behind this project is the value of the Loop as a hub for the region's transportation system supporting international agricultural markets of the tree fruit industry as well as grain and livestock in the surrounding area. The Loop is the region's transportation backbone absent an Interstate highway. This Loop is vital to the economic engine of this metropolitan statistical area with 2018 GDP of over \$6.0 Billion.

The significant impact on our region is demonstrated by the broad and diverse coalition of Project Supporters who have provided letters of support, available on the project website. wenatcheewa.gov/confluenceparkway

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Consistent with USDOT’s ROUTES initiative, completing the Apple Capital Loop addresses the challenges of mobility for people and freight in a geographically large, rural region of North Central Washington. The following estimates are provided to illustrate the impact of the project on freight and the various modes of transportation.

Exhibit E: Project Mobility Impacts and Support for Economic Activity

Item Description	Volume Before	Volume After	Change
Bottlenecks AADT Segments #1 and #2 Capacity	40,000	63,000 (est.)	+ 50%
Bottlenecks AADT Segment #4 Capacity	17,000	34,000 (est.)	+ 100%
Freight Volume – Trucks per Day	4,400	7,500 (est.)	+ 70%
Freight Volume – Trucks as Percent of AADT	8%	8%	-
Transit Volume – Buses per Day	436	650 (est.)	+ 49%

Benefit-Cost Analysis

As a result of the reduced congestion and additional capacity to accommodate anticipated growth in the region, the monetized benefits of the project including travel time, shipping costs, safety, and emissions will exceed its costs.

The Benefit/Cost ratio for the Project is 1.85 at a combined discount rate, with a Net Present Value (NPV) of \$175 million. This network of projects is a cost-effective solution that results in a positive return on investment for USDOT. Complete documentation of the BCA inputs, methodology and detailed results can be found in Appendix A: Benefit-Cost Analysis Technical Memorandum and Benefit-Cost Analysis Model.

Exhibit F: BCA Results, 20 Year Analysis

Category	2019 Dollars	Discount Rate@ 7%/3%
Congestion Reduction and Freight Mobility	\$979,094,813	\$275,989,784
Reduced Travel Time	\$979,094,813	\$275,989,784
Economic Competitiveness	\$14,897,328	\$4,196,915
Vehicle Operating Savings	\$14,897,328	\$4,196,915
Property Value Increase (one time only)	\$0	\$0
Safety	\$187,607,206	\$57,633,928
Reduced Accident Costs	\$148,367,206	\$45,536,603
Emergency Response Savings	\$39,240,000	\$12,097,325
Environmental Sustainability	\$28,733,842	\$14,507,802
Vehicle Delay Emission Cost Reductions-Vehicle Delay Reduction	\$28,733,842	\$14,507,802
Project Benefit and Cost Analysis Summary (20-year analysis)		
Public Benefits	\$1,210,333,189	\$352,328,428
Life-Cycle Costs	\$(7,455,641)	\$(1,531,518)
Residual Value	\$200,747,047	\$30,192,800
Totals		
Total Benefits	\$1,403,624,595	\$380,989,710
Total Cost of Project	\$(286,642,564)	\$(205,497,408)
Net Present Value	\$1,116,982,032	\$175,492,302
Benefit-Cost Ratio	4.90	1.85

In aggregate the benefits of completing the Apple Capital Loop, when discounted at 7% for non-CO₂ elements and 3% for CO₂ savings, will:

- Reduce congestion and improve freight mobility by saving 32.1 million hours of travel time estimated to yield \$276 million in societal benefits.
- Decrease Vehicle Operating Cost an estimated \$4 million over the analysis period.
- Reduce over 670 potential accidents over the analysis period for a savings of \$51 million.
- Savings from Emergency Response is estimated to be approximately \$12 million over the analysis period.
- Reduce emissions from idling time by an estimated to exceed \$14 million over the analysis period.



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Interaction Between Roadway Users

Several key project segments are intentionally designed to improve interaction between roadway users to reduce the likelihood of crashes, described as follows:

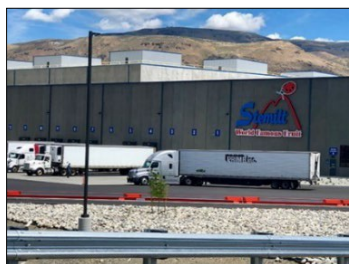
- Segment 1A – SR 285/North Wenatchee Avenue corridor improvements are designed to make this principle arterial function better in a context appropriate for an urban environment, especially as it relates to non-motorized transportation. Pedestrian fatalities are a primary concern. This project widens sidewalks, provides buffers and street crossings at more frequent intervals. Medians and buffers will improve interaction between roadway users in a Complete Streets approach. This is captured in the BCA; however, the model may not capture the full benefit of the expected increase in non-motorized transportation.
- Segments 1B and 2A eliminate two at-grade railroad crossings, one of which is blocked periodically by queuing from the SR 285/Wenatchee Avenue signals with risk of conflicts the BNSF mainline.
- Segments 2A & 2B provide an evacuation corridor. Modeling in the BCA illustrates that when North Wenatchee Avenue is blocked as it was in the 2015 Sleepy Hollow fires, having Confluence Parkway as an evacuation route has the potential to save 4 lives over the duration of a predicted 6-hour evacuation period.

Elimination of Freight Bottlenecks

As already described, SR 285/North Wenatchee Avenue is a bottleneck with only 4 lanes connecting to 10 lanes of capacity to the north and south of the corridor and no alternate or parallel routes. This results in congestion on the entire Loop causing a freight bottleneck at the convergence of the state highway system in the Wenatchee Valley. This network of projects opens up this bottleneck ensuring reliable travel for freight through and to the urban area.

Infrastructure Condition to Support Commerce and Growth

This project will improve the delivery of more than \$3 Billion in fruit agriculture products to market each year according to Washington State Treefruit Association. The improved reliability and elimination of bottlenecks will expand the local producers' ability to get their products from the farm to the processing facilities and then processed and packed fruit transported to domestic and international markets, consistent with the ROUTES Initiative.



In an average year \$1 billion in value of apples is delivered, stored and packed in the Wenatchee Valley to be shipped out 12 months of the year to all corners of the United States and overseas. This figure doesn't include the economic value of cherries, pears, and other tree-fruit grown and processed in the region.

In a recent interview with Stemilt Growers, one of the large fruit companies in Wenatchee, it was estimated that approximately 200,000 boxes of apples are shipped out daily. This represents 200 to 400 refrigerated semi-trucks entering and leaving the community and relying on the Loop. To improve freight efficiency, Stemilt has developed an automated truck distribution warehouse in which over 12,000 pallets of fruit are stacked and sorted by robots. This system delivers the correct pallet to the forklift driver according to the specific destination of the truck. This innovative system greatly improves efficiency and decreases truck standby time. Typically, a truck will be loaded within two hours. This new facility will also serve as a cross-dock facility to mix other varieties of fruit and reduce the number of partial load shipments. Private industry has made substantial investments in the efficiency of fruit deliveries; public infrastructure likewise needs investment to capture the economic value this industry brings to the state and nation. Additional detail is provided in the BCA Narrative – Qualitative Section III.B, Appendix A.

Advance National or Regional Economic Development

The Seattle metropolitan area is experiencing great economic prosperity. By contrast and only 2.5 hours to the east in rural North Central Washington, economic development supporting the region's proactive effort to diversify our economy and improve the income levels is a challenge, especially to create ladders of opportunity for disadvantaged and underserved populations in our region. Federal investment in communities like the Wenatchee Valley is necessary for all communities to succeed and contribute to the prosperity of the nation.

The McKittrick Street/BNSF grade separation (segment 1B) and the Cascade Interchange (Segment 3) are also necessary



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in order to fully realize success. Available on the project website wenatcheewa.gov/confluenceparkway, subarea plans and associated market studies show that public infrastructure investments are expected to result in over \$600 million of estimated private investment over the next 20 years. This development is critical to economic diversification efforts of the city and our partners.

Criterion #2: Climate Change and Environmental Justice Impacts

The project demonstrates best-practices in planning and policies to avoid or mitigate any Environmental Justice impacts, and incorporates design components to address Climate Change impacts. Transportation planning in the Wenatchee Valley has yet to identify any disproportional environmental justice (EJ) effects of this project that require mitigation. In regard to ensuring equitable distribution of benefits from transportation investments, the Loop project does advance access to opportunity inclusively, benefitting the diverse population of the region. This is detailed in the response to Criterion #3 below.

Opportunity #1: Planning Activities

The project team has used a variety of Environmental Justice evaluation tools such as EPA's EJSCREEN, data collection and mapping tools such as the [Washington Environmental Health Disparities Map](#) and through the MPO's methodology for identifying Disadvantaged Communities in the Regional Transportation Plan and Regional Transportation Improvement Program. Combined these tools identify our Environmental Justice (EJ) populations adjacent to the Apple Capital Loop and enable the evaluation for disproportionate effects on such populations and neighborhoods.

The project team also aligned these projects with [Governor Inslee's Climate Commitment](#) and [DNR's Plan for Climate Resilience](#) which both provide guidance on lowering greenhouse gas emissions. The planning and selection of the components align directly with Washington's overall climate action plan. Analyses of EJ Populations and outreach efforts are further detailed in Appendix E-1.

Opportunity #2: Project Components:

The Loop project elements are dedicated to mitigating and reducing impacts of Climate Change and Environmental Justice. Climate change is front of mind in the Valley primarily in respect to wildfires and the after effects of fires. Climate models predict this area will see more rainfall in the future, therefore following wildfires, mud slides are likely to result from the lack of vegetation on burned hill sides. These considerations influenced the design of the project components and highlight the need for significantly increased evacuation capacity and route options for both motorized and non-motorized evacuees.

To improve disaster preparedness and resiliency the Loop includes two new and improved bike/ ped connections that will provide enhanced multimodal evacuation options to our populations, especially for South Wenatchee households with limited access to automobiles. Community partners are working to develop an Emergency Evaluation Plan that includes the use of these new routes as well as identify collection points within neighborhoods that LINK transit can utilize to collect people that need evacuation help to get out of harms way.

