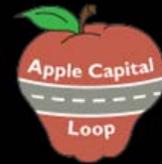


Completing the Apple Capital Loop



The Wenatchee Valley serves the world with the highest quality apple, cherry, and pear exports. It is home to 75,000 people, provides services as an urban hub for all North Central Washington, and is only 1 of 8 metropolitan areas in the nation located away from the National Interstate system. Our resilient community has invested over \$100 million of local funds in the last 10 years in transportation improvements and continues to invest in its critical lifeline, the Apple Capital Loop. This 11-mile loop carries more than 130,000 vehicles per day. Freight, businesses, commuters, transit, emergency services, residents and visitors must travel on it. The need to complete the Loop is further emphasized by the valley's confinement within the Cascade foothills and its division by the mighty Columbia River. Completing transportation improvements on the Loop will address current congestion problems and set the region up for the growth that is already straining our transportation system. An award of the Apple Capital Loop INFRA grant will provide the first significant Federal investment to complement local public and private investments to address existing issues as well set forth a path for economic prosperity consistent with goals and objectives for the national transportation system!



Lead Agency: The City of Wenatchee in partnership with WSDOT, Port of Douglas County, Douglas County, Chelan County, City of East Wenatchee, Port of Chelan County, Chelan-Douglas Transportation Council (MPO), LINK Transit, and BNSF Railway.

Federal Request:	\$122 million (48.1%)
Local Match:	\$132 million (51.9%)
Total Project:	\$254 million (100.0%)

Transportation Network:

This project makes significant impacts to the regional and national transportation system through combining inter-related sub-projects to address the most significant shortcomings of the Apple Capital Loop, the transportation backbone of the Wenatchee urban area.



Community Support: More than 3,400 community members have come together in a grass roots regional strategic planning effort and identified investment in transportation infrastructure as a top priority. The plan recognizes that growing traffic congestion is a major regional challenge.

Four Sub-projects

1. North Wenatchee (SR 285)	\$56 M
2. Confluence Parkway (Bypass)	\$126 M
3. Cascade Interchange (US 2)	\$16 M
4. Sunset Highway (SR 28)	\$56 M
Total Project Cost:	\$254 M

ECONOMIC IMPACT

➤ Economic Development

- Supports \$180 million in additional private investment in the redevelopment of the industrial area burned in the 2015 wildfires; \$300 million constructed for advanced fruit handling facilities and a new additive manufacturing company.
- Provides access to US 2 for 280 acres of greenfield lands in north Douglas County with \$280 million in development opportunity.



➤ Regional Economy

- Supports freight and employee access associated with the growing tree fruit industry. The region is the center of the international apple industry, part of a \$1.3 billion economic impact to the nation.
- Supports the MSA's GDP estimated at \$6.0 billion.



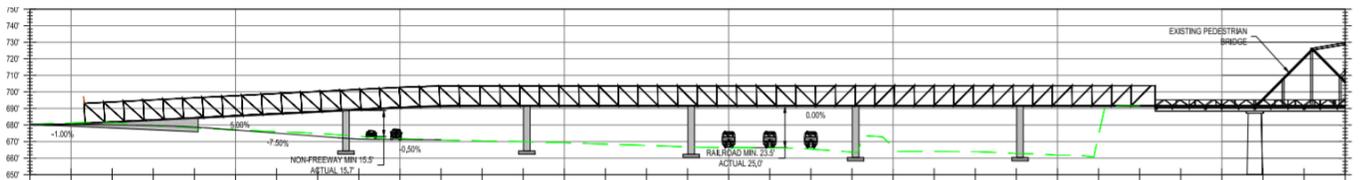
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PROJECT OBJECTIVES AND MERITS

➤ Supports National and Regional Economic Vitality

- Removes 2 at-grade roadway crossings of BNSF Class 1 rail carrying up to 27 daily trains.
- Addresses **freight delay and congestion** by increasing capacity by 20,000 ADT on a bypass route to SR 285, a designated Critical Urban Freight Corridor under the National Highway Freight Program.
- Provides **emergency ingress and egress route** to Wenatchee, a city isolated by the mountains and rivers as demonstrated in the 2015 Sleepy Hollow wildfire disaster.
- Eliminates one continuous mile of left turn “suicide” lanes on SR 285 and includes **transit improvements** connecting to the downtown transit center.
- SR 28 improvements **double its capacity**, which is key for freight, as the primary north-south and east-west urban through route
- Eliminate the risk of **pedestrian-train accidents** in a high trespass location with a pedestrian overpass. Provides our most disadvantaged citizens with access to the loop trail and the Columbia River pedestrian bridge to East Wenatchee.