The project also leverages industry-leading electrification of urban area and intercity bus transit services. LINK Transit has secured voter-approved sales tax increases to fund acquisition of an additional 21 battery electric buses that utilize LINK's inductive, wireless rapid charging technology. Link Transit was one of FTA's first three 2012 TIGGER grant awardees for deployment of battery electric transit, and in 2017 was the first transit agency in the United States to successfully operationalize induction charging for in-service coaches.

With construction of the Loop projects, this community investment in cutting edge bus transit will enable a transition from 30-minute frequency to 15-minute frequency on the Loop, which is expected to dramatically increase transit mode share in the region. Without these investments in the Loop's roadway capacity, this expansion in public transit spending will only be useful for maintaining 30-minute service on the existing and increasingly congested SR 285/North Wenatchee Avenue corridor.

We recognize that the transportation sector is Washington State's most significant contributor of GHG. Nationally, the electricity sector is the largest contributor of GHG. However, because Washington State relies on hydropower for much of its electricity, the greatest opportunity to lower GHG emissions in Washington State is in the transportation sector. As a pioneer in vehicle electrification in the transit industry, Wenatchee has been and continues to contribute to our



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nation’s climate response in the transportation fuels arena. Our commitment to the transition to clean, renewable-source electric, zero emission public transit is solidified by completing the Apple Capital Loop.

Criterion #3: Racial Equity and Barriers to Opportunity

This project has several key elements that improve access to economic, social, health and recreation opportunity and to provide redress for prior inequities for the populations of low-income and Hispanic households concentrated adjacent to the south-end of the Apple Capital Loop.



“Better Together / Mejor Juntos” Downtown Mural

Opportunity #1: Planning and Policies

A racial equality impact analysis has been prepared using EPA’s EJSCREEN, other data collection and mapping tools such as [Washington Environmental Health Disparities Map](#) to identify our Environmental Justice (EJ) populations adjacent to the Apple Capital Loop and to evaluate any disproportionate effects on such populations and neighborhoods. The Project Team has identified that there Block Groups within the area surrounding the Loop that are minority/low-income neighborhoods. Although, the Loop passes through Census Block Groups that qualify as EJ Populations, review of the project components indicates that these neighborhoods will be equally affected during the construction of the project, and that all impacts are indirect. Public outreach has been conducted both in English and Spanish language. Language interpreters are always available at public meetings, which have been scheduled at times and places to encourage traditionally underserved neighborhood participation in the planning and review of the sub-projects.



Planning included equity-focused community outreach activities and public engagement in the minority and low-income areas. These activities have informed the project designs to reduce racial inequities and respective mobility challenges to safely and efficiently access daily services, education institutions, and employment locations. The planning efforts have resulted in design in the proposed investments as describe below in multimodal to proactively address barriers to opportunity and redress past inequalities to access which will reduce the barriers to opportunities seen in the past. More information and documentation of this analysis and equity-focused community outreach and public engagement can be

found in Appendix E-1.

Opportunity #2: Project Investments

Specific examples of project investments that will remedy inequities and improve access to opportunity for underserved communities include:

- The South End Bike/Ped Access bridge advances program objectives and redresses a prior inequity to mobility options for low-income and minority neighborhoods to multimodal transportation by directly connecting these neighborhoods to daily services available on both sides of the Columbia River with a convenient safe trail access across BNSF Class 1 mainline railroad, the Columbia River and State Highway 28.
- Confluence Parkway will reduce delay and provide reliable commute times for South Wenatchee residents, many of whom are employed at fruit industry packing and distribution facilities to the north of the city. These residents will also benefit from significant improvements in commuter access by public transit, and a fully connected non-motorized route to these employment centers.
- Multiple project components will proactively enable safe evacuation routes for disadvantaged households in our Environmental Justice neighborhoods.

INFRA funding for the Loop project will benefit the community from a cultural standpoint through project delivery coordination and consultation with the Confederated Tribes of the Colville Reservation, and resulting aesthetic and interpretive project elements highlighting the Wenatchi/P’Squosa band of indigenous people and history.

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Criterion #4: Leveraging of Federal Funding

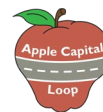
The funding plan for the Loop is stable and dependable, and the city will be able to complete the project as proposed.

- The region has exercised all of the funding options available to this rural area. This project consists of \$263 million in future eligible costs which will leverage \$122 million in non-federal match. This is comprised of \$91 million in local/state investments match already secured to bring the project to completion and \$31 million which has been requested from the State to further leverage federal funds. This level of match for a project of this size is considerable given the size of the region and the limited ability to generate transportation funding locally to meet regional needs.
- Secured matching funds exceed minimum match requirements of 40% with no other federal funds: \$77 million is state gas tax, \$12.5 million is from local tax revenue and other non-federal grants, and \$1 million will be contributed by BNSF at \$500,000 for each of two new grade separation requirements.
- Requested match funds of \$31 from the State Legislature during this current 2021 legislative session will bring the total non-federal match percentage to 47%.
- The city is employing creative financing through a state loan program tied to tax revenue from future development to generate \$1.5 million of the \$12.5 million of local match. Additionally, voters passed a 0.2% sales tax in 2019 for Link Transit which funds implementation of the expanded transit operations tied to this project. This created approximately \$3 million in new annual, permanent revenue for public transit operations that have not been counted as part of the match percentage.
- The city and our partners have continued local investment to advance the project. These recent expenditures, over \$1 million in local resources, precede the projected award date and therefore are not included in the future eligible project costs. This is a major commitment to project implementation for a small city in a rural area, given these investments are not eligible for reimbursement and do not count as match. The anticipated award date is September 2020 based on the statute. All match figures are based on future eligible costs after this award date.

The Apple Capital Loop network is unique for a rural area. It takes advantage of every resource available to ensure that the INFRA investment exceeds the leveraging goal. This section describes in detail how the 40% minimum match requirement is exceeded and how the federal investment is leveraged with other investments. Leveraging is achieved through 1) local and state match in direct dollars contributed to the loop; 2) a history of non-federal investment in the loop; 3) utilizing cost efficiencies; and 4) supporting private investment in our national economy.

This application leverages \$122.4 million in direct match and builds upon over \$23.4 million already invested, a remarkable accomplishment for a rural urban area with limited resources. Most of the match comes from Washington State's 2015 [Connecting Washington](#) transportation, a funding program that has been adopted by our state legislature. The Apple Capital Loop received \$81.75 million to be invested in SR285, North Wenatchee Avenue and SR28 (See the Appendix D for more information). Additionally, the City of Wenatchee has committed \$15 million of general/street fund revenues and other sources to the project to accelerate project delivery. The City is investing in redevelopment and will receive tax benefit to pay low interest loans from the State of Washington or general obligation bonds which is a form of tax increment financing. Additionally, the city secured and spent \$1.2 million in federal funds for an intersection improvement on SR 285/North Wenatchee Avenue (Segment 1B).

The partners have requested funding from the State proposed transportation funding package which will cover \$31.9 million of requested funds. This investment also builds upon over \$100 million of investment in previous projects over the last fifteen years to improve the Loop. Only \$4 million of these investments have originated from federal sources. Furthermore, this investment will leverage \$22 million already expended on planning studies, pre-design work, NEPA compliance Confluence Parkway, an EIS for SR 28, and right of way acquisition on North Wenatchee Ave. Link Transit has also previously invested \$9.8 million in a fleet of 15 electric buses, fast chargers, wireless charging systems and a park and ride facility specifically targeted to address congestion on North Wenatchee Avenue. The region has identified these projects as having the greatest value, and impact, by applying careful value-based planning. The projects use existing infrastructure as part of the solution. For example, Confluence Parkway will use as it's connection point to US 2 the existing and underutilized grade separated interchange at US2 and Hwy 97A built in the 1970s. This interchange adds value to the project of approximately \$50 million in today's dollars.



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Confluence Parkway will utilize existing right of way resulting in savings of about \$5 million in land acquisition costs and reducing disruptions to business. Widening North Wenatchee Avenue will result in ROW costs and impacts to some local businesses. By also utilizing the existing US 2 bridge constructed in 1975 for the Wenatchi Landing interchange, the project saves about \$15 million. Finally, partnerships between agencies leverages the strength of the region and have yielded cost savings in planning, engineering and environmental analysis. The work illustrated in this application reflects the partnership in the region by bringing the network of projects into one INFRA application.

Private participation in funding of the improvements in a small rural area is challenging; however, the city already worked in a public private partnership to secure right of way through early acquisition from two of the property owners impacted by the Sleepy Hollow Fires. This saved the public great resources compared to purchasing right of way from already developed properties. Savings are estimated at \$10 million compared to purchasing the impacts to active businesses and buildings. Private investment is leveraged through property development associated with the North Wenatchee Master Plan and the Wenatchi Landing (North End) subarea plans totaling \$600 million.



Sleepy Hollow Fire Redevelopment

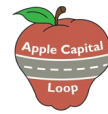
The Wenatchee Valley is a rural community with limited availability of resources. Without federal funding this project is unlikely to be completed. Even if feasible through a local tax measure, tax rates in the city are already higher than the region placing undue burden on lower income residents. For example, sixty percent of students in the Wenatchee School District receive free or reduced-price lunches. Furthermore, incomes are significantly lower than state and national figures; the 2019 median household income reported by the US Census Bureau for the City of Wenatchee was \$60,532 compared to Washington state at \$78,687, and a nation median income of \$65,712. With the city of Wenatchee general fund of only \$25 Million per year, there is simply not enough local taxation capacity to self-fund large regional transportation projects.

Federal funds enter the Wenatchee Valley on a limited basis given the lack of an Interstate highway. Through Washington State Department of Transportation, our Metropolitan Planning Organization (MPO) receives approximately \$2 million per year of STBG funds allocated to cities and counties through a competitive process. Roughly half of those funds are awarded within the urban area. Our transit authority, Link Transit, receives approximately 25% of their budget through federal funds, currently \$800,000 in formula funding and \$1.2 million in incentive funding due to high performance. Link is one of only eleven small transit agencies in the nation to receive all six incentives from the FTA. The city also receives an occasional safety grant to be applied on the NHS. In total, federal funding ranges from \$3-4 million annually.

Criterion #5: Potential for Innovation: Technology, Project Delivery, Innovative Financing

The Apple Capital Loop projects will employ the following innovative technology, permitting processes and project delivery methods to improve project outcomes:

- This project capitalizes on investments already committed by Link Transit and local taxpayers to expand bus service and frequencies in an all-electric fleet powered by clean, renewable hydropower. Other innovative technologies such as bus-to-infrastructure communication will be deployed to reduce transit delays. This project will complete fiber optic communication around the entire loop allowing full deployment of ITS.
- While some of the project segments already have secured NEPA compliance, Segments 2A & 2B are currently in the NEPA process with an innovative permitting and regulatory compliance strategy based on a federal agency partnership between FHWA and the Federal Energy Regulatory Commission (FERC) and a local partnership between WSDOT, the City of Wenatchee, and the Chelan Public Utility District.
- Design-Build will be utilized for delivering the largest project component, Confluence Parkway, to provide high quality, cost effective, and timely construction and to reduce overall project risk. Elements of progressive Design-Build principles will be used specifically on Segment 2B for the new Confluence Parkway bridge across the Wenatchee River. (See Appendix E for more information.)
- Creative financing is being utilized by the City of Wenatchee to finance match through informal tax increment financing utilizing state loan programs and a targeted redevelopment area impacted by the Sleepy Hollow wildfire disaster in 2015.



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Innovation Area #1: Innovative Technology

The City of Wenatchee and our partners have been at the forefront of innovation and technology for years, in research and application of advanced sorting, packing and shipping technology in the fruit industry, research an innovation in hydroelectric power generation, and battery-electric, rapid charging bus transit.

This project offers an important opportunity to showcase innovative transportation solutions, including vehicle to grid opportunities, through a partnership with Chelan and Douglas County Public Utility Districts (PUD's). For example, our PUD co-sponsored a seminar in Automated and Electric Vehicles from Pacific Northwest National Labs. The project builds on a decade of work to electrify the area's transportation corridors by Plug-In North Central Washington. In addition, Douglas County PUD has secured legislation authorizing the production of hydrogen fuel as a byproduct of hydrogeneration during periods of excess power availability.



Wireless Inductive Bus Charger in Use

Link Transit is leading the nation's transit industry, having tested, and operated several generations of battery electric transit vehicles for over a decade, and currently transitioning to an all-electronic heavy bus fleet for local routes in the urbanized area as well as intercity commuter routes that operate as much as 55 miles one-way. Their most recent work includes testing and successfully deploying a fast-charging [wireless inductive system](#) that allows buses to charge while at a typical 4-minute stopover, the first public application of inductive charging in the United States.

The City is partnering with WSDOT on the SR 285/North Wenatchee Avenue project (Segment 1A) to deploy intelligent transportation systems including active signal priority systems for transit that utilizes vehicle-to-infrastructure technology. Additionally, all of the Loop projects provide the backbone fiber optic communication infrastructure necessary for implementing the latest ITS technology. The City plans to implement real time data collection sensors as part of North Wenatchee Avenue and Confluence Parkway to collect information about roadway and traffic conditions to help inform users and increase the efficiency of maintenance operations.

Innovation Area #2: Project Delivery - Innovative Permitting, Contracting, and Other Project Delivery Practices Streamline Environmental Processes

The City of Wenatchee and its partners began coordinating well in advance of initiating NEPA to streamline environmental planning and permitting associated with Confluence Parkway (Segment 2). This project is somewhat unique as the environmental review between two federal agencies, FHWA and Federal Energy Regulatory Commission (FERC), is occurring by combining the development of an environmental assessment (EA) into one concurrent effort for both agencies. The Chelan Public Utilities District (PUD) will also utilize the results of the EA in the relicensing process with the FERC to operate the Rock Island Dam on the Columbia River. The proposed Confluence Parkway alignment touches the FERC recreation boundary associated with the PUD's current license. The City is working with the PUD to share technical environmental studies and include project mitigation actions that will enhance wetlands and park user experiences along the Columbia and Wenatchee rivers, serving both the PUD and the project. Sharing resources and agency reviews will provide the greatest value to the taxpayer along with the greatest environmental benefit by complimenting NEPA efforts associated with this project and the upcoming FERC relicensing process for the Rock Island Dam Hydroelectric project. Advancing technical studies and the partnership with the two agencies allows for innovative delivery of NEPA approval.

FHWA and WSDOT Local programs staff have been instrumental in assisting the City to organize this effort. In addition, the Environmental Assessment will be submitted by the PUD to FERC for a license amendment resulting in the acquisition of the majority of the Right of Way needed for segment 2B as an outcome of the NEPA process. For more information refer to the Technical Feasibility Analysis, Appendix E Section 4 and 5.

The NEPA process combining two federal approving agencies is undertaken consistent with Executive Order 13807 and past One Federal Decision goals and objectives. The City embraces NEPA as a beneficial and appropriate process to ensure that the best cost-effective project is delivered to the public while creating a net environmental benefit and maximizing equity benefits that ensure low income, minority, under-served community members are provided with safe transportation alternatives to jobs and services that enhance their daily lives.



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For innovation in project delivery, the City proposes utilizing Progressive Design-Build for construction of Confluence Parkway (Segment 2). There is opportunity to utilize Design-Build to maximize quality and improve schedule outcomes for the costliest segment (2B). The segment is primarily following a new alignment and includes construction of a new Wenatchee River crossing, which provides the best opportunity for innovative and cost-effective project construction methods. The City will begin the process of procurement in accordance with state law and the WSDOT Design-Build Manual, and with the assistance from WSDOT design-build experts ([see WSDOT support letter](#)). FHWA approval for utilizing Design-Build is anticipated for this segment of the Apple Capital Loop. Additional information is included in the Technical Feasibility Analysis, Appendix E, Section 6.

Innovation Area #3: Innovative Financing

As a small urbanized area, Wenatchee has a history of implementing innovative financing tools to make the best use of limited financial resources. The City has utilized public-private partnerships to develop community assets such as the Pybus Public Market, new Waterfront District hotels and residential developments, a new City Hall and most recently to catalyze redevelopment of the wildfire-damaged area addressed by the North Wenatchee Master Plan that benefits from construction of Confluence Parkway (Segment 2A & 2B) and the McKittrick Street/BNSF Railroad Underpass (segment 1B). The City has used tools such as brownfields redevelopment, tax increment financing (TIF), and negotiated development agreements. The city also utilized alternative delivery methods to construct a \$44 million hockey arena to meet a legislative deadline. Washington State laws are restrictive compared to many states and thus this project is specifically utilizing the following financing tools considered innovative in this state.

- The City has secured \$3.7 million in low interest loans to facilitate redevelopment in the North Wenatchee Master Planning redevelopment area. The city will use tax increment to fund repayment of these loans. The loans covered the cost of early acquisition of right of way as part of a public private partnership and will fund a portion of Confluence Parkway (Segment 2A).
- If the state authorizes a new tax increment financing program this legislative session, the city may pursue forming a TIF district for the project area which will provide significant additional resources.
- The city purchased a large block of property industrial damaged by the Sleepy Hollow Fires allowing the business (NW Wholesale) to relocate to an industrial park and rebuild a new facility. The city is providing the right of way for McKittrick (Segment 1B) at no cost to the project by redeveloping this property for a higher and better use consistent with the North Wenatchee Master Plan.

Criterion #6: Performance and Accountability

Full Life-Cycle Costs

Life-cycle costs for each project segment have been evaluated using the Asset Management Plans of each subproject sponsor, and a detailed life-cycle schedule has been prepared (see Appendix H). The Project sponsors will use their respective Asset Management Plans as a strategic approach to reduce risk and to cost-effectively and efficiently manage the project assets, and to apply investment strategies to maintain and preserve the system on an ongoing, systematic basis. The Project team has built a very detailed maintenance schedule to be used as guidance to ensure that the assets built in the Project are correctly maintained.

The portions of the project that are on US 2/97 and SR 285 will be maintained by WSDOT, which utilizes a rigorous asset management system that ensures these improvements won't fall into disrepair in the future. The portion of the project under City jurisdiction will be maintained using property taxes and other dedicated tax revenue sources that the City allocates to maintaining its transportation systems through a pavement management plan. Local funding for road maintenance and operations in the two cities is secured through implementing local-option license plate fees, authorized by law along with commitments of property tax revenues to support roads. The full Detailed Life-Cycle Schedule can be found in a worksheet in Appendix H, and on the project website at wenatcheewa.gov/confluenceparkway.

Performance and Accountability

The City will advance the Performance and Accountability Objectives finalizing the Equitable Project Assessment for Confluence Parkway during the completion of the NEPA process and monitor compliance. The City selects Safety Improvements, as delineated in the Benefit Cost Analysis, as a Project Success Factor and will monitor the performance



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12 months after the completion of the Loop consistent with the estimate provided in the BCA, which based upon traffic volumes and project design estimates that accidents will be reduced as a result of replacing the continuous center left turn lane, or “suicide lanes” along SR 285/North Wenatchee Avenue with median barrier and U-turn lanes at key intersections.

VI. Project Readiness

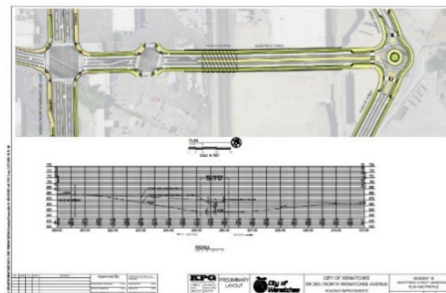
This section provides information concerning the applicant’s capacity to deliver within the statutory timelines. Utilizing partnerships with WSDOT and Douglas County, the City serves as the lead agency to deliver the \$263 million project as shown below. Upon award, the partners will enter into interlocal agreements to deliver their respective project segments. This section focuses on the segments with INFRA funding. The reader is referred to Appendix E (Technical Feasibility Analysis) and Appendix D-1 (Project Budget and Schedule) for additional detail.