➤ Leverages Federal INFRA Funding

- Local match is over 50% utilizing \$77 million of Connecting Washington Gas Tax funds and \$20 Million from the city and partners. The city has adopted local options such as \$20 license plate fees and a local option sales tax for transit that supports operation of transportation infrastructure.

State of WA	\$80 million
City of Wenatchee/Partners	\$20 million
Other Federal	\$1 million
State of WA (New Revenue)	\$31 million
Local Match Total:	\$132 million

➤ Offers an Innovative Approach

- Proposes an environmental demonstration using a pre-NEPA study and partnerships to satisfy multiple local and federal agency objectives, including the Federal Energy Regulatory Commission. NEPA has been initiated and is well underway.
- Proposes using design – build with WSDOT support to construct new bridges.
- Propose use fiber connectivity to support ITS traffic management and future roadway/vehicle connectedness.

ADDITIONAL CRITERIA

➤ Rural – Large Project

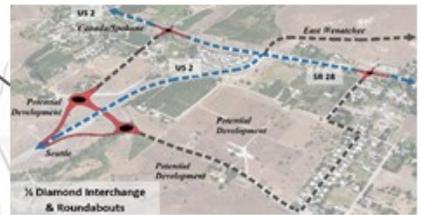
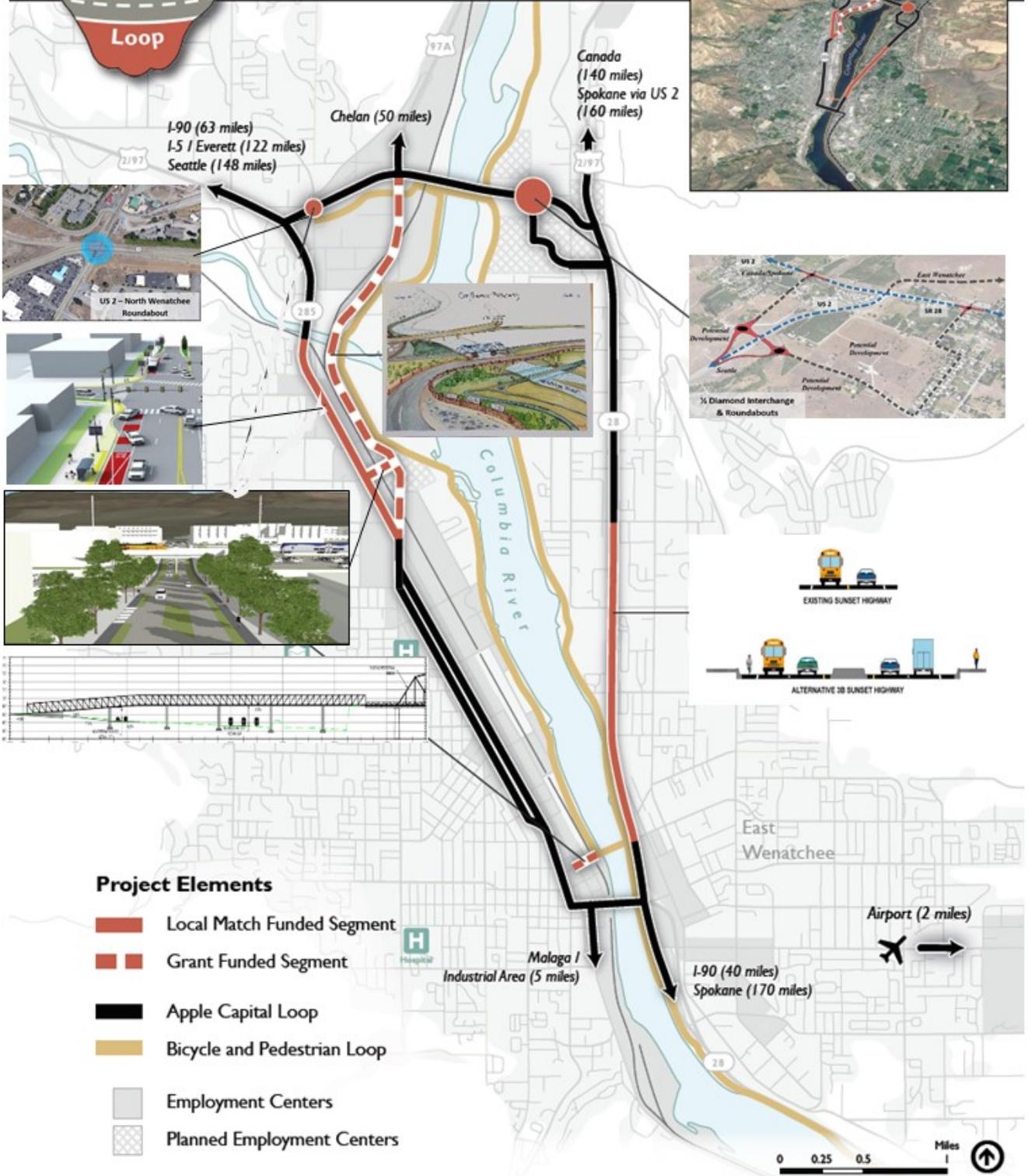
- Supports rural investment objective. The Wenatchee Federal Urban area has a population of 75,000 and is part of 118,250-person MSA.