Exhibit G: Segment Funding

Segment (Subproject)	Responsible Agency	INFRA Request	Total Future Eligible Costs
Segment 1A – N. Wen. Ave.	WSDOT	\$0	\$16,793,597
Segment 1B – McKittrick Underpass	City of Wenatchee	\$29,524,200	\$31,524,200
Segment 1C – US 2 Roundabout	WSDOT	\$0	\$ 4,347,096
Segment 2A – Confluence Pkwy South	City of Wenatchee	\$60,587,756	\$61,087,756
Segment 2B – Confluence Pkwy North	City of Wenatchee	\$23,937,404	\$66,861,604
Segment 2C – South End Bike/ Ped Access	City of Wenatchee	\$10,000,000	\$10,000,000
Segment 3 – Cascade Interchange	Douglas County	\$16,364,756	\$16,364,756
Segment 4 – SR 28 Widening	WSDOT	\$0	\$55,857,089
Total		\$140,414,116	\$262,836,098

Technical Feasibility

All Apple Capital Loop subprojects are documented in the Technical Feasibility Analysis, Appendix E. All of the segments of the Apple Capital Loop have been vetted with initial design work to define the basis for the project effectiveness and the budget with specific emphasis placed on the segments requesting INFRA funding. Each subproject has been deemed technically feasible based on pre-design and environmental analysis. Appendix E and the project website provide links to design drawings, engineering estimates, as well as an environmental information for each subproject. This document is particularly extensive in describing the feasibility with the segments in which INFRA funding is requested based on pre-design work accomplished as well as before and after project build conditions. A project budget and appropriate contingency levels are described and included in Appendix D and Section IV of this narrative. It is noted that since the previous applications additional design, budget review, and environmental progress continues to be accomplished



Project Schedule

The project schedule and delivery strategy work together to meet statutory requirements of obligation well in advance of September 30, 2024 and construction initiation within 18 months of obligation. A detailed schedule correlated to project expenditures for each subproject is included in the Project Budget and Schedule, Appendix D, and the Technical Feasibility Analysis in Appendix E. The following schedule illustrates the overlapping elements of all subprojects combined that are part of this INFRA grant meet statutory timelines. Each segment receiving INFRA funding is shown in bold showing delivery of the project well in advance of statutory timelines. Obligation of INFRA funds is expected in late 2022/ early 2023 after the completion of the environmental compliance, approximately 1.5 years in advance of the deadline which will provide an ample allowance for unexpected delays.

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Exhibit H: Project 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

To expedite delivery and minimize scheduling risk, Washington law (RCWs 47.20.780 & 47.20.785) authorizes the use of a Design-Build team. Right of Way (ROW) acquisition for INFRA funded segments carry low risk given the following:

- Segment 1B ROW acquisition is complete subject to NEPA approval through a categorical exclusion.
- ROW acquisition associated with Segment 2A consists of strip acquisition and two full take parcels. The schedule provides adequate time for the purchase of right of way consistent with the Uniform Act and WSDOT Right of Way Procedures Manual.
- ROW acquisition associated with Segment 2B is primarily from partnering public agencies and one fruit company who is currently exploring vacating the outdated facility.
- ROW acquisition for Segment 3 is not necessary as 100% of the project fall within existing right of way.

The City recognizes that our request for \$140 million is substantial, and believes the project merits full award. However, given the independent utility of project segments, the overall project can be phased to accommodate a partial award, while still accomplishing USDOT goals for the INFRA program goals and satisfying the non-federal match and societal benefit requirements.

Exhibit I: Phasing and Partial Funding Options

Funding Request Options	Future Eligible	INFRA Request	Secured Match	Requested Match	Match Percent	BCA
Full Funding Request: Apple Capital Loop Network of Projects	\$262,836,098	\$140,414,116	\$90,497,782	\$31,924,20	46.5%	1.85
Funding Option A: #1 SR 285/North Wenatchee Avenue #2A Confluence Parkway South #2C South End Bike/Ped Access #4 SR 28 / Sunset Highway Widening	\$179,609,738	\$102,111,956	\$77,497,782	\$0	43.1%	2.50
Funding Option B: #1A SR 285/North Wenatchee Avenue #1C US2/Easy Street Roundabout #2A Confluence Parkway South #2C South End Bike/Ped Access #4 SR 28 / Sunset Highway Widening	\$148,085,538	\$70,587,756	\$77,497,782	\$0	52.3%	3.09
Funding Option C: #1A SR 285/North Wenatchee Avenue #1B McKittrick St/BNSF Underpass #1C US2/Easy Street Roundabout #2C South End Bike/Ped Access #4 SR 28 / Sunset Highway Widening	\$118,521,982	\$41,524,200	\$76,997,782	\$0	65.0%	2.55

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Required Approvals

NEPA, Agency Permits/Approvals, Environmental Studies, FHWA/WSDOT Consultation, & Public Engagement

The reader is referred to the Technical Feasibility Analysis, Appendix E for extensive detail associated with environmental compliance. In brief, each segment is summarized below. Exhibit I. Project Schedule provides environmental compliance timelines.

- NEPA was completed for Segments 3 and 4 in 2006. WSDOT and FHWA conducted a review of the EIS in 2020 and did not identify any updates or changes to the projects.
- Segments 1 & 2C are following the Categorical Exclusion process in consultation with FHWA and WSDOT environmental experts.
- An Environmental Assessment is underway for Segment 2A & 2B, Confluence Parkway. As detailed in the Technical Feasibility Analysis, Appendix E, a “road map” has been established to ensure that timelines are met with respect to INFRA funding and accountability. The City has engaged qualified consultants to complete the NEPA process in compliance with Executive Order 13807, which is anticipated to be completed by early 2022 with a FONSI anticipated to be signed by Summer 2022. The project schedule provides 1-year contingency time for NEPA compliance, as detailed in the Technical Feasibility Analysis, Section V.

It is also important to recognize that Progressive Design-Build principles are being applied to this project through engagement of bridge contractors during the environmental review process. This will support successful outcomes for the design-build process during construction. The City is currently working the WSDOT Local Programs Division and the Environmental Oversight Team, and the following FHWA staff for NEPA compliance for Segments #1 and #2:

- William Witucki (Shae), FHWA Washington Division, Area Engineer for North Central Washington
- Sharon Love, FHWA Washington Division, Environmental Program Manager

The City has [engaged stakeholders](#) and is working towards collaborative approaches to mitigating the environmental risks by bringing all stakeholders to the table. For example, a public outreach meeting was held for Segments 1 and 2 in which over 43,000 post cards were delivered spurring on collection of over public 700 comments and high attendance levels for a public open house. Refer to the Technical Feasibility Analysis, Appendix E, Section 3, for details regarding this particular outreach effort and public outreach additional public engagement. The vast array of letters of support representing individuals, organizations, businesses, and more are included in this application via the website.

State and Local Project Approvals

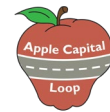
Several key state and local project approvals are required:

- Rail crossing agreements must be obtained from BNSF Railway. Meetings with BNSF staff have provided useful information pertaining to constructing two grade separated crossings and the permanent closing of one additional at-grade crossing.
- Approval will be required from the Chelan County Public Utility District (PUD) for work within the Rock Island Hydroelectric project recreation boundary. This approval is a coordinated effort with the Federal Energy Regulatory Commission for a license amendment. A Memorandum of Understanding with the PUD is included on the project website for reference.
- Other project approvals are identified in Appendix E, Technical Feasibility Analysis. For streamlining purposes, all approvals are documented in the NEPA currently underway.

Federal Transportation Requirement Affecting State and Local Planning

Appendix E Section 2 of the Technical Feasibility Analysis provides an extensive review of extensive planning that has taken place for the Apple Capital Loop network of projects. Appendix E-1 provides an update on recent outreach activities. Appendix B provides a list with web links to the various plans developing and informing this project. Finally, the project website includes all of pertinent planning documents at wenatcheewa.gov/confluenceparkway. All work undertaken in support of the Apple Capital Loop has all met Federal, State, and Local Planning requirements.

Completing the APPLE CAPITAL LOOP



Assessment of Project Risks and Mitigation Strategies

The following risk analysis matrix is informed by the extensive planning and preliminary analysis already performed for the network of projects. Confluence Parkway, the subproject with the greatest potential risk is the beneficiary of a “pre-NEPA” study completed in 2018 and with early consultation with resource agencies and affected Tribes.

Exhibit J: Summary of Potential Risks

Risk Potential	Risk Type	Status / Proposed Mitigation	Risk Level
Public Support	Feasibility, Cost, Schedule	The city has a history of outreach and public participation creating project ownership and quality projects. Additional outreach and coordination with the Chelan PUD continue, as does public input with outreach to Environmental Justice populations as part of the Confluence Parkway NEPA process and associated mitigation actions.	Low
Technical Feasibility	Feasibility	Sufficient planning studies & pre-design engineering has been performed to ensure feasibility. See website and Appendix E.	Low
Partner Approvals	Railroad Schedule	The city has a good working relationship with BNSF over the years and understands their process. Project impacts and benefits have been presented and BNSF supports both grade separations for safety.	Low
Federal Regulatory Commission (FERC) Approval	Energy Schedule and Cost	This potential risk involves close coordination with Chelan County PUD who owns the property and is responsible for working with FERC. This coordination is underway in cooperation with FHWA and WSDOT. Mitigation funding has been included in the grant application along with a contingency.	Low to Medium
NEPA Approval for Segments 2A & 2B	Cost and Schedule	Risk associated with the NEPA process is mitigated through extensive stakeholder, landowner, agency, tribal, NGO, and public engagement. The estimated completion date of the NEPA process is spring 2022 with a FONSI issued summer 2022.	Low to Medium
NEPA Approval for Segments #3 and #4	Schedule	The FEIS was completed in 2006 Selecting Alternative 3B. Stage 1 was constructed in 2013, these two subprojects are covered by the FEIS. WSDOT completed a review and update of the FEIS in 2020.	No Risk
Budget	Feasibility	Utilizing design-build helps guarantee costs and timelines for Confluence Parkway. Cost estimates are based on pre-design and have sufficient contingency.	Low
Right of Way	Cost and schedule	The City has secured right of way (ROW) for Segment 1B. ROW for Confluence Parkway is mostly from partnering public agencies. ROW is not required for 3. Segment 1A requires strip acquisition. Sunset Highway requires considerable ROW acquisition (WSDOT has allotted ample time for this acquisition process).	Low to Medium

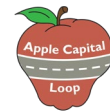
Freight Related Benefits:

The project has 6% freight related benefits, as demonstrated in the Benefit Cost Analysis. Freight volume is anticipated to remain at 8% of total traffic across the project area; individual segments currently vary between 5.2% to 9.45% heavy trucks. The project is anticipated to achieve moderate freight benefits at approximately 6% of total project benefits, based upon projected truck fuel savings and operating hours saved.

Non-Motorized Multimodal Benefits:

The Apple Capital Loop network of projects significantly expands options for non-motorized transportation in the community. With the construction of the South End Bike/Ped Access project (Segment 2C), the Loop Trail will finally provide a continuous north-south cycling and walking route on a dedicated right of way separate from vehicle traffic and will achieve a long-standing goal of removing the existing railroad barrier that currently limits access by the

Completing the APPLE CAPITAL LOOP



underserved populations in South Wenatchee neighborhoods. This provides redress for a major shortcoming of the original trail design and construction in the 1980s and is an important element of the City's strategy for addressing equity for low income and minority Latino residents of the city. The South End Bike/Ped Access project will also improve east-west connectivity across the Columbia River for those same underserved residents of South Wenatchee adjacent to the Loop, by constructing a second trail overcrossing of SR 28 on the east side of the Columbia River where the closest vital services, shopping and employment opportunities are located for South Wenatchee residents.

The Confluence Parkway project segment (2A & 2B) will include bicycle lanes on the newly constructed roadway. While immediately parallel to the existing Loop Trail, this section of the trail is the most heavily used by pedestrians and visitors to the waterfront parks and natural area. Providing an alternative bikeway for cyclists will alleviate safety concerns for cyclist/pedestrian crashes, create a more direct and faster corridor for bicycle commuting, and by doing so will improve the user experience within the parks and natural area. Slow-moving cyclists will still have use of the Loop Trail within the park and natural area.

VII. Large / Small Project Requirement

The Apple Capital Loop Project meets the project size requirements to qualify as a large project for the purposes of this grant application. As a result, the following requirements must be satisfied:

1. Does the project generate national or regional economic, mobility, safety benefits?

Yes, the project will result in 32 million hours of time saving over 20 years in moving freight and motorists to the N-S, and E-W highways connecting to Canada, west coast Ports and Eastern WA by easing congestion. Delays in transporting perishable fruit to domestic and international markets will be eliminated. Safety is improved by eliminating two at grade crossings with the BNSF mainline. Lands are accessed for community and economic development. And a third access to/from Wenatchee is created allowing for emergency response and evacuations that proved challenging in recent wildfires.

2. Is the project cost effective?

Yes, as described in Section V.1.1. Benefit Cost Analysis yielded a conservative Benefit Cost Ratio of 1.7.

3. Does the project contribute to one or more of the Goals listed under 23 U.S.C.?

- 1) **Safety** – Project segments 1B and 2 will eliminate two at-grade crossings of the BNSF mainline that impede traffic and pedestrian access to Wenatchee's waterfront, its regional event center, and emerging housing and commercial areas. Crashes are reduced by replacing US 2/Easy St intersection with a roundabout. Overall, the project will reduce an estimated 670 crashes over 20 years with medians, roundabouts, and other safety enhancements.
- 2) **Infrastructure condition** – Combined with past local and state investments, this project continues a track record of investment to maintain a state of good repair and associated functionality of the loop.
- 3) **Congestion reduction** – Congestion is reduced dramatically on the loop by eliminating bottlenecks to increase the aggregate carrying capacity from 138,000 to over 200,000 vehicles per day, eliminating two at-grade crossings, improving SR 285 and SR 28 with medians, U-turns, new roundabouts at intersections.
- 4) **System Reliability** – the Confluence Pkwy, N. Wenatchee Ave changes, roundabouts, and grade separations will allow for smooth movement of freight and traffic to highways north-south and east-west. Maintaining capacity of the loop provides the only alternative routes in the valley.
- 5) **Freight movement and economic vitality** – movement of agricultural and other products to coastal Ports, north to Canada and east will move safely and efficiently using the Confluence Pkwy, roundabouts and SR 28 corridor. There will be reduced risk of road/rail conflicts between cars and/or trucks.
- 6) **Environmental sustainability** – reducing congestion and delays reduce emissions from idling vehicles currently experienced at the at-grade crossings. Enhancements through mitigation to non-motorized trail system and the natural environment create sustainability as the region grows.
- 7) **Reduced project delivery delays** - Based on substantial planning and due diligence, the project is ready to proceed. Partnerships and innovations in process such as permitting streamlining and design-build are being employed which will ensure efficient project delivery to realize the benefits ahead of schedule.

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4. Is the project based on the results of preliminary engineering?

Yes, see Appendix E: Technical Feasibility Analysis Summary for more details.

Segment:	1A	1B	1C	2A	2B	2C	3	4
Environmental Assessments							X	X
Topographic Surveys	X	X	X					X
Metes & Bounds Surveys	X	X	X				X	X
Geotechnical Investigations		X		X				
Hydrologic Analysis			X					
Utility Engineering			X					
Traffic Studies	X	X	X	X	X		X	X
Financial Plans	X	X	X	X	X	X	X	X
Revenue Estimates	X	X	X		X		X	X
Hazardous Materials Assessment								
Materials Estimate	X	X	X	X	X	X	X	X
Other Work Required for Design	X	X	X	X		X		X

5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?

Yes. State funds in the amount of \$77 million from Washington’s Connecting Washington program have been appropriated for future eligible costs of the project. City of Wenatchee’s has also committed \$12.5 million for construction. Additional funds have been identified for maintenance and operations. The project includes a request from the State legislature of \$30.4 million of which is a portion of the region’s anticipated share from the next transportation revenue package expected in the 2021 biennium.

5b. Are contingency amounts available to cover unanticipated cost increases?

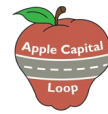
Yes, the project has on average over 25% contingency on construction costs budgeted for unanticipated cost increases.

6. Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?

Yes, the project requires the assistance from federal sources in order to proceed. Wenatchee trails the state and Nation in median income due to agriculture dominated economy. Furthermore, the population base of 70,000 people does not provide adequate taxing capacity max the necessary improvements identified in this application to serve the region as a transportation hub.

7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?

Yes, see milestones in Section V. of this narrative and Appendix D.



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APPENDIX

Appendix A: Full Benefit Cost Analysis (Narrative and Spreadsheet) - Attached to Application Package & website

Appendix B: Planning and Technical Reports

Appendix C: Letters of Support - Attached to Application Package & website

Appendix D: Detailed Project Budget and Schedule Support - Attached to Application Package & website

Appendix E: Technical Feasibility Analysis Summary - See website

Appendix E-1: Racial equity Impact Analysis, Equity-focused Community Outreach and Public Engagement- Attached to Application Package

Appendix F: Optional Phasing / Partial Funding Options Matrix - Attached to Application Package

Appendix G: Details on Project Partners

Appendix H: Life Cycle Costs- Attached to Application Package & website

Appendix I: CDTC Travel Demand Model Documentation - Attached to Application Package & website

Appendix J: Opportunity Zone Map

Project website: wenatcheewa.gov/confluenceparkway



Completing the APPLE CAPITAL LOOP

Appendix B: Planning and Technical Reports

Our Valley – Our Future Action Plan - 2016

<http://www.ourvalleyourfuture.org/>

City of Wenatchee – North Wenatchee Master Plan

<http://www.wenatcheewa.gov/government/community-and-economic-development/economic-development>

Chelan Douglas Transportation Council - North Wenatchee Transportation Master Plan:

<http://www.chelan-douglas.org/sr-285-north-wenatchee-transportation-master-plan/>

Chelan Douglas Transportation Council - Metro Freight & Truck Routes Plan

<http://www.chelan-douglas.org/new-page-3/>

Chelan Douglas Transportation Council – 2040 Regional Transportation Plan

<http://www.chelan-douglas.org/2040-regional-transportation-plan/>

Chelan Douglas Transportation Council – Greater Wenatchee Bicycle Master Plan

<http://www.chelan-douglas.org/wenatchee-area-bicycle-master-plan/>

Washington State Department of Transportation – State Freight Plan

<https://www.wsdot.wa.gov/Freight/freightmobilityplan.htm>

2014 and 2017 Washington State Department of Transportation – State Rail Plan

<http://www.wsdot.wa.gov/Rail/staterailplan.htm>

Planning,-Design and Environmental Documents:

Specific reports and design plans for each segment are included on the Project website: www.wenatcheewa.gov/confluenceparkway

Project Introduction Summary

GRANT APPLICATION

- INFRA Grant Narrative
- Benefit Cost Analysis Report (Appendix A-1)
- Benefit Cost Analysis Worksheets - 5 Worksheets Submitted
- Project Budget & Schedule Summary (Appendix D-1)
- Project Budget & Schedule Worksheets (Appendix D-2)
- Technical Feasibility Analysis (Appendix E)
- Life Cycle Cost Analysis (Appendix H)
- Traffic Modeling Analysis Memorandum (Appendix G)

PUBLIC ENGAGEMENT INFORMATION

- Chelan-Douglas Metro Area Demographic Profile
- Our Valley, Our Future Action Plan
- Public Engagement Landmarks (Segments 1,2,3)
- North Wenatchee Avenue Open House (Segments 1,2)
- "Applying Innovation through Wireless Charging of Transit Buses"
- Public Outreach Meeting (April 10, 2019)
- Confluence Parkway Public Meeting

PLANNING REPORTS

- 2040 Regional Transportation Plan
- Washington State Freight Plan - 2017 Technical Update
- Washington State Freight Plan - 2014
- Washington State Rail Plan
- Metro Freight & Truck Routes Plan
- North Wenatchee Transportation Master Plan (Segments 1,2)
- Wenatchee Bicycle Master Plan
- Updated Regional Transportation Model 2045
- INFRA Grant Traffic Modeling Analysis Memorandum
- Map of Metropolitan Areas Not Served by Interstate Highways

SEGMENT 1 - North Wenatchee Avenue SR 285 & McKittrick Railroad Underpass:

- NEPA Categorical Exemption & EA/EIS Map
- Wenatchee Avenue Form & Function Study
- North Wenatchee Master Plan
- Transit Memorandum
- Early Right-of-Way Acquisition Exhibit
- McKittrick Signal Plans
- McKittrick Railroad Underpass Pre-Design Plans
- North Wenatchee Avenue (SR 285) Preliminary Engineering Summary
 - Plans & Figures (Appendix A)
 - Cost Estimates (Appendix B)
 - Urban Design Report (Appendix C)
 - Transportation Analysis (Appendix D)
 - Transit Memorandum (Appendix E)
 - Stakeholder Presentation (Appendix F)
 - Outreach Summary (Appendix G)
 - Business Property Owner Summary (Appendix H)
- McKittrick Street Cost Estimate