➤ Project Readiness

- A history of focused planning for our future has prepared us for action.
- Our community has a history of delivering projects on time and within budget. Agency partnerships and design-build and public private partnerships will accelerate delivery timelines.
- An EIS has already been completed for 50% of the project fund allocations and components have right of way acquired through early acquisition. City is developing an EA for NEPA compliance for Confluence Parkway.



Completing the Apple Capital Loop



Project Elements

- Local Match Funded Segment
- Grant Funded Segment
- Apple Capital Loop
- Bicycle and Pedestrian Loop
- Employment Centers
- Planned Employment Centers

For more information contact: Steve King, Economic Development Director, City of Wenatchee, 509.3203, sking@wenatchee.wa.gov

Work Progress Since First INFRA Application in November 2017

More information can be found on our website: www.applecapitalloop.info.

Completing the Apple Capital Loop



- 2019 Application made it to final review with Secretary of Transportation and Senior Team
- Visit Washington DC 4 times to share project. Worked with USDOT Staff to improve application
- Receiving public support through public outreach meetings and organizations such as the Chamber of Commerce
- Refined benefit cost analysis of the project, particularly with the respect to the value of aiding evacuation in the event of a natural disaster (history with Sleepy Hollow Fire in 2015 and many others over the years)
- NEPA process for Confluence Parkway is underway with cooperation of Federal Highways Administration & WSDOT
- Advanced pre-design for Confluence Parkway, Cascade Interchange, and the McKittrick underpass
- Engaged interested stakeholders including Audubon Society and the Colville Confederated Tribes
- Received a CERB grant to fund and complete early acquisition of right of way
- Engaged / secured letters of support from Federal and State Legislative Delegation members
- Received Washington State legislative appropriation for quick-start on Confluence Parkway NEPA. Additional state support has been requested this legislative session (\$400,000). In addition, city invested \$330,000.
- WA State Legislature approved a Capital Budget in January 2018 that includes a \$4.8 million Public Works Trust Fund loan that will start the Confluence Parkway Phase I work with the Miller Storm Improvement project. (This is part of the city's match.)
- Refined pre-design engineering work for Confluence Parkway and Cascade Interchange. Improved design functionality.

Project Supporters:

[U.S. Senator Maria Cantwell](#)

[U.S. Senator Patty Murray](#)

[Congressman Dan Newhouse \(4th District\)](#)

[Congresswoman Kim Schrier \(8th District\)](#)

[Senator Brad Hawkins \(12th District\)](#)

[Rep. Keith Goehner \(12th District\)](#)

[Rep. Mike Steele \(12th District\)](#)

[Alcoa Wenatchee](#)

[BNSF Railway / Great Northern Corridor Coalition](#)

[Chelan County Commission](#)

[Chelan County Fire District No. 1](#)

[Chelan County Sheriff](#)

[Chelan-Douglas Community Action Council](#)

[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 – Lifeline Ambulance](#)

[East Wenatchee Police Department](#)

[East Wenatchee Water District](#)

[Eastmont Metropolitan Park District](#)

[Eastmont School District](#)[HighLine Grain](#)

[Housing Authority](#)

[LINK Transit](#)

[Mission Ridge Ski & Board Resort](#)

[NCW Economic Development District](#)

[Our Valley, Our Future](#)

[Pacific Aerospace & Electronics](#)

[Pacific Rim Land](#)

[Port of Chelan County](#)

[Port of Douglas County](#)

[Rivercom 911](#)

[Stemilt Growers](#)

[The Wenatchee World](#)

[Washington State Tree Fruit Association](#)

[Waste Management of Washington](#)

[Wenatchee Chamber of Commerce](#)

[Wenatchee Downtown Association](#)

[Wenatchee Police Department](#)

[Wenatchee School District](#)

[Wenatchee Valley TREAD](#)

[WSDOT](#)

[Trust for Public Land](#)

[Central Washington Innovation Partnership Zone](#)

[TREAD \(Outdoor Recreation Coalition\)](#)

[Chelan Douglas Land Trust](#)

[NCW Audubon Society](#)

[William Layman, Historian / Columbia River Specialist](#)

[/ Tribal Liaison](#)

[Randy Lewis, Wenatchi – P'Squosa Tribal Elder](#)