SEGMENT 2 - Confluence Parkway SR 285 Bypass:

- Federal NEPA Permitting Dashboard
- NEPA Categorical Exemption & EA/EIS Map
- North Wenatchee Improvements Pre-NEPA Assessment
- NEPA Compliance Project Schedule
- Type I/II & Location Preliminary Study
- Preferred Bridge Type Preliminary Design
- Confluence Parkway Pre-Design Plans
- Confluence Parkway Preliminary Cost Estimate
- Pre-Design Report for Pedestrian Bridge
- NEPA Environmental Assessment (EA) Initiation
- NEPA Compliance Schedule
- City of Wenatchee & Chelan County PUD MOU

SEGMENT 3 - Cascade Interchange US 2/97:

- Douglas County North End Master Plan
- US 2/97 & Cascade Interchange Pre-Design Plans
- SR 28/35th Roundabout Pre-Design Plans
- Cascade Interchange Cost Estimate

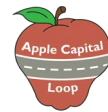
SEGMENT 4 - Sunset Highway SR 28:

- SR 28 EIS Summary
- SR 28 EIS Record of Decision
- SR 28 EIS Record of Decision Approval

ECONOMIC DEVELOPMENT IMPACT STUDIES

- North Wenatchee Ave SR 285 (Segment 1)
- North Wenatchee Master Plan
- North Wenatchee Site Development Analysis
- North Wenatchee Market Study
- Cascade Interchange US 2/97 (Segment 3)
- Douglas County North End Sub-Area Plan
- Douglas County North End Market Study
- Douglas County North End Economic Analysis Worksheets

Completing the APPLE CAPITAL LOOP



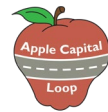
Appendix C: Letters of Support (copies of letters to be posted on project website)

These are examples of the support we have received. A full list of support letters can be found on the project website: wenatcheewa.gov/confluenceparkway

LETTERS OF SUPPORT

U.S. Senator Maria Cantwell
U.S. Senator Patty Murray
Congressman Dan Newhouse (4th District)
Congresswoman Kim Schrier, M.D. (8th District)
Senator Brad Hawkins (12th District)
Rep. Keith Goehner (12th District)
Rep. Mike Steele (12th District)
Alcoa Wenatchee
BNSF Railway
Central Washington Innovation Partnership Zone
Chelan County Commission
Chelan County Fire District No. 1
Chelan County Sheriff
Chelan-Douglas Community Action Council
Chelan-Douglas Land Trust
Chelan County PUD
Chelan Douglas Regional Port Authority
Chelan-Douglas Transportation Council
City of Cashmere
City of Chelan
City of East Wenatchee
City of Entiat
City of Leavenworth
City of Wenatchee
Confluence Health
Douglas County Commission
Douglas County Sewer District No. 1
Douglas County Sheriff
Eagle Group
East Wenatchee Police Department
East Wenatchee Water District
Eastmont Metropolitan Park District
Eastmont School District
Goodfellow Bros.
Great Northern Corridor Coalition
HighLine Grain
Housing Authority
LifeLine Ambulance
LINK Transit
Mission Ridge Ski & Board Resort
Native River Fund
NCW Audubon Society
NCW Economic Development District
Our Valley, Our Future
Pacific Aerospace & Electronics
Pacific Rim Land
Rivercom 911

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Stemilt Growers
The Trust For Public Land
The Wenatchee World
Washington State Tree Fruit Association
Waste Management
Wenatchee Chamber of Commerce
Wenatchee Downtown Association
Wenatchee Police Department
Wenatchi / P'squosa / Methow
Wenatchee Public Schools
Wenatchee Valley College
Wenatchee Valley Museum & Cultural Center
Wenatchee Valley TREAD
WSDOT



Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 16, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Washington State Department of Transportation is pleased to support the City of Wenatchee's 2021 INFRA grant application for the Apple Capital Loop project.

The proposed project addresses mobility and safety issues on the State Route (SR) 285 and SR 28 loop, which is a critical corridor for sustaining the economy in Wenatchee and managing future development identified in the city's growth management plans. Additionally, the project would keep freight corridors functional and reliable, and would mitigate the impact of mainline rail freight passing through the region, consistent with the state's freight mobility plan.

WSDOT is committed to supporting the City of Wenatchee with the delivery of this project. Our Local Programs office will continue to provide assistance and review of administrative documentation for this project. The Local Programs Environmental office will provide oversight for the National Environmental Policy Act process and for associated cultural resources documentation, while the Local Programs Right of Way office will provide assistance in developing and approving the Right of Way Plans for the Apple Capital Loop project.

In further support of the City of Wenatchee's proposal, our Construction Office will provide Design/Build training and technical support to minimize risks and support successful project delivery.

Thank you in advance for giving this project your full and fair consideration.

Sincerely,

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation



Mayor Randy Agnew, City of Rock Island | 2021 Chair
Jeff Wilkens, Executive Director
11 Spokane Street, Suite 301, Wenatchee, WA 98801
(509) 663-9059 | chelan-douglas.org

March 9, 2021

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for the Apple Capital Loop INFRA Grant

Dear Secretary Buttigieg:

On behalf of Chelan-Douglas Transportation Council (CDTC) membership, I'm writing as chairman of the organization to urge your support for the City of Wenatchee's INFRA grant application for the Apple Capital Loop.

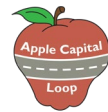
Located in central Washington state midway between Seattle and Spokane and two hours south of the US/Canada border, highway connections to the Wenatchee Valley are limited to narrow two-lane state highways. Wenatchee is the business services, packing and shipping hub of the central Washington tree fruit agricultural economy – fresh apples, cherries and pears exported domestically and internationally, and highly dependent on reliable shipping by truck. Wenatchee is one of only eight small metropolitan areas in the nation not directly served by the interstate highway system or a four-lane highway connection to the nearest interstate (I-90 is 40 miles to the southeast). This community is proud to be the Apple Capital of the World, but recognizes that the current transportation system is a key impediment to realizing our economic potential.

The Apple Capital Loop project resulted from a decade of collaboration among communities across the region, with broad community engagement and support. The project is divided into five subcomponents that combined will improve safety, mobility, system reliability, freight movement and congestion relief for the citizens and businesses of Central Washington. Without the backbone mobility of an interstate route through the community, our focus is to complete our central loop of local highways and bridges crossing the Columbia and Wenatchee rivers, the hub of our regional transportation system.

Recent events underscore the importance of moving quickly to implement this project. The Wenatchee Valley is surrounded by vast federal and state forest lands that bring increasingly frequent and devastating wildfires to the region. The recent Sleepy Hollow fire spread into the urban area and burned more than 30 acres of industrial property inside the City of Wenatchee. That event demonstrated that our current transportation system is not suitable for responding to

Chelan County | Douglas County | Bridgeport | Cashmere | Chelan | East Wenatchee | Entiat | Leavenworth
Mansfield | Rock Island | Waterville | Wenatchee | Chelan-Douglas Regional Port Authority
WSDOT North Central Region | Link Transit

Completing the APPLE CAPITAL LOOP



Page 2
Apple Capital Loop Letter of Support

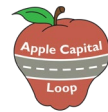
a large-scale emergency. Completion of the Apple Capital Loop will greatly enhance public safety, both for day-to-day emergency responders and for potential disaster evacuation scenarios.

The Apple Capital Loop INFRA grant will be combined with more than \$100 million of public and private funding budgeted and ready for phased construction over the next several years. It will also leverage more than \$200 million of recent investments in our agricultural sector for expanded production, storage and transportation, and create access to developable properties expected to attract over \$500 million in new private and public investment to our region based on recently completed planning and pre-permitting.

USDOT's focus on applying the INFRA grant program to improve freight mobility and grow rural economies and jobs is truly exciting. Thank you for your consideration of this important project in the Wenatchee Valley.

Sincerely,

Jeff Wilkens
Executive Director



March 9, 2021

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

RE: Support for the Apple Capital Loop INFRA grant

Dear Secretary Buttigieg,

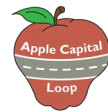
On behalf of the Board of Directors and Link Transit patrons, I urge your support for the City of Wenatchee's application for the Apple Capital Loop INFRA grant. Link Transit is the public agency that provides public transportation services for the residents and visitors of Chelan and Douglas Counties. This is a 3,000 square mile area in central Washington State; however, the core of our operation is in the Wenatchee metropolitan area. All of our routes depend on the Apple Capital Loop, as the sole access to the central urbanized area of the community where most services are located.

Our community faces a unique geographic challenge, as the City of Wenatchee is effectively an island (bounded by the Columbia and Wenatchee Rivers and the Cascade Mountains), with only two bridges to access the central region to its business, industry and government services. At its core, the Apple Capital Loop project is an effort to cost effectively improve multi-modal access for freight, businesses, residents and visitors to the center of the Wenatchee region. The proposed projects are critical to the future success of our public transit service as every single transit route Link Transit operates traverses the Apple Capital Loop to reach our multi-modal transit center. A transit center where linkages to Amtrak, Intercity bus services, SeaTac airporters, adjacent transit service providers and local taxi and on-demand services are provided.

The Apple Capital Loop project is a culmination of years of planning by regional jurisdictions and broad community engagement in the Wenatchee Valley. The projects will improve safety, mobility, system reliability, freight movement as well as Link Transit services. The Apple Capital Loop projects are critical to the success of our Link Transit Vision 2020 service plan, were our community recently increased local sales tax to fund a nearly 40% expansion of transit service. This service expansion depends on the Apple Capital loop improvements to effectively:

2700 Euclid Avenue • Wenatchee WA 98801 • MAIN 509.664.7600 • FAX 509.662.1595

www.linktransit.com



- a) double the frequency of local bus service on North Wenatchee Ave,
- b) deploy and integrate the traffic control system with the buses Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system,
- c) provide all day – 15-minute regional Bus Rapid Transit like service on the proposed Confluence Parkway,
- d) Deploy nineteen (19) - 100% battery electric, wirelessly fast charged transit buses,
- e) Install and utilize four (4) 350 kW wireless opportunity chargers
- f) Reduce travel time over our existing commuter buses from Leavenworth and Chelan by at least 7 minutes through the benefits of Confluence Parkway,

By providing additional frequency, hours of coverage and congestion relief for business and citizens in Central Washington, the projects will create valuable travel time savings improving the efficiency and reliability for Link Transit's service. A service, which moves over 1 million riders annually and has a goal to grow and serve over 2 million.

Link Transit is currently investing over \$20 million in bus capital, electrification, automation and passenger amenity assets for services along the Apple Capital Loop corridor and will be spending an additional \$1.5 million + in annual operating expenses for the expanded services along this corridor. This level of investment and commitment demonstrates the importance of this project to Link Transit. Congestion and delay in the Loop corridor has already begun to erode the reliability of our public transit. Without these planned improvements, the cost of congestion will greatly reduce the effectiveness of the public investment in transit and this agency's ability to support the economic future of North Central Washington.

This INFRA grant will be combined with more than \$100 million of public and private funding to complete the Apple Capital Loop and leverage more than \$200 million of investment made by our agricultural sector in production, storage and transportation. The projects propose real innovations in infrastructure, permitting and leverage. This opens developable properties with the adopted plan in place that have the potential to bring \$500 million in reinvestment to our region and improve overall goods and citizen movement. Though this area is rural, our industries and products touch the world; this is why the 12 regional leaders, who comprise the Link Transit's Board of Directors, have identified this as critical to our community's future.

Thank you for your consideration of this vital funding application.

A handwritten signature in blue ink, appearing to read "Richard DeRock".

Richard DeRock
General Manager



Office of the Mayor, Frank J. Kuntz
(509) 888-6200 Phone
(509) 888-3636 Fax
Wenatchee City Hall
301 Yakima Street, Suite 301
P.O. Box 519
Wenatchee, WA 98807-0519
Website: www.wenatcheeva.gov

MEMORANDUM

TO: The Honorable Pete Buttigieg, Secretary of Transportation
U.S. Department of Transportation

FROM: Frank J. Kuntz, Mayor

DATE: March 18, 2021

RE: Completing the Apple Capital Loop INFRA Application

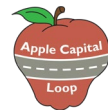
Dear Secretary Buttigieg:

The City of Wenatchee is very pleased to submit our fourth application to the INFRA grant program on behalf of our region. The Wenatchee Valley consists of two cities and two counties. Coming together to invest in backbone infrastructure that supports the whole region has illustrated how we truly can leverage the strength and capacity of each partner to create a winning project serving our community, our businesses, and the economy that impacts our nation. We believe strongly in taking intentional action to plan for the future in terms of ensuring infrastructure is in place to support business before it harms business.

We have a track record of performance, delivering cost effective and innovative solutions to problems and a commitment to preparing for the future. Given we have a worldwide presence in our fruit industry and national presence with our hydropower assets, we are requesting federal investment in our region to support the national highway system's effectiveness as it pertains to the region's economy. This request is based on transportation needs that support the nation's objectives and also would put a disproportionate burden on our community if it were to be funded entirely locally as with most rural areas. Our community is also experiencing significant growth which is taking an existing problem and pushing the transportation system into failure mode.

Our application is bold; as is our tenacity in coming back year after year. We will continue to champion completing the Apple Capital Loop because the region's future depends on it. When you think about the relatively small federal investment in our urban area throughout history, we believe your investment in our area will not only satisfy national objectives, but will create a return on investment that will be realized for years to come.

Apple Capital of the World



City of East Wenatchee

Jerrilea Crawford, Mayor

271 9th Street NE • East Wenatchee, WA 98802
Phone (509) 884-9515 • Fax (509) 884-6233
jcrowford@eastwenatcheewa.gov

March 8, 2021

Secretary Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue
SE Washington, DC 20590

Re: Support for the Apple Capital Loop INFRA Grant

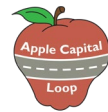
Dear Secretary Buttigieg:

On behalf of the citizens and businesses of East Wenatchee, we urge support for the City of Wenatchee's application for the Apple Capital Loop INFRA grant. We wholeheartedly believe this grant, if provided, will significantly advance this valley's vision for a vibrant north central Washington, and create ladders of opportunity across geographic, political, and cultural boundaries. The Apple Capital Loop project is the result of years of planning by regional jurisdictions and broad community engagement in the Wenatchee Valley. The Apple Capital Loop supports economic vitality on a local, regional, and national level by bringing together four vital, interconnected projects that comprise the backbone of our regional transportation network, and the local component of the National Highway Freight Network (NHFN).

Specifically, this multi-modal network of projects will yield improved safety, system reliability, and congestion relief coordinated with deployment of a modernized, rapid-charge battery electric commuter transit system with faster speed and increased frequency. The impacts of climate change and recent fire events underscore the important safety element to implementing this project. The Wenatchee Valley, surrounded by publicly owned forest lands, experienced extreme wildfires in 2014 and 2015. The Sleepy Hollow fire burned more than 30 acres within the City's urban core. These events impact the entire region but especially our most vulnerable populations which are more susceptible to wildfires, floods, and other natural disasters. The Apple Capital Loop will enhance our ability to respond to future emergencies and safely evacuate citizens, particularly though the Confluence Parkway bypass segment.

This INFRA grant will be combined with more than \$100 million of other local public and private funding to complete the Apple Capital Loop. It will leverage more than \$200 million of investments by our agricultural sector in production, storage, and transportation. This INFRA

Completing the **APPLE CAPITAL LOOP**



Grant will significantly advance the health, safety, and economic welfare of this community for decades to come. We are rural, we don't have the benefit of an interstate and this project provides opportunities to highlight the ability of a region to come together and use federal, state, and local funding in an efficient and effective manner. The region's future depends on the completion of the Apple Capital Loop.

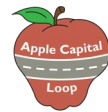
Thank you for your consideration of this application.

Sincerely,

A handwritten signature in blue ink that reads "Jerrilea Crawford".

Jerrilea Crawford
Mayor, East Wenatchee

Completing the APPLE CAPITAL LOOP



DAN SUTTON
1ST DISTRICT
KYLE STEINBURG
2ND DISTRICT
MARC S. STRAUB
3RD DISTRICT

DOUGLAS COUNTY COMMISSIONERS

March 9, 2021

Secretary Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue
SE Washington, DC 20590

Re: Support for the Apple Capital Loop INFRA Grant

Dear Secretary Buttigieg:

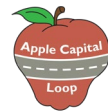
On behalf of the citizens and businesses of the Wenatchee Valley in Washington State, we urge support for the City of Wenatchee's application for the Apple Capital Loop INFRA grant. We wholeheartedly believe this grant, if provided, will significantly advance this valley's vision for a vibrant north central Washington and create ladders of opportunity across geographic, political and cultural boundaries. The Apple Capital Loop project is the result of years of planning by regional jurisdictions and broad community engagement in the Wenatchee Valley. The Apple Capital Loop supports economic vitality on a local, regional, and national level by bringing together four vital, interconnected projects that comprise the backbone of our regional transportation network, and the local component of the National Highway Freight Network (NHFN).

Specifically, this multi-modal network of projects will yield improved safety, system reliability, and congestion relief coordinated with deployment of a modernized, rapid-charge battery electric commuter transit system with faster speed and increased frequency. The impacts of climate change and recent fire events underscore the important safety element to implementing this project. The Wenatchee Valley, surrounded by publicly owned forest lands, experienced extreme wildfires in 2014 and 2015. The Sleepy Hollow fire burned more than 30 acres within the City's urban core. These events impact the entire region but especially our most vulnerable populations which are more susceptible to wildfires, floods, and other natural disasters. The Apple Capital Loop will enhance our ability to respond to future emergencies and safely evacuate citizens, particularly though the Confluence Parkway bypass segment.

This INFRA grant will be combined with more than \$100 million of other local public and private funding to complete the Apple Capital Loop. It will leverage more than \$200 million of investments by our agricultural sector in production, storage and transportation. This INFRA Grant will significantly advance the health, safety and economic welfare of this community for decades to come. We are rural, we don't have the benefit of an interstate and this project provides opportunities to highlight the ability of a region to come together and use federal, state and local

203 RAINIER • POST OFFICE BOX 747 WATERVILLE, WA 98858-0747 • 509/745-8537 509/745-9045 FAX

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DAN SUTTON
1ST DISTRICT
KYLE STEINBURG
2ND DISTRICT
MARC S. STRAUB
3RD DISTRICT


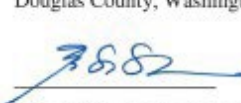
DOUGLAS COUNTY COMMISSIONERS

funding in an efficient and effective manner. The region's future depends on the completion of the Apple Capital Loop.

Thank you for your consideration of this application.

Sincerely,

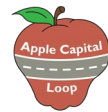
Board of Commissioners
Douglas County, Washington



Marc S. Straub, Chair Kyle Steinburg, Vice Chair



Dan Sutton, Member



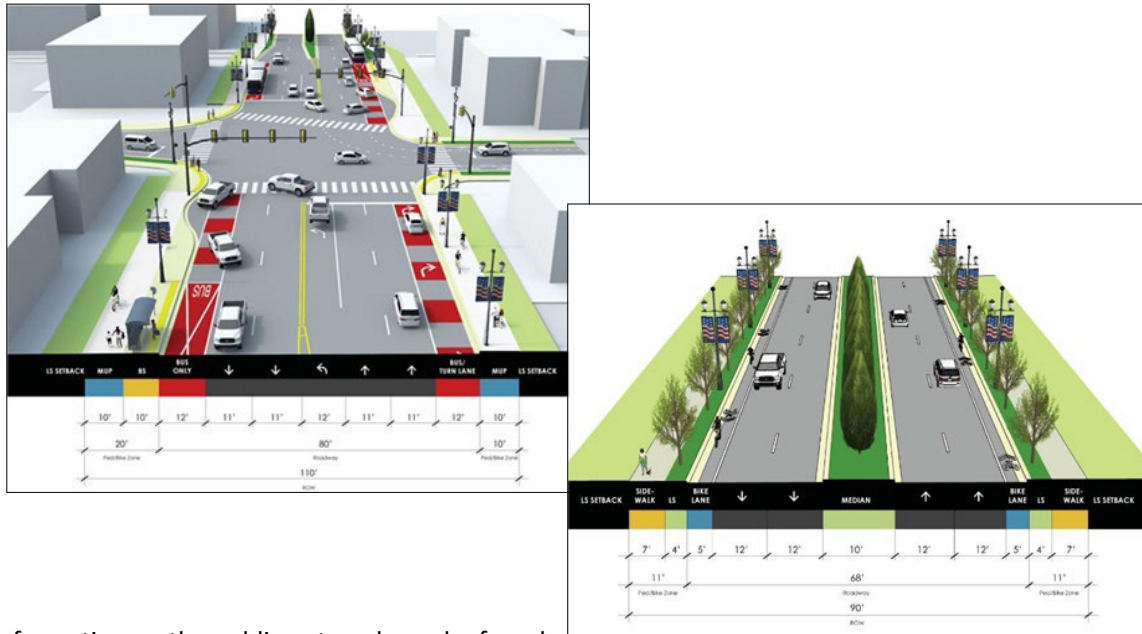
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Appendix D: Detailed Project Budget and Schedule

The full budget narrative and Spreadsheet has been included in the Application package and can be found at the project website: wenatcheewa.gov/confluenceparkway

Appendix E: Technical Feasibility Analysis

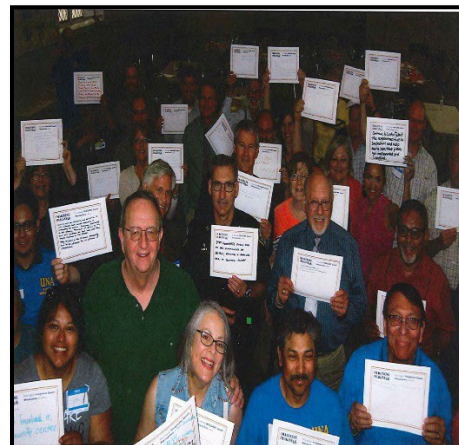
A complete Technical Feasibility Analysis has been included in the Application package and can be found on the project website: wenatcheewa.gov/confluenceparkway



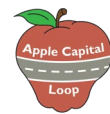
Updated information on the public outreach can be found in Appendix E-1

Appendix E-1: Racial Equity Impact Analysis, Equity-focused Community Outreach and Public Engagement

A complete Analysis has been included in the Application package and can be found on the project website: wenatcheewa.gov/confluenceparkway



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Appendix F: Optional Phasing / Partial Funding Options Matrix

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.

Completing the APPLE CAPITAL LOOP



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



Completing the APPLE CAPITAL LOOP

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.

Completing the APPLE CAPITAL LOOP



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%

Completing the APPLE CAPITAL LOOP



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:

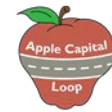
Phase 1: Builds Segs 1, 2A, 2C and 4

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

Completing the APPLE CAPITAL LOOP



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: Builds Segs 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

Completing the APPLE CAPITAL LOOP



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: Builds Segs. 1A, 1B, 1C, 2C and 4

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

BCA Modeling:

Uses Phasing Option A and deleted 2A



Completing the APPLE CAPITAL LOOP

Appendix G: Details on Project Partners

City of Wenatchee

Wenatchee is a city located in north-central [Washington](#) and is the largest city and [county seat](#) of [Chelan County, Washington, United States](#). Located at the confluence of the [Columbia](#) and [Wenatchee](#) rivers near the eastern foothills of the [Cascade Range](#), Wenatchee lies on the western side of the Columbia River, across from the city of [East Wenatchee](#). The [Columbia River](#) forms the boundary between Chelan and [Douglas County](#). Wenatchee is the principal city of the [Wenatchee–East Wenatchee, Washington Metropolitan Statistical Area](#), which encompasses all of Chelan and [Douglas](#) counties (total population around 110,884). However, the 'Wenatchee Valley Area' generally refers to the land between [Rocky Reach](#) and [Rock Island Dam](#) on both banks of the Columbia, which includes [East Wenatchee](#), [Rock Island](#), and [Malaga](#).

Wenatchee is known as the "Apple Capital of the World" due to the valley's many orchards. The city is also sometimes referred to as the "Buckle of the Power Belt of the Great Northwest". The "Power Belt of the Great Northwest" is a metaphor for the series of hydroelectric dams on the Columbia River. [Rock Island Dam](#) is located nearest to the middle of this "belt", and so was labeled the "Buckle". This saying is printed at the top of every issue of Wenatchee's newspaper, the *Wenatchee World*, and is no longer in common use elsewhere.^L

More importantly, the city was named after its native origins, the [Wenatchi](#)/P'Squosa band of indigenous people. The name is a [Sahaptin](#) word that means "river which comes [or whose source is] from canyons". The confluence of the Wenatchee and the Columbia Rivers was historically an important gathering place for tribes in the Pacific Northwest, sometimes referred to as the Council grounds. Historically, many thousands of Native American inhabited this area. The city of Wenatchee shares its name with the [Wenatchee River](#), [Lake Wenatchee](#) and the [Wenatchee National Forest](#).

The City is the lead applicant for the INFRA grant and will act as the fiscal agent for the partnership. The city is Certified Agency under WSDOT Local program. This is a large project and the city will directly supported by the WSDOT through their Local Programs, Right of Way, Environmental, and Design-Build offices (See [WSDOT Letter of Support](#)). WSDOT is responsible for directly delivering Segment 1A and Segment 4. An Interlocal Agreement will be signed with all parties prior to obligation.

Link Transit

Link Transit is the [public transit](#) authority of [Chelan](#) and [Douglas](#) counties in the [U.S. state](#) of [Washington](#). It operates [fixed bus](#) and [paratransit](#) services between 17 communities in the [Wenatchee–East Wenatchee metropolitan area](#), including the cities of [Chelan](#), [Leavenworth](#), [Waterville](#) and [Wenatchee](#). In 2014, Link Transit carried 987,376 passengers on its 18 bus routes.https://en.wikipedia.org/wiki/Link_Transit_-_cite_note-LT-About-1 It is one of only two [public transportation benefit areas](#), along with [Ben Franklin Transit](#) in the [Tri-Cities](#), to cover more than one county. The **Chelan-Douglas Public Transportation Benefit Area** was founded in November 1989 and a 0.4% [sales tax](#) was approved by voters in September 1990 to fund a bus system. In 2019, the voters approved an additional 0.2% sales tax to support increasing transit operations.

In October of 1988 a group of Wenatchee's political and business leaders met together at the request of the Wenatchee Downtown Association to talk about the possibility of bringing public transit to the area. The response that day, to many people's surprise, was total enthusiasm! Those present talked about helping senior citizens, advancing tourism, and linking the communities together. It was the beginning step in the process of forming a public transit system.

A Special Transit Conference was held on March 14, 1989, and elected officials passed a resolution declaring the need for a two-county transit system. On November 21, 1989, after a series of public meetings, officials created a Public Transportation Benefit Area (PTBA), as authorized by Chapter 36.57A RCW. The original PTBA boundaries included all of Chelan County and the Eastmont and Waterville school districts in Douglas County.



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On September 18, 1990, voters within the Public Transportation Benefit Area (PTBA) approved the sales tax increase with 54 percent of the vote. The new Chelan Douglas Public Transportation System was set-up with funding by a four-tenths of one- percent local sales tax, along with a sixty-three percent match from the Motor Vehicle Excise Tax. In 2000 Motor Vehicle Excise Tax funding was discontinued based on a stat- wide voter initiative that was passed in November 1999. In 1996, the voters in Douglas County Orondo School District area voted to annex into the PTBA increasing Link's service area to 3,500 square miles.

Today, LINK is aggressively pursuing clean energy solutions and technologies for its services and is the leading in the country in the development of battery electric buses, wireless fast charging systems and alternative fuels. LINK is one of only a handful of transit systems that have received three separate Federal Transit Administration grants for electric buses. LINK currently has a higher percentage of electric vehicles than any other US transit system.

Chelan-Douglas Transportation Council

The Chelan-Douglas Transportation Council (CDTC) is the Metropolitan Planning Organization serving the Chelan County and Douglas County region in central Washington State. CDTC is governed by elected and appointed officials representing two counties, ten cities, two port districts, one public transit operator and the regional division of the Washington State Department of Transportation. In addition to carrying out the federal metropolitan planning requirements for the region, CDTC is the lead planning agency for all regionally-significant transportation corridor and subarea studies with a medium- to long-term scope. CDTC began work on the Apple Capital Loop projects in 2009 with a focus on the North Wenatchee subarea. Regional consensus on the project was developed and continues to be maintained through active intergovernmental coordination and cooperation among CDTC member jurisdictions. CDTC's role in project implementation for the Apple Capital Loop INFRA grant will be managing the programming of project funds in the regional and statewide Transportation Improvement Program. Please visit www.chelan-douglas.org for additional background information on CDTC.

Douglas County

Douglas County is committed to the development of the Wenatchi Landing portion of the Apple Capital Loop project. In 2016, the County adopted the North End Master Plan to provide a unified and flexible template for the creation of a regional job center and tourist recreation destination at the north end of the East Wenatchee Urban Growth Boundary. Implementation of the Plan would improve safety, mobility, system reliability, freight movement and congestion conditions for the citizens and businesses of Douglas County and bolster regional commercial, tourism, recreation, and residential uses at this highly accessible, waterfront, regionally significant employment and tourism hub. Douglas County is authorized to develop, advertise, award, and manage the Wenatchi Landing project through the Washington State Department of Transportation's (WSDOT) Certification Acceptance (CA) program. The County has the resources and experience to deliver the project and is ready to get started.

Washington State Department of Transportation

The WSDOT has a regional office in Wenatchee who manages the North Central Region. This office provides critical development and operations of the transportation system and implement state policy as it relates to infrastructure. Critical to this project, Local Programs provide oversight and guidance to Local Agencies to ensure projects are carried out in accordance with Federal and State rules and regulations. WSDOT works with certified local agencies through their right of way and environmental offices as well. WSDOT is also a voting member of the Metropolitan Planning Organization governing board, the Chelan Douglas Transportation Council. The city and project partners have WSDOT have a long-standing relationship in working together to develop effective transportation projects.



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Appendix J: Opportunity Zone Map

